



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday, August 24, 2017

5:00 P.M.

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

(Map: <http://tinyurl.com/l6kejeg>)

CITY CLERK'S OFFICE

AGENDA

DATE 8/14/17 TIME 4:45
SERVED BY Mark Tibbitts
RECEIVED BY SSSS

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *June 19, 2017*

A. MATTERS FROM THE PUBLIC

B. PUBLIC HEARING

1. Approval of an Amendment to the FFYs 2018-2023 Transportation Improvement Program – *MPO Staff*

C. ITEMS for DISCUSSION and POSSIBLE ACTION:

1. FFY2018 Safety Targets for New Mexico – *NMDOT, MPO Staff*
2. Update on Transportation Improvement Program (TIP) Projects – *MPO Staff*

D. MATTERS FROM THE MPO STAFF

E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

F. MATTERS FROM THE NMDOT AND FHWA

G. ADJOURNMENT – Next Scheduled Meeting September 28, 2017

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

SANTA FE MPO TRANSPORTATION POLICY BOARD
MEETING INDEX
August 24, 2017

Item		Page
Call to Order	Councilor Joseph Maestas, Chair of the Santa Fe MPO Transportation Policy Board called the meeting to order at 5:03 p.m. at the City of Santa Fe Market Station Offices.	1
Roll Call	A quorum was established with roll call.	1
Approval of Agenda	Councilor Trujillo moved to approve the agenda as presented with a second from Councilor Signe Lindell. The motion was approved a passed by unanimous voice vote.	1
Approval of Minutes from the June 19, 2017	<i>Corrections: Page 1 under roll call change Ana to Anna and place Commissioner Hansen as excused. Commissioner Harry Roybal to Henry Roybal</i> Commissioner Hansen moved to approve the minutes of June 19, 2017 as amended with a second from Councilor Lindell. The motion was approved a passed by unanimous voice vote.	1,2
MATTERS FROM THE PUBLIC		2
PUBLIC HEARING 1. Approval of an Amendment to the FFYs 2018-2023 Transportation Improvement Program	Councilor Trujillo moved to approve the amendment to the FFYs 2018-2023 TIP with a second from Councilor Lindell The motion was approved a passed by unanimous voice vote.	2,3
ITEMS FOR DISCUSSION and POSSIBLE ACTION 1. FFY 2018 Safety Targets for New Mexico 2. Update on Transportation Improvement Program (TIP) projects	Discussion Only	3,4 5
MATTERS FROM MPO STAFF	Discussion Only	5
MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD	Discussion Only	5
MATTERS FROM THE NMDOT AND FHWA	Discussion Only	5
ADJOURNMENT – Next Scheduled Meeting September 28, 2017	There being no further business to come before the Santa Fe MPO Transportation Policy Board the meeting was adjourned at 6:15 p.m.	5
SIGNATURES		5

SANTA FE MPO TRANSPORTATION POLICY BOARD

City of Santa Fe Offices at Market Station

500 Market Street, Ste. 200 Santa Fe, NM

August 24, 2017

5:00 p.m. -6:00 p.m.

1. CALL TO ORDER

Councilor Joseph Maestas, Chair of the Santa Fe MPO Transportation Policy Board called the meeting to order at 5:03 p.m. at the City of Santa Fe Market Station Offices. A quorum was established with roll call.

2. ROLL CALL

PRESENT:

Councilor Joseph Maestas, Chair

Councilor Signe I. Lindell

Councilor Ronald S. Trujillo

Commissioner Robert Anaya

Commissioner Ed Moreno, Vice Chair

Commissioner Anna Hansen

Tamara Haas, NMDOT

NOT PRESENT/EXCUSED:

Mayor Javier M. Gonzales

Governor Charlie Dorame, Tesuque Pueblo

OTHERS PRESENT:

Mark Tibbetts, MPO Officer

Keith Wilson, MPO Planner

Erick Aune, MPO Planner

Justin Greene, Citizen

William Mee, Citizen

Linda Vigil, Stenographer

3. APPROVAL OF THE AGENDA

MOTION: Councilor Trujillo moved to approve the agenda as presented with a second from Councilor Signe Lindell.

VOTE: The motion was approved a passed by unanimous voice vote.

4. APPROVAL OF MINUTES June 19, 2017

Corrections: Page 1 under roll call change ~~Ana~~ to Anna and place Commissioner Hansen as excused.

Commissioner ~~Harry~~ Roybal to Henry Roybal

MOTION: Commissioner Hansen moved to approve the minutes of June 19, 2017 as amended with a second from Councilor Lindell.

VOTE: The motion was approved a passed by unanimous voice vote.

A. MATTERS FROM THE PUBLIC

Mr. Greene (611 Campana Place) spoke about the bike lane on Hyde Park Road that is not included as a MPO road. There has been a lot of developments there lately. There have been improvements planned but never complete. Turn lanes and bike lanes would be appreciated.

William Mee (2073 Samuel Montoya-Agua Fria Village) has been advocating with the City for many years. He explained the planning and the task force he sat on. There has been a lot of transportation projects through the Village. The Village has been trying to be a partner, he spoke at the joint City/County meeting. There are plans for an apartment complex off NM599. Mr. Mee explained the importance of the Village in decisions.

