



Santa Fe Metropolitan Planning Organization

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SFMPO Transportation Policy Board (TPB)

Tuesday, April 14, 2009 9:30 A.M.

*Santa Fe City Council Chambers
200 Lincoln Avenue, Santa Fe, NM*

AGENDA

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *March 19, 2009*

A. ACTION ITEMS:

- 1. Approval of FY 2010-13 SFMPO Transportation Improvement Program
- 2. Approval of FY 2010 Unified Planning Work Program (UPWP)

B. INFORMATION/DISCUSSION

- 1. Status of Santa Fe Studies (NMDOT)
 - (a) I-25 Corridor: Report on issues of concern and range of alternatives under consideration (CH2MHILL)
 - (b) St. Francis Drive Corridor: Report on issues and concerns from public meetings (Bohanan-Huston)
- 2. Update on NM Rail Runner Express
- 3. Update on Regional Transit Operations

C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

D. MATTERS FROM MPO STAFF

E. COMMUNICATIONS FROM NMDOT AND FHWA

F. OTHER MATTERS FROM THE PUBLIC

G. ADJOURNMENT - Next scheduled meeting is 9:30 a.m.–Thursday, June 11, 2009

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**SUMMARY OF ACTION
REGULAR MEETING OF THE
SANTA FE MPO
TRANSPORTATION POLICY BOARD
March 19, 2009**

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**MINUTES OF THE
SPECIAL MEETING OF THE
SANTA FE MPO
TRANSPORTATION POLICY BOARD
March 19, 2009**

1. CALL TO ORDER

A special meeting of the Santa Fe MPO Transportation Policy Board was called to order by Miguel Chavez, Vice Chair, on Thursday, March 9, 2009, at approximately 10:00 a.m., in the City Council Chambers, City Hall, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT:

Commissioner Michael Anaya, Chair
Councilor Miguel Chavez, Vice Chair
Mayor David Coss
Governor Robert Mora, Pueblo of Tesuque
Commissioner Liz Stefanics
Commissioner Virginia Vigil

MEMBERS EXCUSED:

Councilor Matthew E. Ortiz
Robert Arthur Anaya, DOT

STAFF PRESENT:

Mark Tibbetts, MPO Officer
Melessia Helberg, Stenographer

There was not a quorum of the membership in attendance when the meeting was called to order for the purpose of receiving reports only. With the arrival of Chair Anaya, there was a quorum for transacting official business.

[STENOGRAPHER'S NOTE: During the period where there was no quorum, several motions and seconds were made and votes taken. They are recorded in these minutes in italics.]

MOTION: *Commissioner Stefanics moved, seconded by Mayor Coss, a call to order.*

VOTE: *There were no dissenting votes.*

Vice-Chair Chavez said we are waiting for the County Representatives who are attending the

funeral to arrive.

3. APPROVAL OF THE AGENDA

MOTION: Governor Mora moved, seconded by Mayor Coss, to amend the agenda to have discussion under Item B Information and Discussion.

DISCUSSION: Responding to a question from Councilor Chavez, Mr. Tibbetts said David Quintana is the designated contact and representative from the NMDOT and he can't be here today. Mr. Tibbetts said he sent an email containing a brief update on the different studies. Responding to Councilor Chavez, Mr. Tibbetts said North Central RTD staff will be making the presentation on Regional Transit Operations.

Councilor Chavez noted we also requested a third presentation from the RPA to discuss its proposed staffing and a service plan, noting that this presentation is not noticed on the agenda.

Mr. Tibbetts said Mary Helen Follingstad is in attendance to make that presentation.

Commissioner Stefanics said at the previous meeting she asked the goals of this group versus the RPA and some distinction between the authority and the goals. She said her query led to that becoming a discussion item. She said she is willing to wait until the next meeting on April 9th.

Mr. Tibbetts said this is a generic topic and could be included under several agenda items since it is an action item and was for discussion only.

VOTE: There were no dissenting votes.

B. INFORMATION/DISCUSSION

1. UPDATE ON SANTA FE STUDIES (I-25, NM 599 AND ST. FRANCIS DR.). (NMDOT)

Mr. Tibbetts presented information regarding this matter from an email from David Quintana, who is unable to be here today.

Mr. Tibbetts said there will be a project management team and stakeholders workshop on #599. He said it is anticipated to hold the workshop in mid-to late April 2009. The purpose of the workshop is to discuss the purpose and need of improvements to #599 and to strategize possible alternatives to meet the need.

Mr. Tibbetts said he has received emails and phone calls from Commissioner Vigil's constituency in the County, regarding an action taken by the MPO in 2006 to create/facilitate creation of a Citizens Advisory Group. He said that was in response at the time to the issues raised in 2006 by the Tano Road

Homeowners Association to address the safety issues on 599. He said subsequently that led to the extension of the corridor study to I-25 and review all potential interchanges along that way with more open discussion.

Mr. Tibbetts said the current contract under which the consultants are working, calls for only one public meeting for citizen input which is the proposed mid-April workshop. He said he pointed out that all our meetings are public meetings and are open for public comment. He said the contract doesn't allow much opportunity for public input, and we will try to open up our public input at the MPO Transportation Policy Board and the MPO Technical Coordinating Committee.

Mayor Coss said, regarding regarding the public meeting on the #599 options, he appreciates the Technical Committee trying to provide a venue, and asked if this will be an evening venue so the public can participate, noting there are very few members from the public at this meeting.

Mr. Tibbetts said we should definitely try to make this happen. He said he has been told there is only one meeting required in the scope of work for the DOT contractor, so we may have to step in and call a meeting, and negotiate with the DOT to have the consultants in attendance for public comment. He said there was an open house at Genoveva Chavez Center in January 2009, which introduced what was going to happen. There has been one public stakeholder meeting regarding I-25 and two on St. Francis at Capshaw and Gonzales Schools. He said the identified stakeholders would be the people who signed in at the open house in January at the Chavez Center. He noted the meeting last night at Capshaw was well attended.

Commissioner Anaya arrived at the meeting

Mr. Tibbetts suggested trying to schedule another open house prior to the stakeholder meeting in early April prior to the stakeholder meeting to give people an opportunity to comment, noting the stakeholder meeting is a more detailed, time commitment. He said an open house at 2:00 p.m. would give people an opportunity to give comments.

Councilor Chavez asked if this meeting would be during the week.

Mr. Tibbetts said there is no time or date set for the stakeholder meetings.

Councilor Chavez agreed that the meetings need to be noticed, but said we need more outreach and suggested perhaps a workshop on Saturday morning. He said #599 is of particular interest as the City contemplates the Northwest Quadrant, noting he is receiving a large number of calls from the Casa Solana neighborhood about that and traffic is the center of the debate. He said central to that is a connection of some sort to #599, and differing information is being given to the public.

Commissioner Stefanics said when #599 was under construction, it created a lot of discussion and there were a lot of needs, especially in the La Cienega community. She wants to be sure we have the appropriate timing and notice, and a real opportunity for people to attend, and if they can't attend, they should have the opportunity to offer written comments.

Mr. Tibbetts a lot of the information from the corridor studies are being put into the creation of the MTP Update. He said we could organize an initial meeting in that area. He said he has heard concerns about how the Siler Road connection will change the traffic along West Alameda and accessing at County Road 70 to #599. It is a continuing issue of the danger of the at-road intersection at County Road 62. He said these things have to be addressed in the long range plan. He said the #599 study is to determine which intersections will be built, where and in what priority. He said this is the focus for he DOT. He said we could sponsor the meeting under the MTP "label." before the April meeting..

At this time, Chair Anaya moved to the approval of the agenda and minutes, and election of a Vice-Chair, following which he moved forward with the rest of the agenda.

3. APPROVAL OF THE AGENDA

MOTION: Mayor Coss moved, seconded by Councilor Chavez, to approve the agenda as amended, .

VOTE: The motion was approved on a voice vote [absent: Commissioner Vigil].

4. APPROVAL OF MINUTES: FEBRUARY 12, 2009

The following changes were made to the minutes of the meeting of February 12, 2009

Under Members Present, page 1, correct as follows: "~~Councilor~~ Governor Robert Mora"

Page 5, bullet 4, line 1, correct as follows: "~~..Three-quarter~~ three corridor studies..."

Page 5, paragraph 3, correct language to clarify that the study results can be incorporated into the MTP.

Page 6, paragraph 4, correct as follows: "Chair Chavez asked if there would be at-grade intersections along #599."

Add Claude Morelli, Urban and Regional Planner, DOT to Others Present.

