



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday August 26, 2013

1:30 P.M.

City Councilors' Conference Room, City Hall
200 Lincoln Avenue, Santa Fe, NM

AGENDA CITY CLERK'S OFFICE

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from July 29, 2013.

DATE 8/21/13 TIME 8:25a
 SERVED BY Maria Vigil
 RECEIVED BY [Signature]

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Recommendation on the proposed Amendment to the FFY2014-2017 Transportation Improvement Program – *MPO Staff*
- b. Transportation Improvement Program (TIP) Project Updates – *Lead Agency Staff*
- c. Review and Recommendation on Transportation Alternatives Program Applications – *MPO Staff*
- d. Discussion of the Roadway Functional Reclassification – *MPO Staff*
- e. Update on the Highway Safety Improvement Program – *MPO Staff*
- f. Update on the Development of the Travel Demand Model – *MPO Staff*
- g. Update on the Title IV Plan – *MPO Staff*
- h. Update on the Pedestrian Master Plan – *MPO Staff*

3 MPO Officer Report

4. Communications from TCC Members

5. Adjourn - Next TCC Meeting: Monday September 23rd, 2013

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.

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

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SFMPO-TCC MEETING
August 26, 2013

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1. COMMUNICATIONS FROM THE PUBLIC	None	2
2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION		
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C. TAP Applications Recommendations	Approved	3-5
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**MINUTES OF THE
SANTA FÉ MPO
TECHNICAL COORDINATING COMMITTEE
August 26, 2013**

CALL TO ORDER

A regular meeting of the Santa Fé MPO Technical Coordinating Committee was called to order on the above date by Chair John Romero at approximately 1:30 p.m. in the Councilors Conference Room, City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

John Romero, City of Santa Fé, Chair
Erick Aune, Santa Fé County
Tamara Baer – City of Santa Fé
Colleen Baker – Santa Fé County
Ken Smithson for Jon Bulhuis – Santa Fé Trails
Vicky Lucero for Penny Ellis-Green – Santa Fé County
Eric Martínez – City of Santa Fé
Richard McPherson for Reed Liming – City of Santa Fé [arriving later]
Anthony Mortillaro – NCRTD
Dave Quintana – District 5 [arriving later]
Joseph Gutierrez – Santa Fé County

MEMBERS ABSENT:

Adam Leigland – Santa Fé County
Sandra Maes - Pueblo of Tesuque

STAFF PRESENT:

Keith Wilson, Senior MPO Planner
Mark Tibbetts, MPO Officer

OTHERS PRESENT:

Rosa Kozub – NMDOT Planning Liaison
Ken Vellon - Public Citizen
Carl Boaz - Stenographer

APPROVAL OF AGENDA

Mr. Smithson moved to approve the agenda as presented. Mr. Martínez seconded the motion and it passed by unanimous voice vote.

APPROVAL OF MINUTES

July 29, 2013

Mr. Aune moved to approve the minutes of July 29, 2013 as presented. Ms. Lucero seconded the motion and it passed by unanimous voice vote.

Mr. McPherson arrived at this time.

1. COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

a. Review and Recommendation of an Amendment to the FFY2014-2017 Transportation Improvement Program – *MPO Staff*

Mr. Wilson reminded the Committee of the amendment. There was a STIP amendment for November that actually would be done in October. The amendment concerned the signal head

Ms. Baer moved to approve the recommendation as presented. Mr. Aune seconded the motion and it passed by unanimous voice vote.

b. Transportation Improvement Program (TIP) Project Updates – *Lead Agency Staff*

Mr. Wilson briefly reviewed the updates [attached as Exhibit 1]. There was nothing substantially changed except the completion of 599/62 and all but the lighting was finished at Washington/475. The NE/SE Connection was awaiting traffic demand modeling. The I-25 & Cerrillos interchange was awaiting analysis of the three design options. Cañoncito was at finalization of administration and correcting markers and should be let soon. Caja del Rio was close to wrap-up sometime in mid-August. Beckner Road was complete and the I-25 repaving project was ongoing and probably completed.

Mr. Wilson reported the Old Santa Fé Trail bike lanes were at 90% design review last month and he thought it was almost finalized.