B. PUBLIC HEARING

1. Approval of Amendment to the FFYs 2018-2023 Transportation Improvement Program

Mr. Wilson explained the creation of the new document that will go into effect in October. This is the amendment cycle, the current program that is in place cannot be amended. (See Exhibit A) The change is for a project S100250. They will be changing a segment of the interstate. There is money to be moved to FY2022. The movement is for some projects before the repaving. The district will need to meet fiscal constraints. It would begin in 2021.

Mr. Wilson explained per the public procedures it was released for public comment. There were not any comments submitted.

Chair Maestas asked how the amendments were advertised to gather public comment. Mr. Wilson explained it was posted by email, the website, Facebook and an advertisement in the SF New Mexican.

Commissioner Hansen doesn't see County Rd. 70 on the summary of projects. Mr. Wilson explained that was under consideration but the available funds went to the St. Michael's Corridor. Commissioner Hansen states it reflects poorly on the administration.

Chair Maestas asked about the amendment numbers assigned. Mr. Wilson explains he doesn't apply one until it is approved.

Chair Maestas asked if the condition of the road can wait. Mr. Wilson states the District is the lead on this project. Chair Maestas would like to see what can wait. Mr. Wilson stated the technical committee reviewed it.

Commissioner Anaya asked about the concerns with the funding and what levels there are. Mr. Wilson discussed STIP S100121 stating NMDOT was originally going to take the lead on it, there was an MOA amendment then NMDOT questioned it. The last Mr. Wilson heard, they were nearing a conclusion of the language on the MOA. The S100122 was 100% County funded.

Ms. Haas offered clarifications, the NMDOT has identified NM 599 and Veteranos Hwy. should go out to bid in March/April. She can bring someone in for payment conditions or get the information for another meeting.

Commissioner Hansen discussed the accidents in that spot has increase, some had serious injuries. Ms. Haas explained the timeline, after it gets awarded. The funding is based on need there is a backlog that are committed projects already.

Chair Maestas clarified that this is just for the Amendment itself. The other projects are a separate issue.

Councilor Lindell asked about item S100430 it shows a zero balance in four years. Mr. Wilson stated it was an error.

Chair Maestas opened the **PUBLIC HEARING**

Mr. Greene recommends amending the TIP project and put the money towards Hyde Park Road or West Alameda. It should be considered.

Mr. Mee voiced his concern over the funds for County Rd. 70, they have dropped off. He is surprised there is not any fatalities there.

Chair Maestas closed the **PUBLIC HEARING**

Commissioner Hansen commented on West Alameda coming up on the agreement. The county has designed a plan and presented it to the City Manager. There has been no movement.

MOTION: Councilor Trujillo moved to approve the amendment to the FFYs 2018-2023 TIP with a second from Councilor Lindell

VOTE: The motion was approved a passed by unanimous voice vote.

C. ITEMS for DISCUSSION and POSSIBLE ACTION:

1. FFY2018 Safety Targets for New Mexico

Mr. Aune discussed the targets around the goals from the Federal Government. (See Exhibit B) The data is available for safety targets should the state go on its own. The intent is that the MPO's would collaborate. There are four objectives and they would like to work on them.

Chair Maestas asked if future requests for funding has to be tied to the safety goals?

Mr. Aune it is clear in the findings they have to strive for the targets and have it as an ethic.

Chair Maestas asked them to describe the funding. Mr. Aune explained the process isn't changing for those funds. Mr. Wilson explained there is other portions like congestion and air quality and others, one project may not meet one. The intent is to meet the goals.

Ms. Haas discussed the data and how they look at before crash data and after crash data to see after the project is complete if it has improved. Ms. Haas explained the funding formula for other Federal programs, they are trying to move away from District allocations.

Ms. Haas states they are trying to comprehend some rules for the MPO's.

Chair Maestas asked if they can have their own targets or adopt the states uniform. Maybe the thought should be to sub allocate funds. It seems like more work for the Department.

Commissioner Anaya is the move from districts to State driven by the State? Ms. Haas stated it is the Cabinet Secretary and the Federal Highway Administration.

Commissioner Anaya recommends they pay attention to that shift and balance it and manage it with some resources.

Chair Maestas asked what stage is it at now. Ms. Haas explained there is nothing to allocate it to, the MPOs must look at the process. They may not have data on how they select projects. The targets are competing for a certain pot of money. The rules are that they must focus on the interstates and conditions of the roads.

Chair Maestas stated some NHS Federal Funds can be moved around and transferred. Would like to see a map with all the categories. It would be good to see the data.

Commissioner Hansen states it concerns her to go to statewide allocation. Each district has different needs.

Chair Maestas recommends that they proceed with their own HSIP Targets but wants to see the data.

Commissioner Anaya appreciates Ms. Haas' point, they want to maximize the amount to match Federal funds. The reality is there are inconsistencies with the counties. He would like to see it maximize the money and think ahead for maintenance.

Chair Maestas asked if it is all being done with the same objective. Ms. Haas explained a lot of other states do this. Chair Maestas would like a presentation on how the process will work.