Responding to Councilor Chavez, Mr. Tibbetts said the DOT will look at over/under crossings on I-25, but not at grade intersections.

MOTION: Commissioner Stefanics moved, seconded by Governor Mora, to approve the minutes of the meeting of February 12, 2009, as amended.

VOTE: The motion was approved on a voice vote [absent: Commissioner Vigil].

5. ELECTION OF VICE-CHAIR

MOTION: Commissioner Stefanics moved, seconded by Councilor Chavez, that Governor Mora be elected to serve as Vice-Chair, if he will accept the nomination.

DISCUSSION: Councilor Chavez said there have been initial discussions with Governor Mora who has agreed conceptually, but he will have to go back to the Governor and be sure it is okay with the Tribal Council. He asked Governor Mora if he is comfortable with us taking action before he speaks to the Governor..

Governor Mora asked that the Board let him discuss this with the Governor before he makes a commitment to serve as Vice-Chair.

Responding to Councilor Chavez, Mr. Tibbetts said the time frame would be for one year.

FRIENDLY AMENDMENT: Commissioner Stefanics proposed to amend her motion to nominate Governor Mora to serve as Vice-Chair, pending approval of his Governor and Tribal Council. **The amendment was friendly to the second, and there were no objections by the other Board members.**

Governor Mora said he will have a definite answer by the April meeting.

VOTE: The motion, as amended, was approved on a voice vote [Absent: Commissioner Vigil].

A. ACTION ITEMS

1. APPROVAL OF PROJECT LIST FOR HIGHWAY INFRASTRUCTURE INVESTMENT FUNDS UNDER THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009.

Mr. Tibbetts reviewed the information in the "American Recovery and Reinvestment Act 2009: Highway Infrastructure Investment Program (ARRA-TIP)."

Mr. Tibbetts said the State received \$252 million, of which \$170-\$180 million were to be used for DOT State system and State sponsored projects. The remainder of \$75-\$80 million is for local projects, and was distributed to the Districts. District 5 got approximately \$10 million of these Recovery Act funds for designated local lead projects in District 5. District 5 includes Farmington, Los Alamos, Moriarty and Santa Fe. He said we are competing with those other communities for these funds. There is a set aside to MPO's larger than 200,000 population, so the Mid-Region COG's MPO received about \$24 million. He said of the \$10 million we have, staff has been working with District 5 to determine what projects we have.

Mr. Tibbetts noted he attended a quarterly MPO meeting in Albuquerque, and met with FHA, the DOT and the rest of the MPOs in the State. He said he asked about MPOs being recognized federally as a pass through agency for projects that are using federal funds in our planning area. He said he was told

that we should have a TIP specific to the Recovery Reinvestment Act. He said because there are deadlines to get the projects identified, he went ahead and had a Technical Coordinating Committee meeting where the DOT was present, and discussed the listed projects. Mr. Tibbetts reviewed the projects.

Councilor Chavez said he recalls an additional effort from the Council to address safety concerns along Airport Road, and asked if additional funds are allocated for that, and if we are duplicating in this regard.

Mayor Coss said it isn't duplication, and we were looking for MAP money for safety enhancements, but no CIP money was allocated.

Councilor Chavez said then the safety enhancements would be the medians, crosswalks and such. He said those details will be included in this scope of services.

Mr. Tibbetts said a deadline was imposed, and the DOT wanted to have these projects identified and obligated and ready to go out to bid before August 15, 2009. He said the City Public Works changed the scope for this particular project for funding for repavement from Cerrillos to San Felipe..

Councilor Chavez asked if these two pieces of the project will be coordinated.

Mayor Coss said yes, noting the safety improvement funds were there, but the paving wasn't.

Councilor Chavez asked if there is a required local match for these STIP projects.

Mr. Tibbetts said the median and safety improvements would involve only a finish coat – a pavement preservation, and the other would be a top dressing. He said the idea is to coordinate any existing or continuing plans for the eventual improvements along Airport Road. He said Robert Romero is aware of that. He said this was done to expedite approval to get these funds to help complete projects..

Mr. Tibbetts said, with regard to Siler Road, the City has identified funds that will be needed with the exception of the \$350,000 listed here, and that would make the Siler Road project ready to go. He said the City had sought funding from the RPA. He stressed that it isn't guaranteed that we will get all of the funds listed, and this TIP still has to get final approval by the DOT.

Mr. Tibbetts said the funds would add landscaping on Rodeo Road.

Responding to the Chair, Mr. Tibbetts said we are looking for final approval from the MPO to decide on this list, or any modifications to the list. He said this is what has come from the Technical Coordinating Committee. He said the DOT probably has another list for projects submitted by the County and the City. He reiterated this was a rushed process, and projects were brought to the table at the TCC meeting at the last minute. He said ultimately it is a question of the DOT balancing the \$10 million. He said it is important to have backup projects that we can move forward if any project from another community in District 5 falls out.

Commissioner Virginia Vigil arrived at the meeting.

Chair Anaya said these projects hopefully will be approved to move forward, and hopefully these will be fully funded and not partially funded, because the whole purpose of the Reinvestment Act is to put people to work. If we only get partial funded, we aren't doing that. We need to get the DOT to fund these projects.

Mr. Tibbetts said this is correct.

Commissioner Vigil said, with regard to the stimulus package, the RPA met and talked about the Siler Road extension, noting there was a request from the City for an additional \$350,000. She spoke with the Highway Commissioner, Roman Maes, and told him there is a need for that. There was some confusion as to whether those dollars were available through joint GRTs, or if they were available in the other category. She said there will be an update on this soon, noting this is a priority for both the City and the County. She said Commissioner Maes said there may be additional dollars and we need to go for those dollars because that project is mostly funded. She would like to give staff direction to connect with the Highway Commissioner to continue to seek dollars for that specific project.

Mr. Tibbetts said the trail project I-25 to Rabbit Road at \$100,000, to finish that piece of the Rail Trail which stops just beneath I-25. He spoke with Carol Raymond, Santa Fe Southern who said the MR COG contract includes the completion of the trail to Rabbit Road, although he hasn't verified this with the MR COG people. He said these are the top 4 trail projects. He said the Santa Fe Trails project is a separate pot of money coming for transit for acquisition of buses and for bus facilities.

MOTION: Mayor Coss moved, seconded by Councilor Chavez, to approve this request.

FRIENDLY AMENDMENT: Commissioner Vigil would like to amend the motion to include that we will seek an additional \$250,000 for Siler Road, for a total of \$600,000. **The amendment was friendly to the maker and second, and there were no objections by the other members of the Board.**

Councilor Chavez said his only concern would be the impact on the other projects if total requested dollars aren't received.

VOTE: The motion, as amended, was approved unanimously on a voice vote.

2. APPROVAL OF FY 2010-13 SFMPO TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Tibbetts said this document is not ready.

MOTION: Mayor Coss moved, seconded by Commissioner Vigil, to postpone this item to the meeting of April 9, 2009.

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

B. INFORMATION/DISCUSSION

1. UPDATE ON SANTA FE STUDIES (I-25, NM 599 AND ST. FRANCIS DRIVE) (NMDOT)

It was pointed out by Mayor Coss that prior to the Chair's arrival, we heard the update on NM599, but not I-25 and St. Francis Drive.

Mr. Tibbetts said Mr. Quintana's email said, with regard to I-25, they have developed baseline data modeling, and the public meeting in January and the stakeholder meeting 2-3 weeks ago at the Community College. The next steps for I-25 are to draft a problem statement and develop a range of concepts for addressing problems. The public stakeholder meeting scheduled for April 8, 2009, is to get comments on improvement concepts for TPB presentation on April 9, 2009, to make sure we're considering the range of possible improvement. In late April or early May 2009, the study team will evaluate improvement concepts, making initial screening and send draft report to the Policy Board on June 1, 2009. There will be a Policy Board meeting on June 1, 2009, and the Board will receive comment and initial screening of improvement concepts. He said July to November 2009, there will be detailed evaluation of the short list of concepts. He said they are trying to get a short list for improvement options on I-25. They will be looking at optional interchanges.

Commissioner Stefanics asked Mr. Tibbetts to make sure that DOT includes discussion of the possible I-25 interchange at Richards Avenue.