Mr. Aune said it would be finalized within three weeks.

Mr. Wilson said the Guadalupe Bridge and Defouri Bridge structure reports were completed.

Mr. Martínez agreed. He anticipated having the design by year end. The two bridge rehabilitation projects would be let in October. There was a backlog on projects so these slipped a little.

Mr. Wilson said Las Soleras was removed. Rabbit Road was completed in July and functioning. Santa Fé Place Mall has not responded within the 60 day limit.

Mr. Smithson said they were relocating to the open space at Cerrillos and Camino Entrada. They had the federal commitment to not pull the money since they were showing progress. Santa Fé Place would be just a bus stop. The bus purchase hit a backlog so Santa Fé Trails should see them next year.

Mr. Wilson said for the Santa Fé Southern crossing he had no confirmation of project progress. For the Santa Fé Rail Trail project, the County was pulling out all stops to see if they could get SHPO completion and sign off this week.

Ms. Baker said the consultant was preparing to submit that by tomorrow.

Mr. Wilson said the Acequia Trail project design was underway and they would find out what NMDOT would require. For Safe Routes to Schools, the documents were submitted to DOT and awaiting their response. It was the same for the Santa Fé Trail retaining wall project.

The Committee had no questions or comments.

c. Review and Recommendation on Transportation Alternatives Program Applications – MPO Staff

Mr. Wilson handed out the results of scoring of the applications submitted [attached as Exhibit 2]. He reminded the Committee of the purpose of TAP which was for non-motorized funding through a competitive application process. High scores should get priority. Back on May 20th the MPO staff called for projects to be submitted with a deadline of August 2 and they received two applications from the City by that date. Both of them were sidewalk improvement projects. The first was a section of the River Trail from Alamo to Canyon Road for requested design funds in FY 14 with construction in FY 15.

Ms. Baer asked if the money was allocated to the MPO and competitive within the MPO area.

Mr. Wilson agreed. They had been allocated an amount of money for the competition internally within the MPO.

Mr. Wilson noted that on page 2 it showed the breakdown. Fifty percent of the MAP funding was to be allocated state-wide by population so the MPO had \$36,432 to be spent outside the urban area and \$120,021 within the urban area and the other 50% could be spent anywhere so Santa Fé ended up with \$211,282 to allocate. All of it was competitive.

The other City project submitted was for a sidewalk project for two segments on Cerro Gordo Road for sidewalks and stabilization at the first segment and for widening the pedestrian way in the second segment. The scoring was strict and was shown on the scoring handout. The applications were weighted for those that had gone through design. A score of 5 was for full documentation. The City provided minimal documentation so they got 2 points each and came out a little short.

Those two were the only ones submitted before the deadline and, if funded, would not use all TAP funds available and they didn't include any rural funding.

So on August 8 the MPO staff issued a second round for applications with an August 21 deadline and by then got one more from the City. It was for River Trail improvements that were identified in the Bicycle Master Plan and it identified potential shortfalls in funding (from the bond issue). It was split into two phases. Phase One would be widening of the sidewalk at St. Francis to Camino del Campo and a connection between Alto Park to La Madeira and trail connections from Conquistadora and Camino de Chelly. Phase Two would be for the River Trail from Defoun to Don Gaspar. The estimated cost would be \$1.29 million.

He also received one project from the County for the Santa Fé Rail Trail, Segment 4, from Avenida Vista Grande to Avenida Eldorado for trail improvements.

Those received before August 21 were secure and the one received after August 21 was secondary. He was confident there were no others hanging out there.

Ms. Baer asked how the applicants identified the amount they requested.

Mr. Wilson said the first projects were based purely on the estimated cost of the projects. For the River Trail they requested \$150,000 on a million dollar project.

Mr. Quintana arrived at this time.

Mr. Wilson noted that page 2 of the handout showed three scenarios for funding. The first scenario was done when there were only two applications. Both would be funded but they could not fund just the design but must also show funding for construction. The response from FHWA was to ask what the STIP guidelines said. So it was likely they could allocate funds for construction for FY 16.

Mr. Martínez said the River Trail would go to the top anyway since it was all the same plan.