Mr. Wilson states if the MPO set their own targets, it wouldn't help leverage more federal funds. That will put the pressure on the local entities. Chair Maestas states they would have their own data.

Chair Maestas would like a graphical map of the statewide data and to work with NMDOT to identify the targets. He would like a meeting and presentation on the statewide process. He would also like to hear from the Federal Highway.

2. Update on Transportation Improvement Program (TIP) Projects

Mr. Wilson explained the list is from July of TIP projects. (See Exhibit C) He will get a refreshed list for the next meeting. The study is complete for the NCRDT, they brought it to the Staff level before the public process. Chair Maestas recommends staff look at unfunded projects that could use Federal funds. There are probably other unfunded projects.

Commissioner Anaya the more the cities have the shovel ready projects ready, they can get them out the door.

D. MATTERS FROM MPO STAFF

Mr. Tibbetts passed out the information on the NCRDT study for consolidation of Transit and NCRTD (See Exhibit D) Mr. Wilson explained the study is complete and there are public hearings being held. They will get comments together and finalize the documents and present to City Council.

Ms. Hansen how are they getting the notice about the meetings out? Mr. Wilson stated there was notice in the newspaper and the City and NCRDT both sent out press releases.

Chair Maestas stated it seemed like a series of tasks and titles and not easy information to locate. Commissioner Hansen agrees. Chair Maestas states the public need something more comprehensive to look at.

E. MATTERS FROM THE MPO TRANSPORTATION POLICY BOARD

All matters were discussed previously.

F. MATTERS FROM THE NMDOT AND FHWA

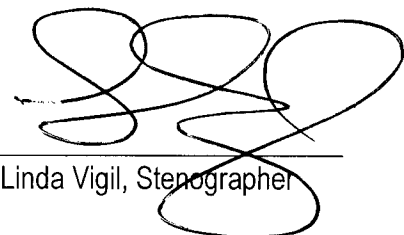
There were not any matters from the NMDO and FHWA to discuss.

G. ADJOURNMENT

There being no further business to come before the Santa Fe MPO Transportation Policy Board the meeting was adjourned at 6:15 p.m.

SIGNATURES


Councilor Joseph Maestas, Chair


Linda Vigil, Stenographer

**PROPOSED DRAFT AMENDMENT TO THE
TRANSPORTATION IMPROVEMENT PROGRAM
Federal Fiscal Years 2018–2023**

**PUBLIC COMMENT PERIOD: 08/02/17 – 08/16/17
TCC Review and Recommendation: 08/21/17
TPB Public Hearing and Action: 08/24/17**

PROPOSED CHANGES TO EXISTING PROJECTS

**S100250 – Interstate Pavement Preservation. Milemarker 264 to
Milemarker 276 [NMDOT Lead]**

- FFY2020 Funding moved to FFY2022 and reduced from \$6,000,000 to \$5,116,193

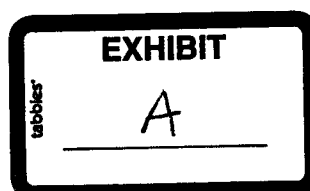
Justification:

\$4,000,000 remains programed in FFY2021. Funding moved from FFY2020 to FFY2022 to accommodate the completion of other projects on this section of the interstate. The reduction in funding in the amount of \$883,807 is to meet fiscal constraints within the NMDOT District.

The Public Comment Period ran from **August 2, 2017 through August 16, 2017**. During that period no Public Comments were received.

The MPO Technical Coordinating Committee will review submitted public comment and make a recommendation on the proposed amendment at their next meeting on August 21, 2017 and the MPO Transportation Policy Board will hold a Public Hearing on the proposed amendment at their meeting on August 24, 2017

The Santa Fe MPO's public participation process satisfies the public participation process for the Santa Fe Trails' Program of Projects.



**FFY2018-2023 Transportation Improvement Program Summary
PENDING FHWA/FTA APPROVAL**

ROADWAY PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2018	FFY2019	FFY2020	FFY2021	4yr Total	FFY2022	FFY2023
1	S100121	NE Connector (I-25 Frontage Rd) from Richards to St Francis Dr	\$ 3,232,644	\$ -	\$ -	\$ -	\$3,232,644	\$ -	\$ -
2	S100122	SE Connector from NE Connector to Richards Ave	\$ 5,790,000	\$ -	\$ -	\$ -	\$5,790,000	\$ -	\$ -
3	S100250	Interstate Pavement Preservation	\$ -	\$ -	\$ 6,000,000	\$ 4,000,000	\$10,000,000	\$ 5,116,193	\$ -
Project funding moved to accommodate other I-25 Projects still being scoped. Funding reduced by \$800k to bring into Fiscal Constraints									
4	S100370	Agua Fria St/Cottonwood Drive Intersection Safety	\$ 1,000,000	\$ -	\$ -	\$ -	\$0	\$ -	\$ -
5	S100430	NM599/US84-285 Ramp Modification	\$ 800,000	\$ -	\$ -	\$ -	\$0	\$ -	\$ -
6	S100440	St Michaels Drive Corridor Improvements	\$ -	\$ 3,458,629	\$ 5,500,000	\$ 5,802,406	\$14,761,035	\$ 5,500,000	\$ -
7	S100460	Guadalupe Street Reconstruction "Road Diet"	\$ -	\$ 3,625,000	\$ -	\$ -	\$3,625,000	\$ -	\$ -
8	S100520	I-25 Pavement Preservation – M.P. 290 – 294 (Eldorado to Canoncito IC)	\$ 7,150,000	\$ -	\$ -	\$ -	\$7,150,000	\$ -	\$ -
9	S100540	Bridge Preventative Maintenance on I-25/La Cienega (#9423) and NM466/US84/285 (#7366)	\$ -	\$ 450,000	\$ -	\$ -	\$450,000	\$ -	\$ -
		TOTALS	\$ 17,972,644	\$ 7,533,629	\$ 11,500,000	\$ 5,802,406	\$ 35,008,679	\$ 10,616,193	\$ -