Commissioner Vigil spoke about the safety interchange priority with regard to 599. She said when DOT was going to undertake these studies, she had requested that safety be discussed with regard to the river crossing and possible interchanges on 599, which is the focus right now. One of her concerns currently is in regard to the City's development of the Northwest Quadrant, noting the residents in that area are concerned about the traffic impacts. She said many of the residents of Tano Road and La Tierra are concerned that we stay on top of the study. She said there is a meeting on April 1, 2009, to look at the possibility of including traffic impact studies on an interim basis. She wants to make sure that this study incorporates the safety issues. She thought they were going to look at the river crossing, and we are underway with Siler Road and South Meadows. She believes the north part of 599 needs to be highly scrutinized in the study, and asked if this is occurring.

Mr. Tibbetts said this was discussed briefly before Commissioner Vigil arrived, and we did say that they brought up the resolution for the Citizens Advisory Group in 2006. He said the contract specifies only one public meeting in mid to late April. The suggestion is to hold an MPO sponsored meeting for the area as part of the MTP long range plan development. He said concern has been expressed to the MPO with regard to the at grade crossings which will only get more dangerous unless we develop a plan to deal with those.

Commissioner Vigil said she would advocate at least one public meeting on the safety issue. She said when the County is doing a project that would impact the City, or vice versa, we need to connect the impacted residents. She said this doesn't always happen, and she wants to be able to connect these dots a little stronger, especially during the annexation and upcoming projects.

Councilor Chavez said he raised this issue earlier as did the Mayor, and suggests we do a Saturday morning meeting for those who can't attend a meeting at 5:00 p.m during the week. We also talked about having written comments. He is hearing the same concerns from people, for example, in the Casa Solana area about the impacts of the Northwest Quadrant development. He said there seems to be some pressure and a commitment for a real connection from the Northwest Quadrant to the 599 because we don't have a current or future connection.

Mr. Tibbetts said St. Francis Drive is in the process of soliciting input, noting there have been two well attended meetings, and he attended and noted the comments. He said another specific thing is completing existing conditions analysis for St. Francis. The next step is an alternative workshop in late April and presentation to the TPB on April 9, 2009.

2. UPDATE ON NEW MEXICO RAIL RUNNER EXPRESS

Mr. Tibbetts said since the last meeting he has received comments, noting he received two resolutions from the Community College, requesting that a transit stop location at Richards and I-25 be included along with the transit stop at Las Soleras be included in the feasibility planning analysis. He said the next step is a designation of the platform which is the call of the DOT based on a feasibility analysis.

Commissioner Stefanics said at the last meeting she asked for this to be placed on the agenda to specifically request that the Richards Avenue rail stop be considered in the feasibility study by DOT. She said they heard from Mr. Bulthuis that the new bus service to HSD could connect with the 599 rail station. She believes that DOT should consider both stops in making its final decision. She asked if formal action is needed, noting several entities have made this request including Oshara and Rancho Viejo.

Councilor Chavez asked if that location would be dovetailed with the interchange at Richards and I-25, or if those will be separate and independent.

Commissioner Stefanics said she has been advised that possibly both cannot happen at the same place and this needs to be studied. If the Richards Avenue interchange rises to the top, then the Rail Runner can't happen there because of the way the highway has been developed in that area. the study would provide the input, and that might put it to rest.

Councilor Chavez said in his mind it always has been if and when Richards Avenue interchange would happen.

Commissioner Stefanics said part of the discussion is relevant to the HSD super complex that might be built. She checked on the status of that bill right before this meeting, and the bill was supposed to be heard on Tuesday, but it is still held up.

Councilor Chavez said he supports doing the study.

Governor Mora said at a previous meeting when we approved the Las Soleras stop, at that time he felt our decision was based on all the information we had received. However, we continue to see resolutions and letters from concerned parties. He said perhaps we made a premature decision, noting his decision was based on the fact that the people from Las Soleras were willing to "foot the bill" for the project. However, with these concerns still coming in, perhaps we should revisit this issue. He said the two parties interested in their own stops should come up with their own plans. He said the Richards Avenue stop was based on how much would be received for the project. He said there are entities willing to foot the bill and another entity is waiting to see where the funds will come to support the Richards Avenue Project. He suggested perhaps there should be a "bid off" to see which is the best proposal. His opinion is that we're spinning our wheels in going back and rediscussing this issue continually, and asked when we will come to a final decision.

Commissioner Vigil said she was involved in preliminary discussions about a rail stop. She said we are at the point where a national, independent, objective study, which includes needs, will be a part of the process. That study wasn't available for the original discussions. She believes it is prudent to be inclusive of options in a study, and we definitely need this kind of input. She would advocate that all options for rail stops and interchanges be included in the study, and once we have that study then all other options can be considered..

Mayor Coss said there is nothing like having an independent third party to shine some light, because he sees it as being the college district developers that want a transit stop versus the Las Soleras developers that want a a transit stop, and one developer is offering to pay. He said it gets very tangled up with whether or not there will be an interchange at I-25 and Richards. He said the City has never blocked an interchange at I-25 and Richards.

Mayor Coss said he would like an update relating to regional transit and management of the Rail Runner, noting that regional management of transit is becoming quite complicated with all of the entities involved. The last he heard from Lawrence Rael at MR COG is that they are proposing a governance structure composed of several representatives from DOT, a representative from every county along the Rail Runner route which is paying the 1/8 tax. He had heard it would be one city and one county representative. He said it is okay with it being the County, but he believes Jon Bulthuis should be our representative to that board. He is getting a lot of questions about schedules, weekend services and those kinds of things.

Councilor Chavez agrees with the Mayor. He said the City has a small shuttle service, the Santa Fe Pickup, but it's misplaced and not as coordinated as it should be, commenting it should be under transit and Santa Fe Trails. All of these pieces need to be coordinated in a timely, user friendly, seamless fashion, noting it is getting hard to track each piece in view of the number of entities.

Commissioner Stefanics said, having seen the new routes of Santa Fe Trails at the RPA, and is very enthusiastic, noting it could identify that there is no need for a Las Soleras or Richards Avenue Rail stop. This is the reason she wants it to be included the study, because if SF Trails is going to stop at the 599 stop to pick up people, and all of those other entities are on the route, it could kill "several birds with one stone."

Commissioner Stefanics said, regarding the new governing body, she would raise a question of who should be on it. She said a governing body votes and makes decisions that affect finances. She said oftentimes, people are weighing in who aren't decision-makers in terms of creating financing for commitments made by decision-makers. She would like for us to be careful about deciding in advance who would service until we know what that body will be deciding. She is concerned those decisions could come back to "haunt us." At the last RTD there was discussion from everybody in the entire room on decision making items, instead of the decision makers.

Commissioner Vigil said she will speak to Mr. Rael about this, because we may be ahead of what they're trying to do. She said at the RPA meeting we approved a vendor for the service agreement which both the City and County have to enter into for the service delivery transit routes. She said they recognize that once they make an offer and we get the agreement in place we will have a document to present them that involves transit routes and such. She is concerned that we need to connect the dots with "who's doing what," and is concerned about creating another governance authority and what would be their purpose in view of what the City and County are doing.

Chair Anaya said he has talk about other stops, interchanges, boards and asked Mr. Tibbetts to summarize all of this, so we can determine how to move forward.

Mr. Tibbetts said he has been told is that the MPO wants, at some future point, to gather additional data – information on how to integrate and coordinate the transit services, a rail runner stop and an interchange. He said he needs direction to staff to draft a letter from this Board to the DOT to start this more detailed feasibility analysis, including the priority of funding and construction.

Mayor Coss said he agrees, additionally he would like the MPO to be advised as to what is the governing structure of the Rail Runner. He said since we are now paying taxes for it, he wants to know how we effect schedules, operation and maintenance of the Rail Runner.

Councilor Chavez believes the entity which can be recognized by the federal government is the MPO.

3. UPDATE ON REGIONAL TRANSIT OPERATIONS

A copy of a power point presentation on Regional Transit Operations is incorporated herewith to these minutes as Exhibit "I."

Josette Lucero reviewed the information in Exhibit "1." Please see Exhibit "1" for specifics of this presentation.

Chair Anaya asked if we need to start looking at Highway 14.

Ms. Lucero said yes, and this is in the RTD Service Plan, but she doesn't know the details.

Commissioner Stefanics said recently she met with representatives of the SF Studios and they indicated that there would be a need for transit from the rail and the City at least to SF Studios once implemented. This will be an immediate need and creating jobs. She said we'll make sure it stays in the conversation.

Chair Anaya thanked Ms. Lucero and staff for their work.

C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

Councilor Chavez said a pending matter is a more in depth report from the RPA at the next meeting. He would like to understand more about the RTD Service Plan and what the RPA is proposing in terms of a service plan and hiring a professional transit planner.