Mr. Wilson agreed and said the balance (rural funds) would go to the County. FY15 small projects

funds were flexible.

Scenario #2 would remove the design funding from Cerro Gordo and transfer the FY 14 funds to the Santa Fé River Trail project for sidewalk improvements and construction funding in FY 15 for that project along with the flexible funds.

Scenario #3 would allocate \$250,000 for funding the Santa Fé River Trail and using flex funds.

Mr. Wilson's recommendation was to choose scenario #2, based on timing of the project submissions.

Ms. Baer asked if the Committee could hear from those proposing.

Ms. Baker, Mr. Martínez and Mr. Aune said they were okay with that recommendation.

Ms. Baer moved to approve the funding using the allocation of scenario #2. Mr. Martínez seconded the motion and it passed by unanimous voice vote.

d. Discussion of the Roadway Functional Reclassification – MPO Staff

Mr. Wilson said he had promised to bring something on the reclassification to this meeting but was unable to do so. The deadline was March 2014. He was going to review the guidelines, then summarize for amendments and promised to bring it to the September TCC meeting. He invited others to review the draft document.

e. Update on the Highway Safety Improvement Program – MPO Staff

Mr. Wilson had no further updates from NMDOT regarding targets for HSIP funding. They talked about several prospective projects. He had a meeting with the data manager and also focused on crash data. He understood the Santa Fé Police Department would be a pilot for crash records. They were scanning all 2012 crash reports and would work with the MPO on accessing the data. So when something comes up on projects the MPO could access the data to speed up the process.

He said they should meet on the Agua Fria/Cottonwood intersection.

Ms. Baker agreed because anything done there affects the Santa Fé River Trail crossing there.

f. Update on the Development of the Travel Demand Model – MPO Staff

Mr. Wilson had no handout on the Travel Demand Model. We have worked with Bob Schul on the model. It was a computer model using demographics to build a base and calibrate it to mimic existing traffic

patterns so that we would feel confident on what would happen in reality; design a forecast including network improvements and then rerun the model to see what would happen. It would help predict how future development and road projects would improve traffic demand in the future. The consultant helped for several months. It was an intense process and becoming more complex. It was last constructed in 2006 and was simplistic then compared with the present work. He explained that "network" meant road system.

They were concentrating in the college district (NE/SE) and other major connectors, looking at demographic units. They still looked at dwelling units but also employment, income levels, matching low-income workers with low income jobs, etc.

The consultant was finishing the calibration and then would do runs for the NE/SE study. That left model network and further calibration. He hoped, in the next few months, they would finish that and make recommendations by June 2015.

The other major difference from the old model was in forecasting. The old one showed old estimates on development growth and now they had newer data on that. He hoped with all that work they could have more confidence in what would happen in the future. They were sharing with data in the cloud.

Ms. Baer asked if he envisioned that helping us to know which way to go.

Mr. Wilson agreed. They would use it for MTP but adding new ones as they were made. The TPB might ask for specific things to be monitored. A downfall last time was on the Richards connection issue. Policy makers were interested in those assessments. This model allowed them to do "what if" modeling.

Mr. Martínez asked if they could do it for the Siler Road connections.

Mr. Mortillaro asked if there was any way to determine if you needed to expand roadways for transit.

Mr. Wilson said transit was built into the model. It should be easy to project traffic projections and at what point people would turn to transit. After the road piece they would work on transit, bicycle and pedestrian modes.

Ms. Baker reasoned that the model had the capacity, depending on the factors we include.

Mr. Mortillaro suggested, since other places had that model, that this MPO could borrow from others rather than building our own. Mr. Wilson agreed.

Mr. Tibbetts said the confidence level goes up although it was not an absolute. It was relatively effective but not a crystal ball. Having a reliable model was important and definitely worth the investment.

Mr. Ken Vellon asked about its use on densities and peaks. Mr. Wilson talked about density circles briefly and said it definitely dealt with peaks - both a.m. peaks and p.m. peaks. It looks at each area individually, modeling trip starts and stops. It was split into hourly chunks. Modeling that continues past the

hour were better.

Chair Romero pointed out that the school district had zones but a lot of kids didn't go to school in that zone.

Mr. Wilson said those were the questions that would be considered.