TRANSIT & RAIL PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2018	FFY2019	FFY2020	FFY2021	4yr Total	FFY2022	FFY2023
10-15	TS00026 - TS00031	Santa Fe Trails: FTA Ridefinders Funding	\$ 84,004	\$ 84,004	\$ 84,004	\$ 84,004	\$ 336,016	\$ 84,004	\$ 84,004
16-21	TS00084 - TS00089	Santa Fe Trails: FTA Section 5339 Bus and Facilities	\$ 203,500	\$ 203,500	\$ 203,500	\$ 203,500	\$ 814,000	\$ 203,500	\$ 203,500
22	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
23	S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -
24	TS00120	NCRTD: FTA Section 5307 Funding	\$ 210,888	\$ 210,888	\$ 210,888	\$ 210,888	\$ 843,552	\$ 210,888	\$ 210,888
25	S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M – Canoncito	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -
		TOTALS	\$ 8,750,753	\$ 8,480,753	\$ 8,480,753	\$ 8,480,753	\$ 34,193,012	\$ 8,480,753	\$ 8,480,753

NON MOTORIZED PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2018	FFY2019	FFY2020	FFY2021	4yr Total	FFY2022	FFY2023
26	S100550	Santa Fe Rail Trail - Segment 5	\$ 455,363	\$ -	\$ -	\$ -	\$455,363	\$ -	\$ -
27	S100560	Arroyo Hondo Trail - Phase 4	\$ 1,450,000	\$ -	\$ -	\$ -	\$1,450,000	\$ -	\$ -
		TOTALS	\$ 1,905,363	\$ -	\$ -	\$ -	\$1,905,363	\$ -	\$ -

FFY - Federal Fiscal Year [e.g. FFY2018 = October 1, 2017 - September 30, 2018]

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

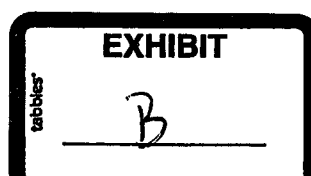
To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



U.S. Department of Transportation
Federal Highway Administration



Safe Roads for a Safer Future
Investment in roadway safety saves lives
<http://safety.fhwa.dot.gov>

Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Top 5 Things to Know about MPO HSIP Safety Performance Targets

✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.





This document outlines the Federal Fiscal Year (FFY) 2018 Safety Targets for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017). The state is required to set annual targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Program (HSP).

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets.

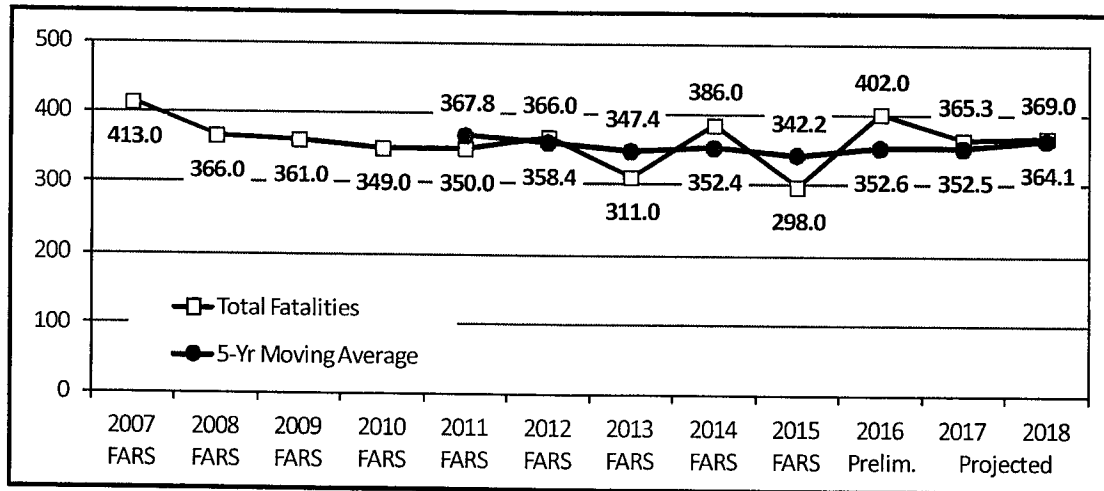
1. Numerous internal meetings took place in winter of 2016/2017 between the NMDOT Planning and Traffic Safety Bureaus to review and analyze crash data and trends. NMDOT contracts with the University of New Mexico (UNM) to maintain the state's crash database.
2. With assistance from the Federal Highway Administration (FHWA), the NMDOT conducted a Safety Target Workshop with the MPOs on April 5, 2017. The attendees reviewed the crash data and trends as well as the federal requirements for target setting.
3. On April 6, 2017, the MPOs held a quarterly meeting at which the MPO planners agreed to following the state's safety targets, rather than setting their own targets. The MPOs agreed to follow up with their Policy Boards/Committees regarding resolutions adopting the state's targets, when final guidance is available from FHWA.
4. On May 16, 2017, the NMDOT Traffic Safety Bureau held a meeting to discuss and adopt the targets required in the HSP. NMDOT Planning Bureau staff and MPO representatives attended.
5. NMDOT Planning Bureau held a follow up meeting with the MPOs on June 30, 2017 to review the final targets.
6. NMDOT Planning Bureau also followed up with Rodolfo Monge-Oviedo of FHWA-NM regarding guidance on how the MPOs should adopt the NMDOT targets. The guidance from FHW-NM is that the MPOs should amend their Metropolitan Transportation Plans to state that they will follow NMDOT targets and provide a separate document outlining the targets (or linking to the state targets), which is updated annually.
7. A draft of this summary was circulated to the MPOs for comments June 30 to July 27, 2017. As NMDOT received no comments, the summary is considered final.