Ms. Follingstad said they handed out a Memorandum which provides a history of the RPA's involvement to date, and it will be far more complete by the next meeting. He said they will do everything possible to see this gets coordinated with RTD and everybody involved. There have been five public meetings with lots of input.

D. MATTERS FROM MPO STAFF

There were no matters from the MPO staff.

E. COMMUNICATIONS FROM NMDOT AND FHWA

David Harris, New Mexico DOT, Transit and Rail Division, said, with regard to Commissioner Stefanics' remarks regarding the addition of the new bus route, once the 599 Rail Runner station is established, the DOT will be running shuttle service from Santa Fe Place down Cerrillos Road and will meet every arriving and departing Rail Runner train at 599 station. This is additional service. He said the City's service is more mid-day service which also will meet the trains once the 599 station is established, but there are some gaps for Human Services and its Income Support Division which will have a lot of mid-day business and will need service for all of the people needing Income Support Division's help.

F. OTHER MATTERS FROM THE PUBLIC

Nancy Broadhead, Calle Mejia, former New Yorker, spoke about the insufficient taxi service in Santa Fe, noting it is horrendously expensive to use the local taxi service. She asked if there is some way the State can open up the taxi licensing to others people.

Chair Anaya asked if we need to take this to the PRC and open this for more discussion.

Mr. Tibbetts said a lot of communities have a "demand response service" for transit in addition to the fixed route service which might be an option. He said requests for an additional Taxi company would go through the PRC, noting this could be considered in the comprehensive overview of transit services in Santa Fe being done by Mr. Bulthuis.

Commissioner Stefanics asked if there is only one licensed taxi service company in Santa Fe, and Mr. Tibbetts said yes.

Councilor Chavez noted the City contracted with the taxi service for its paratransit service.

Responding to Commissioner Stefanics, Mr. Bulthuis said he doesn't know if the PRC has limited the license to one company, although he does know that only one company has a license. He suggested the MPO can check with the PRC to see if there is an additional license that a competitor could utilize.

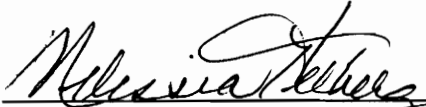
Chair Anaya directed staff to draft a resolution to the PRC from this Board asking these questions.

Nancy Broadhead said she would be very grateful if this could be considered.

G. ADJOURNMENT – NEXT SCHEDULED MEETING IS 9:30 A.M., THURSDAY, APRIL 9, 2009.

There was no further business to come before the Board, and upon completion of the Agenda, Commissioner Vigil moved, seconded by Councilor Chavez, to adjourn. The motion was approved unanimously and the meeting was adjourned at approximately 11:45 a.m.

Councilor Miguel Chavez, Chair


Melessia Helberg, Stenographer

SANTA FE MPO: TRANSPORTATION IMPROVEMENT PROGRAM FY 2010-2013

DRAFT- FOR REVIEW AND APPROVAL BY TRANSPORTATION POLICY BOARD								FY 2010		
Control Number in STIP	Project Name (Description)	Termini	Proposed Work	Length miles	Est. Total Cost	Federal Funds \$	State \$	Local Match \$	Funding Source	Comments
Roads (New and Reconstruction)										
L5030	NM14, Cerrillos Road Reconstruction Phase IIA Lead Agency: CITYof SANTA FE	Cielo Court to Camino Carlos Rey	Reconstruction	0.44	\$ 4,000,000	\$ 3,417,600	-	\$ 582,400	TPO	Minimum Guarantee-Special Limitation; TPO:Small-Urban - needs additional \$2.5million to complete
G2S7579	Agua Fria Street Reconstruction Lead Agency: SANTA FE COUNTY	San Ysidro Crossing to City Limits	Reconstruction		\$ 1,500,000	-	\$ 975,000	\$ 525,000	GRIP2	ref: ST-7705(206) Severance Tax Bond award pending
TOTALS					\$ 5,500,000	\$ 3,417,600	\$ 975,000	\$ 1,107,400		
Surface Transportation Enhancements (TPE)										
7834	Museum Hill Historic Preservation Lead Agency: STATE	Museum Hill; Camino Lejo	Miscellaneous Construction		\$ 322,667	\$ 242,000	\$ 80,667	-	TPE/State	Historic Preservation of Artifacts
TOTALS					\$ 322,667	\$ 242,000	\$ 80,667	-		
Transit / Rail Projects										
CROM3	Rail Runner Phase II Lead Agency: STATE & MRCOG	I-25/La Cienega Interchange to Santa Fe RailYard	Operation/Maintenance Costs		\$ 4,447,566	\$ 3,800,000	\$ 647,566	-	State Funds	SFMPO portion O/M costs;CMAQ-flex funds MRCOG-NMDOT joint effort
New Project	Rail Runner Station Development Lead Agency: NMDOT & MRCOG	Las Soleras	Environmental Study; Preliminary Design		\$ 500,000	-	-	\$ 500,000	Private Funds	Phased Project; Requires State and Federal Approval
T7PAR	Park and Ride Program FTA-5311(27) Lead Agency: STATE	Statewide	Capital & Operating Expenses		\$ 544,340	\$ 430,515	\$ 113,825	-	FTA State Funds	Represents SFMPO portion of costs (est.25%)
7841	Sections 5307 & 5340 Lead Agency: CITYof SANTA FE Santa Fe Trails		Fixed route/paratransit-operating		\$ 6,722,746	\$ 1,417,789	-	\$ 5,304,957	FTA GRT	FTA funded w/local match GRT 'Quality of Life'; local overmatch \$3,887,168
7842	Section 5316 Lead Agency: CITYof SANTA FE Santa Fe Trails		Access to jobs - operating		\$ 183,116	\$ 91,558	-	\$ 91,558	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7843	Section 5317-New Freedoms Lead Agency: CITYof SANTA FE Santa Fe Trails		Disabled transportation - operating		\$ 127,694	\$ 63,847	-	\$ 63,847	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7293	Santa Fe Ridefinders Lead Agency: CITYof SANTA FE Santa Fe Trails		Ride Sharing		\$ 117,731	\$ 69,682	\$ 25,000	\$ 23,049	STP GRT	FHWA/STP TPO-7749(8) local overmatch \$5,628
TOTALS					\$ 12,643,193	\$ 5,873,391	\$ 786,391	\$ 5,983,411		

American Recovery and Reinvestment Act 2009: Highway Infrastructure Investment Program (ARRA)

FY 2010

Projects in this section are subject to final approval by NMDOT

	Project (Priority)	Scope	Termini	Est.Total Cost	Amount Secured	Source	Federal Funds Needed	Comments
	Airport Rd. Resurfacing	Pavement Preservation	Cerrillos Rd. west to San Felipe St.	\$2,000,000	\$ -	N/A	\$ 2,000,000	Airport Rd. connects two State Highways, NM14 & NM599; bid ready 5/6/09 CITY OF SANTA FE (1)
New amount	Siler Rd. Extension	New construction & bridge construction	Agua Fria St. north to Alameda St.	\$5,640,000	\$5,290,000	GRIP2 & Local	\$ 600,000	COSF is also trying to ID other City & County Funding Sources; bid ready 3/20/09 CITY OF SANTA FE (2)- TPB added\$250,000
	Rodeo Rd. Enhancement	Median landscaping	Camino Carlos Rey east to Galisteo Rd.	\$150,000	\$ -	N/A	\$ 150,000	Rodeo Rd. Safety project was completed with federal HSIP funding; bid ready 5/6/09 CITY OF SANTA FE (3)
	Santa Fe Rail Trail	Construct Paved Multi-Use Trail	I-25 to Rabbit Road	\$ 100,000	\$ -		\$ 100,000	Needs minimal design, could be ready to construct summer 2009 SANTA FE COUNTY (1)
	Santa Fe Rail Trail	Rabbit Rd. to US 84/285 (11.5 miles)	Construct Soft Surface Multi-Use Trail and Trail Facilities	\$ 1,450,000	\$ 550,000		\$ 900,000	Approximately 8 miles of trail ready to construct. Design in progress for trailheads and another 3.5 miles of trail will be ready to construct summer 2009 SANTA FE COUNTY (2)
	Santa Fe River Trail	San Felipe to NM 599 (1 mile)	Construct Soft Surface Multi-Use Trail and Trail Facilities	\$ 800,000	\$ 640,000		\$ 160,000	90% design, ready to construct summer 2009 SANTA FE COUNTY (3)
	Arroyo Hondo Trail	Rancho Viejo Blvd. to Richards Ave. (5 miles)	Construct Soft Surface Multi-Use Trail and Trail Facilities	\$ 650,000	\$ 350,000		\$ 300,000	Design in progress, will be ready to construct summer 2009 SANTA FE COUNTY (4)
	Santa Fe Trails	Buses and Bus Facilities		\$ -	\$ -		\$ 1,370,382	ARRA for transit has separate funding amount
TOTALS				\$ 10,790,000	\$ 6,830,000		\$ 5,580,382	