Chair Romero added that peaks change as school was in or out of session.

Mr. Wilson said it was done in management chunks and they could refine it to the nth degree. What we think today might not happen in 5 - 10 years.

Mr. Tibbetts said it was geared to starting times in school. Starting at a different time could change the whole congestion pattern. "Here was what happens - now what do we do about it?"

Mr. Aune asked if he would present this at the TPB meeting.

Mr. Wilson thought it was on the agenda but it depended on their patience.

Mr. Aune asked if the information on college growth was adequate.

Mr. Wilson said they based it on shorter term projections - 6,000 to 12,000 in 25 years. It was the best they could do in this amount of time. He explained that for now they were just doing traffic projections. SFCC showed their projections were under the state average and they would try to bring that up. They were also seeing what that would do to the area.

Mr. Aune suggested the update of the MTP might look at the model and he suggested taking responsibility for it.

Mr. Vellon asked if it could incorporate recession.

Mr. Wilson said the master peaks were for 2009 and projections to 2012 showed below expectation. We asked the College to provide the data. That was part of the forecasting part. At the end we were pretty much on target with projections for community growth.

g. Update on the Title IV Plan – MPO Staff

Mr. Tibbetts reported this plan came from FHWA and DOT last year. Title 6 had a requirement for limited proficiency and under-served areas; to identify demographic mapping to make sure there was equity in service provided. The Plan would be sent tomorrow as a draft for DOT review and be on the September agenda for providing a 45 day public review and then presentation to TPB for approval. It included a complaint process. The City was the fiscal agent so he was dealing with HR here.

h. Update on the Pedestrian Master Plan – MPO Staff

Mr. Tibbetts reported that he and Mr. Wilson were busy last week on this. They had a meeting with consultant, Claudia Horn and Associates and they were doing GIS work. They had the meeting scheduled and then had a new request from the Mayor's Committee on Disabilities and the consultant was Sally Swanson. She was here on vacation but had complaints from the ADA Committee that the City didn't do an adequate job so he had to find out more with the consultant on developing our plan so that we were not duplicating effort and addressing the situation.

Creative Santa Fé originally was looking specifically at the Railyard and Downtown for way finding and pathways signage. They invited Jeff Speck who wrote a book on walkability. They had a workshop on Wednesday to hear from him. He mainly focused on downtown and addressed issues around the city. We followed up with Sally Swanson and Mr. Martínez came to that one. It was good to find out what to do in defining our scope which involves a sidewalk inventory. The ADA Committee was focusing on a piece of sidewalk. We want both to coordinate for efficiency and productivity for sidewalks.

Mr. Martínez asked if there was any overlap with the Title 6 plan at all.

Mr. Wilson said he mentioned that. The Transition plan would be included.

Mr. Martínez said it sounded like a pedestrian plan issue.

Mr. Wilson said he supposed so. Lack of maintenance could be a finding in Title 6 and there was a possibility of improvement. It was the MPO area.

Mr. Tibbetts pointed to a statement from them that the City was totally within the MPO. The City does have the contracts for it. But this was a document to clearly line out what the plan is.

The pedestrian plan was still moving along. They were meeting every two weeks with the consultant right now and mapping with GIS, looking at transit stops for Santa Fé Trails and NCRTD and also at schools. That covers 90% of the City and the surrounding County areas.

The public meeting would be toward the end of September or early October. They were working on locations for the agenda but it would be specific public input. It was on projects as well as policies (construction & maintenance). They would carry them forward as much as they could. It wouldn't sit on the shelf too long as it would be updated periodically.

Ms. Baer was hoping the staff was looking at quality also and not just connectivity. Mr. Tibbetts agreed.

Ms. Baer said they were working on the general plan and it was based on policy. It would be critical to include policies in the general plan and have it as a tool for adjuring the pedestrian plan. Then we could tell

developers everyone has to follow the pedestrian plan and that coordination has to happen.

Mr. Tibbetts said the MTP was referenced in both County and City plans. Anything we decide to add would go through this body.

Mr. Macpherson said they were doing the research.

3. MPO OFFICER REPORT

Mr. Tibbetts said the new hire ad went out on Friday for the third staff member. It would be advertised internally first (per union agreement) and that was now underway.