In setting the FFY2018 safety performance targets, NMDOT and stakeholders did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

- NMDOT uses Excel to plot a linear best fit line based on 5-years of actual data to project for future years.
- Vehicle Miles Travelled (VMT) - the Annual VMT estimate for 2016 uses the 2015 Daily VMT $(75,165,529.8 \text{ Daily VMT} * 1.021 * 365) / 1,000,000 = \mathbf{28,012 \text{ annual Million VMT for 2016}}$ where 75,165,529.8 is the 2015 Daily VMT.

- 1.021 is the 2.1% increase estimate for 2016 (per FHWA - https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm)
- 365 is the number of days in a year
- 1,000,000 converts the units to millions
- Crash Data - 2015 is finalized, 2016 is preliminary.

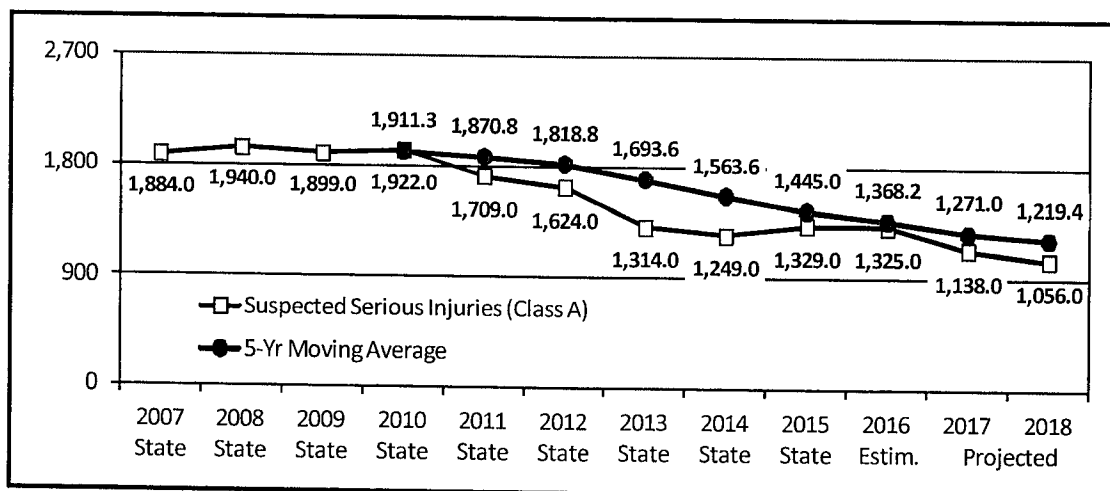
C1: Total Traffic Fatalities



NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 342.2 in 2015 to 364.1 by December 31, 2018 (FARS; 5-year averages)

NMDOT Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but are expected to rise in 2016 based on preliminary data. January through May 2017 data show a slight decline from the first 5 months of 2016, but the May 2017 data are very preliminary and are expected to rise. The 5-year trend line indicates an increase of 6.4 percent from 2015 to 2018, and the State has determined this to be an achievable target for 2018.