FY 2011									FY 2011	
Control Number in STIP	Project Name (Description)	Termini	Proposed Work	Length miles	Est. Total Cost	Federal Funds \$	State \$	Local Match \$	Funding Source	Comments

Bridge Replacement or Rehabilitation

D5010	I-25 at St Francis Interchange Lead Agency: STATE	St. Francis Drive Interchange	Interchange Improvement		\$ 7,455,500	\$ 6,000,000	\$ 1,455,500	\$ -	BRR	Bridge Replacement and Rehabilitation
TOTALS					\$ 7,455,500	\$ 6,000,000	\$ 1,455,500	\$ -		

Transit / Rail Projects

CROM3	Rail Runner Phase II Lead Agency: STATE & MRCOG	I-25/La Cienega Interchange to Santa Fe RailYard	Operation/Maintenance Costs		\$ 4,447,566	\$ 3,800,000	\$ 647,566	\$ -	State Funds	SFMPO portion O/M costs;CMAQ-flex funds MRCOG-NMDOT joint effort
T7PAR	Park and Ride Program FTA-5311(27) Lead Agency: STATE	Statewide	Capital & Operating Expenses		\$ 544,340	\$ 430,515	\$ 113,825	\$ -	FTA State Funds	Represents SFMPO portion of costs (est.25%)
7841	Sections 5307 & 5340 Lead Agency: CITYof SANTA FE Santa Fe Trails		Fixed route/paratransit-operating		\$ 6,952,785	\$ 1,474,501	\$ -	\$ 5,478,284	FTA GRT	FTA funded w/local match GRT 'Quality of Life'; local overmatch \$4,003,783
7842	Section 5316 Lead Agency: CITYof SANTA FE Santa Fe Trails		Access to jobs - operating		\$ 190,442	\$ 95,221	\$ -	\$ 95,221	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7843	Section 5317-New Freedoms Lead Agency: CITYof SANTA FE Santa Fe Trails		Disabled transportation - operating		\$ 132,802	\$ 66,401	\$ -	\$ 66,401	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7293	Santa Fe Ridefinders Lead Agency: CITYof SANTA FE Santa Fe Trails		Ride Sharing		\$ 120,512	\$ 71,773	\$ 25,000	\$ 23,739	STP GRT	FHWA/STP TPO-7749(8) local overmatch \$5,796
TOTALS					\$ 12,388,447	\$ 5,938,411	\$ 786,391	\$ 5,663,645		

FY 2012		Projects listed in FY 2012 and FY 2013 are not fiscally constrained; projects, priority, and funding will be determined after TCC review and TPB approval.							FY 2012	
Control Number in STIP	Project Name (Description)	Termini	Proposed Work	Length miles	Est. Total Cost	Federal \$	State \$	Local Match \$	Funding Source	Comments
Roads (New and Reconstruction) Federal Aid										
L5030	NM14, Cerrillos Road Reconstruction Lead Agency: CITY of SANTA FE	Camino Carlos Rey to St Michaels Dr	Design, Reconstruction	0.66	\$ 11,376,000	\$ -	\$ -	\$ -		Continuation of Cerrillos Road Reconstruction
TOTALS					\$ 11,376,000	\$ -	\$ -	\$ -		
Bridge Replacement or Rehabilitation										
D5070	US 84/285 Guadalupe St Bridge	Guadalupe St Overpass	Bridge Replacement		\$ 1,671,000	\$ 1,336,800	\$ 334,200	\$ -	BRR	Bridge Replacement and Rehabilitation; St. Francis Corridor Study
Surface Transportation Enhancements (TPE)										
	Santa Fe River Trail (Bike/Pedestrian Facility) Lead: CITY of SANTA FE	Camino Alire to Frenchy's Field	ROW, Plan/Design Construction	1.0	\$ 2,207,920	\$ 1,240,640	\$ -	\$ 967,286	GRT CIP	local overmatch 44% GRT \$172,286- \$795,000CIP
Transit / Rail Projects										
G2BT3	Rail Runner Phase B	Bernalillo to Santa Fe	Operation/Maintenance Costs		\$ 6,367,000	\$ -	\$ 6,367,000	\$ -	State Funds	Total annual operational costs: \$14-\$18mil Phase B=1/3 of costs
New Project	Muti-Modal Transit Center	Santa Fe Rail Yard	Design and Construction		\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	FTA GRT	Transit facilities for inter-modal connections
7841	Sections 5307 & 5340 Lead Agency: CITY of SANTA FE Santa Fe Trails		Fixed route/paratransit-operating		\$ 6,952,785	\$ 1,474,501	\$ -	\$ 5,478,284	FTA GRT	FTA funded w/local match GRT 'Quality of Life'; local overmatch \$4,003,783
7842	Section 5316 Lead Agency: CITY of SANTA FE Santa Fe Trails		Access to jobs - operating		\$ 190,442	\$ 95,221	\$ -	\$ 95,221	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7843	Section 5317-New Freedoms Lead Agency: CITY of SANTA FE Santa Fe Trails		Disabled transportation - operating		\$ 132,802	\$ 66,401	\$ -	\$ 66,401	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7293	Santa Fe Ridefinders Lead Agency: CITY of SANTA FE Santa Fe Trails		Ride Sharing		\$ 120,512	\$ 71,773	\$ 25,000	\$ 23,739	STP GRT	FHWA/STP TPO-7749(8) local overmatch \$5,796
TOTALS					\$ 16,263,541	\$ 4,207,896	\$ 6,392,000	\$ 5,663,645		

	FY 2013	Projects listed in FY 2012 and FY 2013 are not fiscally constrained; priority and funding will be amended in final version							FY 2013	
Control Number in STIP	Project Name (Description)	Termini	Proposed Work	Lngh miles	Est. Total Cost	Federal \$	State \$	Local Match \$	Funding Source	Comments

Roads (New and Reconstruction) Federal Aid										
2539	Old Pecos Trail Reconstruction	Cordova Rd to Berger St	Repaving, ROW,Curb/gutter, Landscaping	0.41	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -		Continuation of existing project CN 2539
	South Meadows Road Construction Lead Agency: SANTA FE COUNTY	Agua Fria Street to W. Alameda/ CR 62 @ NM599	Acquire land, Plan,Construct Bridge, Paving and utilities		\$ 4,500,000	\$ -	\$ -	\$ -		State Funds and GRT Design is complete, ROW acquisition is in progress
New Project	Aqua Fria Road- Phase III LEAD: SANTA FE COUNTY	San Ysidro xing to City Limits	Design/ construct / utilities/ sanitary sewer imprvmnts		\$ 4,500,000					Archeology under contract
New Project	Caja Del Rio Road LEAD: SANTA FE COUNTY	NM599 to Las Campanas	Road re-construction to incl acl/decl lanes& bike trail		\$ 3,000,000					Needs minimal engineering to determine acl/decl lane locations
	Governor Miles/Yucca Rd Connection Lead Agency: CITYof SANTA FE	Extension of Gov Miles east to south end of Yucca	Construction		\$ 1,200,000	\$ -	\$ -	\$ -		State Funds and GRT
New Project	Rabbit Rd Improvements LEAD: SANTA FE COUNTY									Needs details
New Project	Richards Ave. Improvements LEAD: CITY and SANTA FE COUNTY									Needs details
New Project	Vista del Monte Road LEAD: SANTA FE COUNTY	Road construction								Needs details
TOTALS					\$ 14,700,000	\$ 1,500,000	\$ -	\$ -		

Bridge Replacement or Rehabilitation										
	Acequia Trail/Railyard Pedestrian Bridge	St. Francis Drive@ Cerrillos Rd	New Construction		\$ 2,750,000	\$ 2,063,000	\$ 688,000	\$ -	State Funds	
	6 Downtown Bridges Over SF River :Defouri St/ Guadalupe St./ Galisteo/ Don Gaspar/ Old Santa Fe Tr/ Paseo de Peralta		Design/ Replacement/ or Rehab		\$ 6,000,000				BRR	Bridges est. cost @ \$1 million each
TOTALS					\$ 8,750,000	\$ 2,063,000	\$ 688,000	\$ -		

Surface Transportation Enhancements (TPE)

Trail projects may be moved to the appropriate years depending on readiness or by phases