Staff was finishing responses on the MPO review. There were some County issues with their policies and a JPA issue on conflict resolution which might require a new JPA. They just had to address their concerns and make it as functional as possible. There was some accountability to assure the feds that what they were paying for was being done 100%.

On September 18 SFMPO would host the meeting on representatives from FHWA, DOT and all MPO'S for their quarterly meeting.

The MPO offices were moving on October 4 to the Railyard above REI and Flying Star was going on now.

He welcomed Joseph Gutierrez, Associate Director of Santa Fé County Public Works and has been designated as the County representative to TCC.

Mr. Wilson attended the National Highway Institute on bicycle design training in May. He was looking to do a two-day AASHTO training on bicycle facilities sometime in October. The first day would be for bicycle on-road and second day for off-road.

Mr. Aune announced the New Mexico Planning Association conference on October 2-4.

Mr. Wilson said he was working with Ms. Kozub on the training. The TCC meeting probably would be the 3rd week of October.

Mr. Wilson announced he was going to traffic monitoring training tomorrow including data collection and performance monitoring. In a couple of weeks he was going to Boulder for the Pedestrian and Bicycle Professionals Conference with up-to-date stuff.

4. COMMUNICATIONS FROM TCC MEMBERS

Mr. Martínez said the Rail Trail project was just waiting on DOT to put it out to bid.

Ms. Baker clarified that it was bounced back to her and now has to go back to the City.

Mr. Martínez said they needed it executed before they could award the contract.

Ms. Baker agreed to track it down.

Ms. Baer thanked Mr. Martínez and Mr. Aune for submitting the applications for funding.

Mr. Wilson - agreed. He appreciated all efforts on it.


Mr. Martínez thanked Ms. Kozub for helping to get through the questions.

Ms. Baker reported the County was going through lots of reorganization now and her title would change and didn't know what her role would be.

5. ADJOURNMENT – Next TCC Meeting - Monday, September 23, 2013

The meeting was adjourned at 3:10 p.m.

Approved by:



John Romero, Chair

Submitted by:



Carl Boaz, Stenographer

Santa Fe MPO – FFY2012-2015 TIP Project Status Summary

EXHIBIT 1
MPO-TCC 8/26/13

ROADWAY PROJECTS				
Control Number	Project Title/ Description	Lead Agency	Project Cost/ Funding	Status
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 [FFY 2013]	Agreements signed by Developer and now going for approval at City Council 04/24. 90% Design Review scheduled for May 1 st . Construction expected to begin Fall 2013. Public Input Meeting held 04/29/13 http://santafemipo.org/wp-content/uploads/2013/04/Public-Notice-of-Re-eval-Information-Meeting.pdf
5100390	NM599/CR62 Interchange Preliminary Engineering and New Interchange Construction	NMDOT D5	\$7,304,000 \$6,822,938 (Federal) \$1,281,062 (State) [FFY 2011 & 2012]	Project substantially complete. Interchange opened December 2012. Project Completed July, 2013 Ribbon Cutting Held for July 30 th , 2013. http://santafemipo.org/wp-content/uploads/2013/07/D5NM599_CR62-Ribbon-Cutting.pdf http://dot.state.nm.us/en/D5/ProjectsD5.html#nm599cr62 http://santafemipo.org/wp-content/uploads/2013/03/NM-599-CR-62-Interchange-Now-Open.pdf
S100110	NM475/Washington Ave Intersection Reconstruction Intersection and Roadway Rehabilitation and Reconstruction, Signal Upgrades and Pedestrian Improvements	NMDOT D5	\$2,740,000 \$2,144,544 (Federal) \$365,456 (State) \$230,000 (City) [FFY 2012]	Under Construction (started 03/11/13) Project Substantially Complete July 2013. http://dot.state.nm.us/en/D5/ProjectsD5.html#NM475_PaseoSF http://santafemipo.org/wp-content/uploads/2013/03/PaseodePeraltaBishopsLodgePR-03-05-13.pdf
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) [FFY 2012]	Study underway. Kick-of Project Team Meeting 02/27/13. Traffic Data Collection within Study Area Completed April 2013. Begun reviewing General Alternatives for the NE and SE Connector Locations. Public Involvement Plan completed. 1 st Public Meeting Held 06/26/13. Expected Study Completion Summer 2014.
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) [FFY 2013, 2014 & 2015]	RFP for Design released mid-March 2013. Design contract awarded in July 2013. Construction scheduled for Spring 2015.
S100140	I-25 at Cerrillos Interchange Interchange Improvements, Bridge Replacement/Rehabilitation	NMDOT D5	\$9,060,683 \$7,741,448 (Federal) \$1,319,235 (State) [FFY 2014]	Project in Study phase evaluating alternatives. Study was on hold awaiting approval of change in scope to add evaluation of an additional alternative. Study underway again July 2013. http://dot.state.nm.us/en/D5/ProjectsD5.html#I-25_NM14