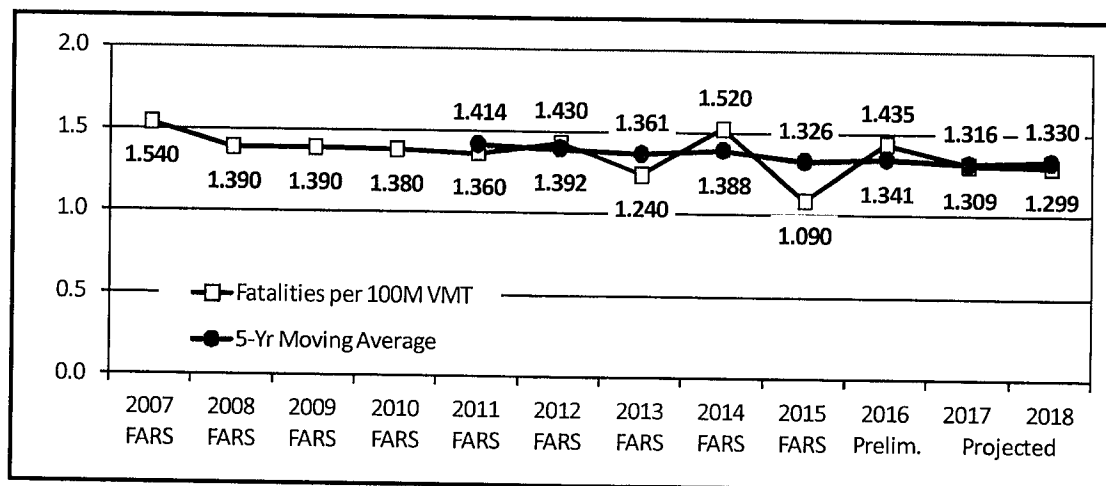
C2: Total Serious Injuries



NMDOT Target Statement: Decrease the number of serious injuries by 15.6 percent from 1,445.0 in 2015 to 1,219.4 by December 31, 2018.

NMDOT Justification: Five-year average serious injuries fell by 22.8 percent between 2011 and 2015. The State anticipates a continued reduction in serious injuries and considers the projected reduction to 1,219.4 an achievable target for 2018.

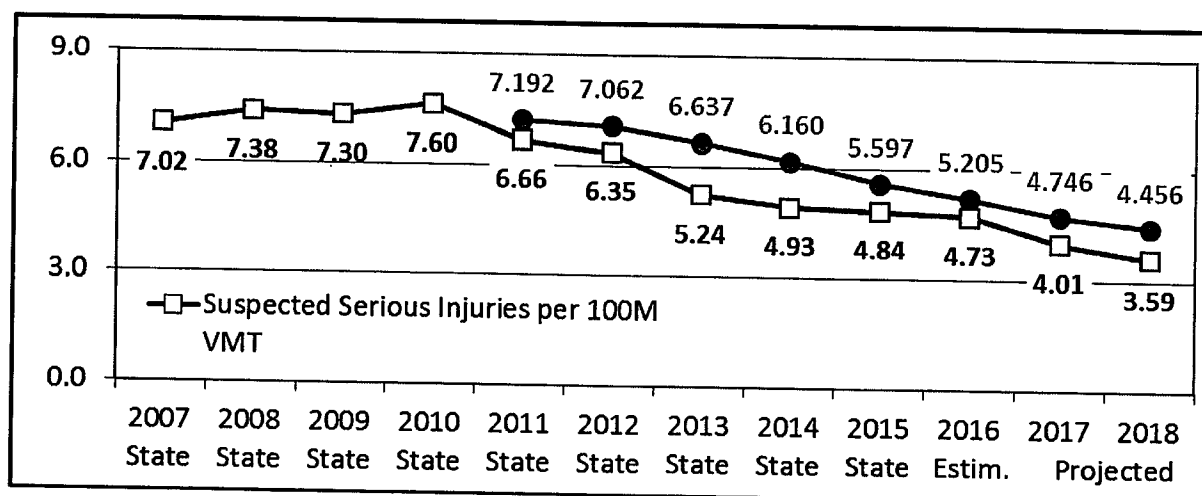
C3: Fatalities per 100M VMT



NMDOT Target Statement: Limit the increase in the fatality rate to .31 percent from 1.326 in 2015 to 1.330 by December 31, 2018.

NMDOT Justification: Although fatalities are expected to increase in 2018 from 2015, the State determines that the projected 2018 5-year fatality rate is an achievable target. Five-year average 2018 projections for urban and rural fatality rates are determined to be achievable targets.