	Acequia Trail (Bike/Pedestrian Facility)	Ashbaugh Park to Railyard	Construction		\$ 1,696,000	\$ 1,272,000	\$ 376,000	\$ 48,000	CIP Capital Outlay	
	Community College-Richards Avenue Trail (Bike/Pedestrian Facility)	Community College to Paseo del Sol Subdivision	Construction		\$ 2,289,000	\$ 1,717,000	\$ 566,000	\$ 6,000	CIP Capital Outlay	
	Arroyo Chamiso/ Museum Hill Trail (Bike/Pedestrian Facility)	Zia Rd@St.Francis to Camino Lejo @ Old Santa Fe Trail	Construction		\$ 3,100,000	\$ 2,325,000	\$ 348,000	\$ 427,000	CIP Capital Outlay	
	St. Francis Bike/Ped Crossing at Arroyo Chamiso Trail (Bike/Pedestrian Facility)	Tunnel under St. Francis n. of Zia Rd	Construction		\$ 600,000	\$ 450,000	\$ 150,000	\$ -	CIP Capital Outlay	
	Arroyo Chamiso Trail- Extension South (Bike/Pedestrian Facility)	Under Rodeo Rd; extend to Wagon Rd & Nava Ade	Construction		\$ 1,276,000	\$ 957,000	\$ 114,000	\$ 125,000	CIP Capital Outlay	County GRT included for local match
	Santa Fe River Trail (Bike/Pedestrian Facility) Lead: CITY of SANTA FE & SF COUNTY	Frenchy's Field to NM 599	ROW, Plan/Design Construction	6.0	\$ 12,487,200	\$ 9,365,400	\$ -	\$ 3,121,800	GRT CIP	source of match to be determined
ARRA	Arroyo Hondo Trail LEAD: SANTA FE COUNTY									Various phases connecting Rail Trail to NM 14
ARRA	Santa Fe Rail Trail LEAD: SANTA FE COUNTY									Various connections to US 285-Lamy
New Project	NM Central Railroad LEAD: SANTA FE COUNTY	I-25 to BNSF Railroad (15.5 miles)	Construct Multi-Use Trail and Trail Facilities							Future project, currently working on acquiring easements
TOTALS					\$ 21,448,200	\$ 16,086,400	\$ 1,554,000	\$ 3,727,800		

FY 2013		FY 2012 and FY 2013 are not Fiscally Constrained Priority and Funding will be Amended in SFMPO TIP FY2010-2013							FY 2013	
Control Number in STIP	Project Name (Description)	Termini	Proposed Work	Length miles	Est. Total Cost	Federal \$	State \$	Local Match \$	Funding Source	Comments

Transit / Rail Projects										
G2BT3	Rail Runner Phase B	Bernalillo to Santa Fe	Operation/ Maintenance Costs		\$ 6,494,000	\$ -	\$ 6,494,000	\$ -	State Funds	Total annual operational costs:\$14-\$18mil Phase B=1/3 of costs
7841	Sections 5307 & 5340 Lead Agency: CITYof SANTA FE Santa Fe Trails		Fixed route/ paratransit-operating		\$ 6,952,785	\$ 1,474,501	\$ -	\$ 5,478,284	FTA GRT	FTA funded w/local match GRT 'Quality of Life'; local overmatch \$4,003,783
7842	Section 5316 Lead Agency: CITYof SANTA FE Santa Fe Trails		Access to jobs - operating		\$ 190,442	\$ 95,221	\$ -	\$ 95,221	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7843	Section 5317-New Freedoms Lead Agency: CITYof SANTA FE Santa Fe Trails		Disabled transportation - operating		\$ 132,802	\$ 66,401	\$ -	\$ 66,401	FTA GRT	FTA funded w/local match GRT 'Quality of Life'
7293	Santa Fe Ridefinders Lead Agency: CITYof SANTA FE Santa Fe Trails		Ride Sharing		\$ 120,512	\$ 71,773	\$ 25,000	\$ 23,739	STP GRT	FHWA/STP TPO-7749(8) local overmatch \$5,796
TOTALS					\$ 13,890,541	\$ 1,707,896	\$ 6,519,000	\$ 5,663,645		

Safety Improvements(HSIP)										
	Airport Road Safety Improvements Lead Agency: CITY [Submitted to NMDOT for FY2008]	San Felipe (Country Club Rd) to Cerrillos Road	Design/Study and Construct: Turn Bays, Access Control, Raised Medians	2.0	\$ 2,645,000	\$ 2,380,500	\$ 264,500	\$ -	State Safety Funds	Upgrade Safety/Access Control on this Principal Arterial (FL 4726)-Can be phased.-awarded \$250,000 in 2009- Pavement rehab project in ARRA 2010
	Hyde Park Rd/Scenic Byway	Bishops Lodge Rd to Nun's Curve (MP .935 to 5.2)	Construction; widen shoulders		\$ 1,000,000	\$ 900,000	\$ 100,000	\$ -	State Funds	To create recovery zone for bicyclist safety
TOTALS					\$ 3,645,000	\$ 3,280,500	\$ 364,500	\$ -		

"This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation."

Unified Planning Work Program 2009-2010

Santa Fe Metropolitan Planning Organization

UPWP PROGRAM AREA FRAMEWORK

2010.1 – MANAGEMENT AND SUPPORT OF THE PLANNING PROCESS

- 1.1 Program Support and Administration
- 1.2 Unified Planning Work Program
- 1.3 Transportation Improvement Program Preparation and Project Assistance
- 1.4 Compliance with the Federal Transportation Funding Act (SAFETEA-LU)
- 1.5 Implementation of the MPO Membership and Structure Study
- 1.6 Public Participation Process

2010.2 – DATA COLLECTION AND ANALYSIS ACTIVITIES

- 2.1 Traffic Counting and Additional Data Collection
- 2.2 Road Inventory and Functional Classification Updates
- 2.3 Travel Demand Modeling and Related Activities
- 2.4 Maintenance and Deployment of ITS Regional Architecture
- 2.5 Geographic Information Systems

2010.3 – TRANSPORTATION PLANNING ACTIVITIES AND INITIATIVES

- 3.1 Update of the Long Range Metropolitan Transportation Plan
- 3.2 Participation and Review of NMDOT Studies
- 3.3 Participation and Review of City and County Studies
- 3.4 Safety Initiatives
- 3.5 Congestion Management Initiatives
- 3.6 Review of Metropolitan Transit and Rail Services
- 3.7 Pedestrian and Bicycle Initiatives (Complete Streets)
- 3.8 Education, Outreach and Coordination Activities

BUDGET SUMMARY BY TASK [Budget Summary will be handed-out at meeting]

- Task 2010.1 Subtotal
- Task 2010.2 Subtotal
- Task 2010.3 Subtotal

Unified Planning Work Program 2009-2010

Santa Fe Metropolitan Planning Organization

INTRODUCTION

The Santa Fe Metropolitan Planning Organization (MPO) is the transportation planning entity for the existing Urbanized Area of Santa Fe, plus those portions of the surrounding area expected to become urbanized over the next 20 years. The MPO is mandated to meet federal requirements under Title 23 U.S.C. and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that became public law on August 10, 2005.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. A continuing SAFETEA-LU provision states that local officials, in cooperation with the State and transit operators, remain responsible for determining the best transportation investments to meet metropolitan transportation needs.

Some key modifications to the metropolitan planning process under SAFETEA-LU include the following provisions:

- MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement.
- The metropolitan planning process is to promote consistency between transportation improvements and the State and local planned growth and economic development patterns.
- Safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process.

In order to accomplish this task, the MPO engages in a process of public review and comment resulting in the annual Unified Planning Work Program, which outlines, budgets, and guides planning projects and activities for the upcoming fiscal year. The MPO, working in partnership with the New Mexico Department of Transportation (NMDOT), will accomplish its tasks in accordance with federal government regulations and review by the Federal Highway and the Federal Transit Administrations.

SAFETEA-LU will expire at the end of September 2009 and is expected to be replaced by a reauthorized federal transportation funding act in October 2009. In addition to the funding received through the SAFETEA-LU legislation, the Economic Recovery and Reinvestment Act of 2010 provides New Mexico an infusion of federal funds for

transportation infrastructure improvements that will also provide stimulus to the economy through creation of jobs related to those improvements. Proposed projects will be ranked by their readiness for construction and by the number of jobs they will create; they also must be included in the MPO Transportation Improvement Program (TIP)

PURPOSE

The purpose of the Unified Planning Work Program is to outline multimodal transportation planning activities within a financially constrained budget to be conducted in the Santa Fe MPO planning area for the period of July 1, 2009 through June 30, 2010. Federal definition of a Unified Planning Work Program (UPWP) is “a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds”(23CFR450.104)

MPO COMPOSITION

In 1982, the Metropolitan Planning organization was created to represent the City of Santa Fe federally designated urbanized area. Subsequently, transportation planning has been coordinated and addressed through this organization. The Santa Fe Metropolitan FY2000 Census population was 80,337.