Santa Fe MPO – FFY2012-2015 TIP Project Status Summary

Control Number	Project Title/ Description	Lead Agency	Project Cost/Funding	Status
S100220	Santa Fe County Pavement Preservation Program To Conduct Chip Seal and Fog Seal Pavement Preservation Treatment on 56.59 miles of Santa Fe County roads, of which 44.61 miles are located within the MPO Planning Area Boundaries	Santa Fe County	\$821,860 \$657,488 (Federal) \$164,372 (County) [FFY 2013]	Agreements in Place. Construction expected throughout 2013. Project Funding reduced by \$77,184 to reflect 20% local match by Administrative Modification in the FFY2012-2015 TIP 07/26/13
5100790	US84/285 & NM502 Bridge Rehabilitation Bridge Rehabilitation on US 84/285 Bridges 9181,9311,9310 within the MPO Area and NM502 Bridge 8661 outside the MPO Area	NMDOT D5	\$967,000 \$826,205 (Federal) \$140,795 (State) [FFY 2013]	Expected to Let between October 2013 and February 2014.
5100791	I-25 & US285 Bridge Rehabilitation Bridge Rehabilitation on I-25 Bridges 7175, 7176, 7178, 5530, 8637, 8638 & US285 Bridge 8782 within the MPO Area and I-25 Bridges 7949 & 7950 outside the MPO Area	NMDOT D5	\$937,000 \$800,573 (Federal) \$136,427 (State) [FFY 2013]	Expected to Let between October 2013 and February 2014.
TRANSIT & RAIL PROJECTS				
S100090	Las Soleras Rail Runner Station Design and Construction of Pedestrian Bridge and Platform in I-25 Median	NMDOT D5	\$2,024,000 100% Privately Funded [FFY 2013]	NMDOT notified the MPO that this project has been "Cancelled". Project Removed from the TIP with the May 30 th Amendment.
Control Number	Project Title/ Description	Lead Agency	Project Cost/Funding	Status
S100180	Rabbit Road Section 130 Grade Crossing Safety Upgrades Project to install gates, replace the crossing surface and upgrades lights to 12" diameter at Rabbit Road crossing of the Santa Fe Southern Railroad	NMDOT Transit/ Rail	\$264,000 100% Federal Funded [FFY 2013]	Project Completed and Accepted by NMDOT July 2013.
TS00040	Santa Fe Place Transit Center Improvements Multi Modal Center Improvements	Santa Fe Trails	\$735,000 \$588,000 (Federal) \$147,000 (City) [FFY 2013]	In Negotiations with Mall owners to Purchase Transit Center Site. City Council approved Purchase Agreement on 04/24/13. Mall Owners did not sign Purchase Agreement within 60 days. City exploring other sites for Transit Center.
TS00050	Santa Fe Trails: STG Transit Bus Replacement Funding to Replace transit buses that have or will soon meet their useful service life	Santa Fe Trails	\$2,400,000 \$1,920,000 (Federal) \$480,000 (City) [FFY 2013]	Purchase of new buses in process. Delivery of new buses expected September 2015.
S100181	Santa Fe Southern Railroad Line At-Grade Crossing Upgrades Upgrade of at-grade crossings to MUTCD Standards on the Santa Fe Southern Railroad Line between the intersection of Cerrillos and St Francis and Lamy Station	NMDOT Transit/ Rail	\$10,000 \$9,264 (Federal) \$736 (State) [FFY 2013]	No Timeline set for implementation yet.
NON MOTORIZED PROJECTS				
S100040	Santa Fe Rail Trail Construct Multi-use Trail and Trail Facilities from Spur Trail (MP 11.5) to Avenida Vista Grande (MP 6.5)	Santa Fe County	\$1,063,934 \$797,950 (Federal) \$265,984 (County) [FFY 2013]	Bid Documents are Complete. Funding may be lost. Sign-off on CE and SHPO Consultation has to happen by August 30th for Obligation of Funds.