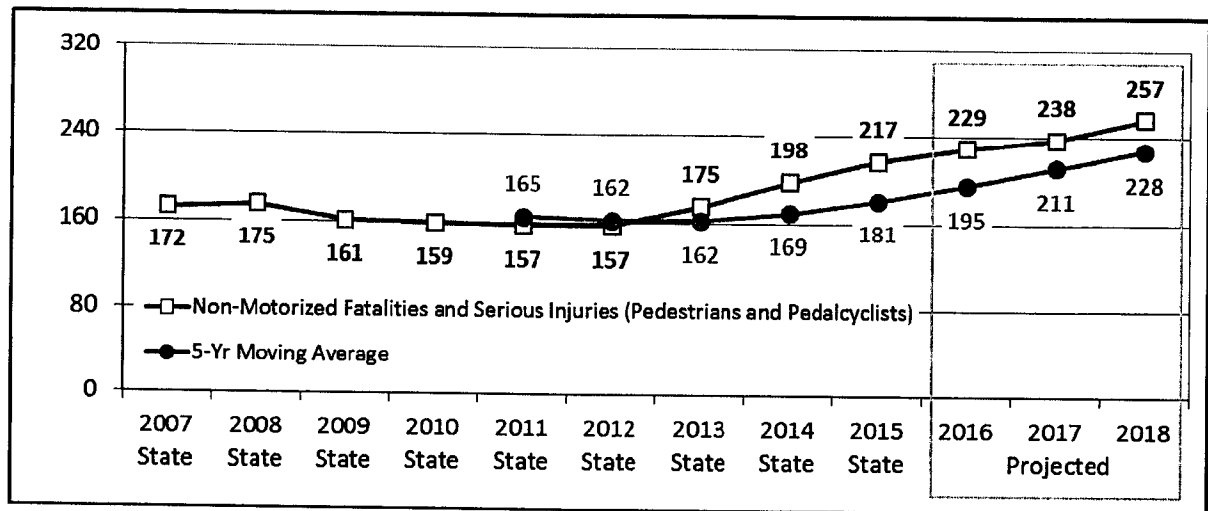
C4: Rate of Serious Injuries



NMDOT Target Statement: Decrease the rate of serious injuries from 5.597 in 2015 to 4.456 by December 31, 2018.

NMDOT Justification: Five-year serious injuries fell by 27.3% between 2011 and 2015. The State anticipates a continued reduction in serious injuries and considered the projected reduction to 3.59 an achievable target by 2018.

C5: Number of non-motorized fatalities and non-motorized serious injuries



NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 228 by December 31, 2018.

NMDOT Justification: Although fatalities are expected to increase in 2018 from 2015, the State determined that the projected number of 228 non-motorized fatalities and serious injuries in 2018 is an achievable target.

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 approved by NMDOT 6/5/17. PHASE C Environmental Report due for completion and submittal in December 2017.
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 completion of S100120
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 completion of S100120
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 dependednt 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
Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status

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

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 Closed Out
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 Project is on schedule; anticipated completion; August 2017.
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. Negotiations underway; anticipate CC approval of contract by 6/14 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
Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status

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

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. Funding being reduced to \$250,000 with Amendment 6. Expect to Obligate Project in November 2017 and construction in Spring/Summer 2018
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 December 2016. Project closed June 22, 2017.
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]	100% design completed, FHWA scheduling bidding of construction contract, anticipated to bid construction in August 2017 with construction start date anticipated October 2017. 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.



TRANSIT CONSOLIDATION STUDY FACT SHEET

What was the purpose of the study?

During the City of Santa Fe's FY2016/2017 budget discussions last year, the Mayor, Council and City Manager discussed various ideas about creating cost efficiencies with several city services, including transit. To better understand the opportunities for service coordination, potential cost efficiencies and future service improvements, the City Council passed a Resolution 2016-29 in April 2016 calling for a feasibility study for transit consolidation between Santa Fe Trails (SFT) and the North Central Regional Transit District (NCRTD). The NCRTD Board passed a similar resolution supporting the joint effort.

Who conducted the study?

The consolidation analysis report was compiled by independent, third-party Transportation Management & Design, Inc. (TMD) who led the project. Transportation specialists, Felsburg Holt & Ullevig (FHU), assisted in the study's financial analysis, and Rosemary Romero Consulting, a Santa Fe-based business consultant, conducted the outreach and will organize and facilitate the public meetings.

What did you set out to achieve with this report?

The study was initiated to document and quantify aspects of the two presently independent transit systems. It includes a detailed analysis of financial, labor and service factors. It also looks at potential sharing and/or use of existing and future physical assets and labor force; and overall service performance and integration.

The consultant team has developed several consolidation options for each of these key areas of study and assessed the strengths, weaknesses, opportunities, and threats of each option as well as obstacles, including an analysis of financial and labor implications, sharing and/or use of existing and future physical assets, as well as overall service performance and integration.

What does the report look at?

Specific components/key areas of the study include:

- Public Outreach, and Presentations
- Evaluation of Current Operations
- Financial Analysis
- Physical Assets Analysis
- Labor Force and Collective Bargaining Analysis
- Fixed Route Service Evaluation
- Paratransit, Dial-A-Ride and Demand Response Services Evaluation
- Potential for both efficiency and cost associated with consolidation
- Constraints associated with consolidation

Where do I find a copy of the report?

A copy of the report can be found on the project website at www.consolidationstudy.com. It can also be accessed through www.ncrtd.org and www.santafe.org.

EXHIBIT

D

Does the study include a recommendation on whether, or not, to consolidate?

No. It merely puts forth several consolidation options that can be looked at, discussed and considered. A series of public and governmental meetings and presentations have been set up to present the findings and, go over options and seek input on whether, or how to move forward.

Does the report address route changes, or service reductions?

No. This study does not consider any specific changes in current service levels or routes, but rather is a management analysis of the various issues surrounding a potential transit consolidation to be operated as an expansion of NCRTD.

What is the purpose of the public meetings?

The public meetings and presentations have been set up to present the findings and seek input.

Will the City Council and NCRTD Board be voting on whether to consolidate at the August 28th and 29th meetings?

No. The purpose of the presentations to the NCRTD Board and Santa Fe City Council are for the consultants to present their findings, as well as their consolidation options, and open the floor for discussion and comments only. It is not to seek a vote for, or against, consolidation.

What are the next steps?