Transportation Policy Board

Currently, the MPO is composed of four member governments: the City of Santa Fe, Santa Fe County, Tesuque Pueblo, and the New Mexico Department of Transportation. As a multi-jurisdictional entity, MPO addresses transportation systems and improvements as it relates to growth management and land use planning issues within the MPO Planning Area (see map on following page). Traffic and transportation system problems often cross jurisdictional boundaries; therefore, the need exists for intergovernmental cooperation in the process. Also, the planning process should become integrated with existing individual government processes, and should have established policies and plans that ensure proper coordination among agencies and stakeholders. Representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are non-voting members and participate in an advisory capacity.

The primary duties of the Transportation Policy Board are:

- 1) To serve as a multi-jurisdictional transportation planning forum for cooperative decision making on planning, funding, and implementation of transportation infrastructure, programs, and related matters;
- 2) To provide general policy guidance and direction to the MPO Staff and the Technical Coordinating Committee (TCC);
- 3) To receive and act upon recommendations made by the MPO Staff and Technical Coordinating Committee (TCC);

- 4) To review and take action on all MPO planning work products such as the Public Participation Plan (PPP), Unified Planning Work Plan (UPWP), Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Area Studies/Corridor Plans and proposed amendments to adopted plans and programs;
- 5) To receive and consider public input; and
- 6) To determine boundaries of the planning area.

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) serves in an advisory capacity to the Transportation Policy Board, with voting representation from Santa Fe County Public Works and Planning /Land Use Departments; City of Santa Fe Public Works (Engineering/Traffic) and Long Range Planning; Santa Fe Trails (Santa Fe Area Transit Service Operator), the North Central Regional Transit District; the Santa Fe Public Schools; Tesuque Pueblo; City/County Regional Planning Authority (RPA) and, the New Mexico Department of Transportation. The TCC has non-voting advisory staff members from FHWA, FTA, and the Northern Pueblos RPO.

The main functions of TCC are to ensure coordination among agencies and to develop policy and project recommendations for the MPO Transportation Policy Board. Other functions are to:

- 1) Review and recommend amendments/updates to MPO Bylaws, the SFMPO Metropolitan Transportation Plan (MTP), Public Participation Plan (PPP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Area Studies/Corridor Plans and proposed amendments to adopted plans and programs;
- 2) Carry out directives from the Transportation Policy Board;
- 3) Provide routine guidance and at least annually report on the adequacy of the urban transportation planning process;
- 4) Periodically review the MPO Boundary and make recommendations for revisions; and
- 5) Recommend revision of the intergovernmental Joint Powers Agreement for tribal government and any future changes.

SFMPO Study Groups

The SFMPO has created various study groups to gather input, address concerns, and discuss options on issues related to the UPWP tasks. Participants include MPO member staff, community advocates and interested citizens. Advisory information is passed on to the TCC to help inform recommendations to the Policy Board.

Bicycle and Pedestrian Study Group

This group focuses on non-motorized transportation issues and concerns within the MPO Planning Area. Current projects include development maps of preferred bikeways and regional urban trails planning. Participants include

representatives from the City of Santa Fe Bicycle and Trails Advisory Committee (BTAC) and the Santa Fe County Citizens' Open Land and Trails Planning Advisory Committee (COLTPAC), the NMDOT, MPO staff, and community advocates.

Rail/Transit Study Group

This group will focus on rail station development, adjacent land uses, and inter-modal connections for both regional commuter and local service.

MTP Study Group

The update of the SFMPO Metropolitan Transportation Plan 2010-2035 requires extensive public input and data gathering. This group will focus on MPO member staff coordination in developing format, discussing issues, and data presentation.

SFMPO Staff

The City of Santa Fe has been designated as the administrative agent of the MPO. The City is responsible for the operational functions, pursuant to requirements outlined within 23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A as referenced in SAFETEA-LU. The MPO is responsible, in partnership with the NMDOT, for carrying out transportation planning in the urban area as well as the area expected to become urbanized over the next 20 years. Primary duties of the MPO include, but are not limited to:

- 1) Develop a long-range transportation plan (MTP) a minimum of every five years;
- 2) Develop and publish an annual Unified Planning Work Program (UPWP) which itemizes all transportation planning activities and budget requirements for each annual work period;
- 3) Develop and update at least biennially a financially constrained Transportation Improvement Program (TIP) for the MPO area;
- 4) Program the administration of transportation planning and multimodal planning funds, and contract administration for these and other funds as necessary;
- 5) Review projects within the MPO Planning Area for compliance with the Metropolitan Transportation Plan and impact on the Santa Fe traffic model.
- 6) Organize meetings and develop agendas for the SFMPO Technical Coordinating Committee and Transportation Policy Board; and
- 7) Maintain the MPO Intelligent Transportation Systems (ITS) architecture.
- 8) Coordinate with NMDOT and FHWA planning staff.
- 9) Document compliance with SAFETEA-LU requirements and the federal self-certification process.
- 10) Provide MPO transportation planning training information for the Technical Coordinating Committee (TCC) and the Transportation Policy Board (TPB)

The MPO Director is an employee of the City of Santa Fe and is vested with the responsibility of serving as principal staff person for the Transportation Policy Board

and secretary of the Technical Coordinating Committee. The MPO Director supervises the transportation planning process.

Santa Fe MPO Staff includes:

Mark S. Tibbetts (MPO Director) and Keith Wilson (MPO Senior Planner). An additional staff member or contractor support is anticipated for FY 2010 to assist with technical programs including the traffic forecast model, ITS coordination, GIS applications, and the Traffic Count Program. Administrative support is provided through a half-time position from the Long Range Planning Division of the Housing and Community Development Department.

NMDOT Planning Liaison(s)

NMDOT assigns a staff planning liaison to work with the SFMPO and local governments. Primary duties of the Planning Liaison are:

- 1) To serve as a liaison to the Transportation Policy Board, TCC and MPO staff;
- 2) To provide technical assistance for the development and implementation of the Transportation Improvement Program;
- 3) To monitor work progress, contracting and billing procedures and coordinate refinements with MPO staff; and
- 4) To assist in program management through the maintenance of current records of expenditures, the reimbursement of funds, the relaying of information, and the channeling of direction from FHWA, FTA, and NMDOT.

Current NMDOT planning liaison staff to the Santa Fe MPO include:

Claude Morelli (MPO Liaison) and Greg White (NMDOT Rail and Transit Division).

Regional Planning Organization

The Northern Pueblos Regional Planning Organization is a transportation planning organization for Rio Arriba County and Taos County, Los Alamos County and Santa Fe County. The NPRPO membership includes staff from cities and the four counties, the pueblos of Tesuque, Picuris, Santa Clara, San Ildefonso, Nambe, Pojoaque, Taos, Ohkay Owingeh, the Jicarilla Apache Nation, and the NMDOT. The NPRPO elicits projects for multi-modal transportation and enhancement improvements from its members and recommends them for inclusion into the 4-year Statewide Transportation Improvement Program (STIP). The North Central New Mexico Economic Development District (NCNMEDD) is the fiscal agent for the NPRPO. The MPO and RPO will have direct communication to coordinate transportation planning activities on projects that impact both organizations.

FUNDING SOURCES

The program areas in the FY 2009-10 Unified Planning Work Program are funded from federal, state and local sources. Federal funds are provided through the FHWA for

basic surface transportation planning including the MPO Traffic Count Program, and the FTA for public transportation related planning activities.

Specific funding sources are presented for each UPWP program area. The funds shown may be amended as necessary to reflect modifications to a program's scope of work and changes in funding availability. (See Budget Summary at end of document)

2010.1 – MANAGEMENT AND SUPPORT OF THE PLANNING PROCESS

2010.1.1 Program Support and Administration

Objectives:

Program support and administration includes activities necessary for the management and operation of the MPO. This includes basic overhead, administrative costs, program support such as budget and financial management, and annual and quarterly reporting.

Previous Work:

1. Completion of Quarterly and Annual Reports.
2. Development of Budgets and Financial Management.
3. Attended Training on Administrative Financing of Special Planning Funds.