EXHIBIT 2
MPO-TCC 8/26/13

SANTA FE MPO - TAP APPLICATION SCORING

Scoring Factors		Applications Received before August 2nd Deadline		Applications Received before August 21st Deadline	Applications Received after August 21st Deadline
		Santa Fe River Trail - Pedestrian Improvements	Cerro Gordo Road - Pedestrian Improvements	Santa Fe River Trail Connections and Improvements	Santa Fe Rail Trail Segment 4 - Avenida Vista Grande to Avenida Eldorado
Possible Points					
Project Readiness (up to 5 points for each certification/clearance/proof of exemption completed AND documentation is submitted with application). Refer to Project Readiness section of PIF.					
a. Right-of-Way	5	0	0	0	0
b. Design	5	0	0	0	5
c. Environmental Certification	5	0	0	0	0
d. Utility Clearances	5	0	0	0	0
e. Intelligent Transportation Systems (ITS)	5	0	0	0	0
f. Railroad	5	0	0	0	0
Planning (must provide documentation, such as cover of plan and page(s) on which project is identified). Refer to page 1 of PIF.					
a. Infrastructure and Capital Improvements Plan	5	5	5	5	5
b. Other eligible plans (2 points each, max of 10)	10	2	2	4	6
Factor 1: Economic Vitality	5	2	2	2	4
Factor 2: Safety and Security	5	2	2	2	4
Factor 3: Accessibility and Mobility through Integration and Connectivity	5	2	2	3	4
Factor 4: Protection and Enhancement of the Environment:					
a. Promote environmental conservation	5	2	2	3	3
b. Improve quality of life for residents	5	2	2	2	4
b. Achieve community's land use goals	5	2	2	3	4
Factor 5: Efficient System Management and Operation	5	2	2	2	2
Factor 6: System Preservation	5	2	2	2	2
Totals	85	23	23	28	43
Estimated Project Total Cost		\$455,000	\$455,000	\$1,290,000	\$471,213
Requested TAP Funding		\$388,752	\$388,752	\$250,000	\$72,864
Possible Source of TAP Funding	Rural/Sm Cluster				X
	Lg Cluster/Sm UZA	X	X	X	
	Flexible	X	X	X	X

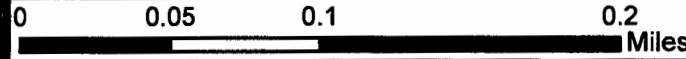
City of Santa Fe TAP Application Location Map: Santa Fe River Trail - Connections and Improvements - Phase 1