Once the meetings are completed, a final Consolidation Assessment Plan incorporating the comments from the public information meetings, and related NCRTD Board and City of Santa Fe Council discussions will be prepared by TMD. A future discussion by the City Council and the District Board will be scheduled to determine what direction to take in respect to the preferred recommendations contained in this final document.

I am unable to attend the public meeting, but I would like to submit a comment to the record. How do I do that?

You may go to the consolidation website at www.transitconsolidationstudy.com and click the "Get Involved" link along the top of the page.

How can I attend one of the public meetings?

The meetings will be held on August 28th and 29th at the following locations:

Monday, August 28

9:00 AM to 11:00 AM – NCRTD Board Special Meeting, Jim West Regional Transit Center, 1327 N. Riverside Drive, Española

4:00 PM to 6:00 PM – Santa Fe City Council Special Meeting, Santa Fe City Council Chambers, 200 Lincoln Avenue, Santa Fe

6:30 PM to 8:00 PM – Public Meeting, Santa Fe Community Convention Center, O'Keeffe Room, 201 W. Marcy Street, Santa Fe

Tuesday, August 29

5:30 PM to 7:30 PM – Public Meeting, Genoveva Chavez Community Center, Community Room, 3221 Rodeo Road, Santa Fe



FOR IMMEDIATE RELEASE

August 18, 2017

Contacts: **City of Santa Fe:** Matt Ross 505-955-6045

NCRTD: Jim Nagle 505-629-4707

TMD: Rosemary Romero 505-982-9805

**CONSULTANT COMPLETES ANALYSIS OF CONSOLIDATION STUDY OF TRANSIT OPERATIONS OF
THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT AND THE CITY OF SANTA FE
Public Input Meetings to be Held August 28th and 29th**

A study to assess the feasibility of consolidating transit operations between the Santa Fe Trails operated by the City of Santa Fe and the North Central Regional Transit District (NCRTD) has been completed and delivered to NCRTD, the City and now the public.

During the City of Santa Fe's FY2016/2017 budget discussions, the Mayor, Council and City Manager discussed various ideas about creating cost efficiencies with several city services, including transit. To better understand the opportunities for service coordination, potential cost efficiencies, and future service improvements, the City Council passed Resolution 2016-29, in April 2016, calling for a feasibility study for transit consolidation between Santa Fe Trails (SFT) and the North Central Regional Transit District (NCRTD). The NCRTD Board passed a similar resolution supporting the joint effort.

The study does not consider any route specific changes in current service levels or travel path for either currently separate operation, but rather is a management analysis of the various issues surrounding a potential transit consolidation to be operated as an expansion of NCRTD.

The consolidation analysis report was compiled by Carlsbad, California-based Transportation Management & Design, Inc. (TMD) who led the project. Felsburg Holt & Ullevig (FHU), a transportation specialist organization based in Denver, Colorado, assisted in the study's financial analysis, and Rosemary Romero Consulting, a Santa Fe-based business consultant, conducted the outreach and will organize and facilitate the public meetings.

A copy of the report can be found on the project website www.transitconsolidationstudy.com. It can also be accessed through www.ncrtd.org and www.santafenm.gov.

-more-

The study was initiated to document and quantify aspects of the two presently independent transit systems. It includes a detailed analysis of financial, labor and service factors. It also looks at sharing and/or use of existing and future physical assets and labor force; and overall service performance and integration.

Specific components/key areas of the study include:

- Public Outreach, and Presentations
- Evaluation of Current Operations
- Financial Analysis
- Physical Assets Analysis
- Labor Force and Collective Bargaining Analysis
- Fixed Route Service Evaluation
- Paratransit, Dial-A-Ride and Demand Response Services Evaluation
- Potential for both efficiency and cost associated with consolidation
- Constraints associated with consolidation

The consultant team has developed several consolidation options for each of these key areas of study and assessed the strengths, weaknesses, opportunities, and threats of each option as well as obstacles, including an analysis of financial and labor implications, sharing and/or use of existing and future physical assets, as well as overall service performance and integration.

A final document incorporating the comments from the public information meetings and related NCRTD Board and City of Santa Fe Council discussion will be prepared.

In conjunction with NCRTD and Santa Fe Trails bus transit management, TMD and Rosemary Romero will conduct a series of public information meetings and presentations on Monday and Tuesday, August 28 and 29, to discuss the findings and take questions from the public and government officials. Those meetings, which are to discuss the report's findings only, will include:

Monday, August 28

9:00 AM to 11:00 AM – NCRTD Board Special Meeting, Jim West Regional Transit Center, 1327 N. Riverside Dr., Española

4:00 PM to 6:00 PM – Santa Fe City Council Special Meeting, Santa Fe City Council Chambers, 200 Lincoln Avenue, Santa Fe

6:30 PM to 8:00 PM – Public Meeting, Santa Fe Community Convention Center, O'Keeffe Room, 201 W. Marcy St., Santa Fe

Tuesday, August 29

5:30 PM to 7:30 PM, Public Meeting, Genoveva Chavez Community Center, Community Room, 3221 Rodeo Rd., Santa Fe

Funding for the \$150,000 study has been provided by the New Mexico Department of Transportation which contributed \$120,000 in federal transit grant planning funds, with an additional \$15,000 each provided by NCRTD and City of Santa Fe.