Provide Trail Connection
and Crosswalk to Candelario

Provide Trail Connection
and Crosswalk to Cm Del Campo

Widen Existing Sidewalk to
Multi-Use Trail Standards from
St Francis to Defouri



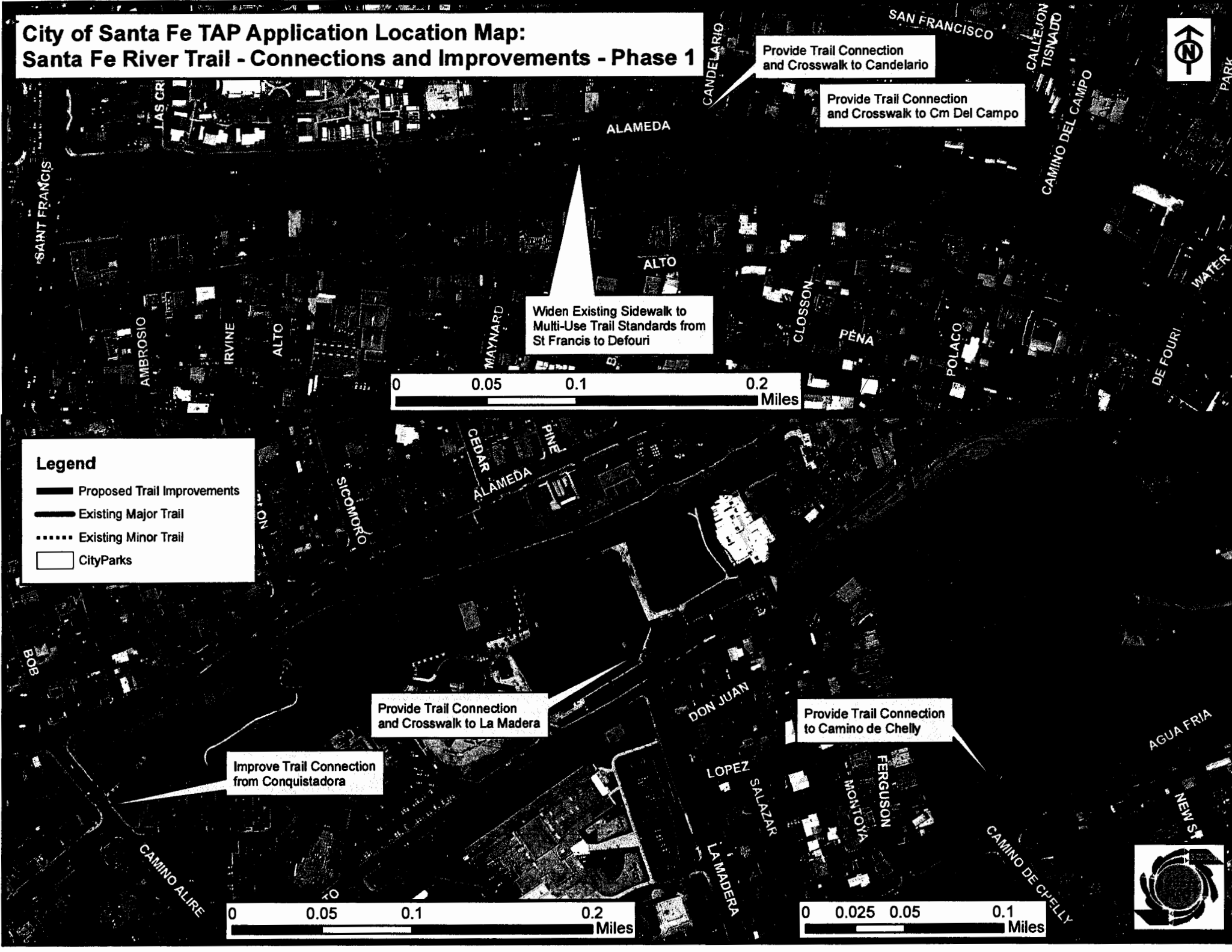
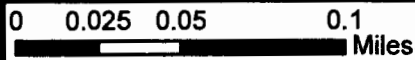
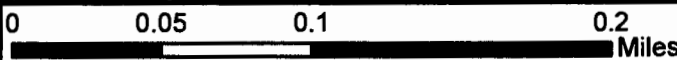
Legend

-  Proposed Trail Improvements
-  Existing Major Trail
-  Existing Minor Trail
-  CityParks

Provide Trail Connection
and Crosswalk to La Madera

Improve Trail Connection
from Conquistadora

Provide Trail Connection
to Camino de Chelly



Santa Fe County TAP Application Location Map: Santa Fe Rail Trail - Segment 4

BOP - Avenida Vista Grande

Proposed Improved Natural
Surface Multi-use Trail

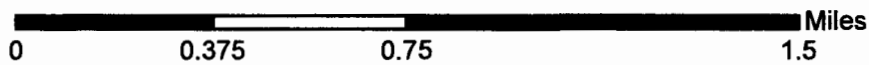
EOP - Avenida Eldorado

ELDORADO



Legend

-  Rail Trail - Segment 4
-  Other Rail Trail Segments
-  Paved Sidepaths
-  SFSR Rail Line



Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, Swisstopo, and the GIS User Community