Programs:

1. Management of the transportation planning contract with the NMDOT including:
 - Preparation of Quarterly and Annual Reports and Contract invoicing.
 - MPO Staff supervision and work assignments.
 - Attendance at quarterly MPO Transportation Planning Program Managers meetings.
2. Review of Federal and State transportation programs and other documents as required.

Products:

1. Administration of contract.
2. Quarterly and Annual Reports.

2010.1.2 Unified Planning Work Program

Objectives:

To develop an UPWP that reflects the recommendations and priorities outlined in the MTP. The document outlines all planning and administrative activities that will be undertaken by the MPO during the upcoming federal fiscal year.

Previous Work:

1. Creation and Adoption of the FY2009/2010 UPWP.
2. Monitoring of UPWP tasks.

Programs:

1. MPO staff will develop and have endorsed a FY2010/2011 UPWP by April of 2010.
2. Monitoring of activities identified in the FY2009/2010 UPWP
3. Draft FY2010/2011 UPWP posted on the SFMPO website for public review.
4. The Endorsed FY2010/2011 UPWP posted on the SFMPO website for public review.

Products:

1. Endorsed FY2010/2011 UPWP.

2010.1.3 Transportation Improvement Program Preparation and Project Assistance

Objectives:

To develop and monitor a multi-year program of transportation improvement projects that is consistent with the Metropolitan Transportation Plan and fiscally constrained. To produce a Transportation Improvement Program (TIP) that is in compliance with the Statewide Transportation Improvement Plan (STIP). To work with the SFMPO Technical Coordinating Committee (TCC) and Transportation Policy Board (TPB) members to prioritize projects. To prepare TIP Amendments or Adjustments as required.

Previous Work:

1. Development and Endorsement of the 2010-2013 TIP.
2. Incorporated the American Recovery and Reinvestment Act funding into the TIP.
3. Tracking of the status of obligated projects.

Programs:

1. Solicit project requests from the public and governmental agencies for amendments to the 2010-2013 TIP.
2. Work with the SFMPO TCC and TPB to prioritize projects to develop a fiscally constrained TIP in conformance with the Metropolitan Transportation.
3. Submit the endorsed TIP to NMDOT for inclusion in the STIP
4. Facilitate any required adjustments or amendments to the TIP
5. Draft and amended 2011/2014 TIP's will be posted on the SFMPO website for public review.
6. The Endorsed FY2011/2014 TIP will be posted on the SFMPO website.
7. Keep track of the status of obligated projects from previous TIP's

Products:

1. Amended FY2010-2013 TIP.
2. List of Obligated TIP Projects.

2010.1.4 Compliance with the Federal Transportation Funding Act (SAFETEA-LU)

Objectives:

To ensure the SFMPO is meeting the requirements as specified for compliance with the SAFETEA-LU and subsequent reauthorized legislation of the Federal Transportation Funding Act.

Previous Work:

1. In process of completing requirements and recommendation of certification special review.
2. MPO Bylaws reviewed and amended.
3. MPO Planning Area revised to include Tesuque Pueblo.

Program:

1. Continue to support and improve provisions specified under SAFETEA-LU in the following categories: Annual Listing of Projects; Fiscal Constraint; Environmental Mitigation Activities; Consultation and Cooperation; Public Transit Element; Transportation Facilities; Interested Parties and Participation; and, Safety and Security. Strategies and policies will be assessed and included in the 2010 MTP Update, amended 2010-2013 TIP, 2010/2011 UPWP and other federally required documents.
2. Complete Self Certification of the SFMPO.

Products:

1. Planning documents in conformance with Federal Transportation Planning Legislation.
2. Completion of Self Certification.

2010.1.5 Implementation of the MPO membership and Structure Study

Objectives:

To implement recommendations from the SFMPO Membership and Structure Study that will improve the operations and representation of the MPO while continuing to improve the planning process.

Previous Work:

1. MPO Bylaws reviewed and amended.
2. MPO Planning Area revised to include Tesuque Pueblo.
3. Transportation Policy Board membership expanded-adding Tesuque Pueblo.

Programs:

1. Analyze financial contributions from member agencies and evaluate relocation of SFMPO staff offices to an independent location.
2. Analyze financial contributions from member agencies and evaluate reporting structure for SFMPO staff.
3. Revise SFMPO boundary to encompass the contiguous areas that are reasonably expected to urbanize within the next 25 years. This boundary should coincide with the rationally-developed Transportation Analysis Zones (TAZs) used in the Santa Fe traffic model. SFMPO staff will work with each of the member agencies to identify and modify analysis zones that fall outside the area reasonably expected to urbanize based on County and Tesuque Pueblo growth management plans.
4. Implement recommended additions to TPB membership.
5. Implement recommended additions to TCC membership.
6. Analyze financial contributions from member agencies. To meet the minimum functional requirements, at least one additional, full-time staff planner technician position should be added to the SFMPO. The functions of the SFMPO that specifically need to be expanded with the support of additional staff include: creation and coordination of a regional traffic count program, management of the Santa Fe traffic model and assorted data collection, implementation of the Intelligent Transportation System (ITS) architecture, etc.
7. Analyze and implement the following operational considerations to further strengthen the SFMPO and increase its effectiveness:
 - Assign Staff representatives of each member entity to attend MPO meetings
 - Develop staff directory.
 - Develop an Annual Staff Evaluation Process.
 - Evaluate potential use of Federal and State Funds (e.g. SPR, STP, and FTA) by all stakeholders.
 - Revise current UPWP and future UPWPs to include a detailed account of Staff Time for each Planning Work Task.
 - Compliance with all federal regulations and requirements and the findings of the Special Planning Review dated September 20, 2006.
 - Joint Powers Agreement (JPA) needs to authorize the TPB to oversee, manage, review and approve the activities, assignments, expenditures, operations and products of the SFMPO.
 - Financial Billing and Invoice review and approval will remain with NMDOT for the Federal Funding Share after TPB recommendation(s).

Products:

1. Office location and fiscal agent issues resolved.
2. Revised staff reporting process.
3. Equitable financial contributions from each SFMPO member agency.
4. Revised SFMPO boundary.
5. Revised TPB & TCC membership.
6. Additional SFMPO staff position created, funded, and filled.
7. Revision of SFMPO practices to address the Operational Considerations.
8. Various work products resulting from public Study Groups.
9. Program developed for staff, TPB, and TCC trainings.
10. Establish SFMPO "Quarterly Updates".

2010.1.6 Public Participation Process

Objectives:

The Santa Fe MPO will actively involve the public in all relevant projects, activities, and public meetings pursuant to the New Mexico Open Meetings Act, the MPO Public Participation Plan and MPO Bylaws, an annual approved meeting schedule of MPO Technical Coordinating Committee and Transportation Policy Board meetings, and applicable federal regulations. The MPO will continue to publish its newsletter, *Multimodal*, and maintain a Santa Fe MPO web page in order to maximize public outreach.

Previous Work:

1. MPO Website revised and updated.
2. Staffing of SFMPO TCC and TPB.
3. Distribution of Meeting Agenda's and Minutes for the SFMPO TCC and TPB.
4. Publication of MPO *Multimodal* Newsletter.
5. Creation and Distribution of meeting minutes and agendas for SFMPO committees.

Programs:

1. Distribution of Public Notices.
2. Staffing of SFMPO TCC and TPB.
3. Development and distribution of Meeting Agenda's and Minutes for the SFMPO TCC and TPB.
4. Publish and distribute the *Multimodal* Newsletter and post to the SFMPO website.
5. Investigate ways to improve SFMPO website to make it more accessible to and functional for the Public.

Products:

1. Up to date and functional SFMPO Website.
2. Distributed Meeting agendas and minutes for the SFMPO TCC and TPB
3. Published *Multimodal* Newsletter.

2010.2 DATA COLLECTION AND ANALYSIS ACTIVITIES

2010.2.1 Traffic Counting and Additional Data Collection

Objectives:

To conduct, or have conducted, annual traffic volume and classification traffic counts on arterials, collectors, and regionally significant roads within the MPO Planning Area to assist with the assessment of annual growth and traffic changes for land use planning and impacts from local and regional transit and commuter rail service development. To collect pertinent data to assist with the improvement of the base year input for the travel demand forecast model as well as for validation of forecasts.

Previous Work:

1. Traffic Count Maps for 2004 through 2008.

Programs:

1. Develop a City, County, DOT Coordinated Count Program by utilizing a consultant to perform a traffic count's program.
2. Create a Traffic Count Map for Data collected in 2009.
3. Develop a database of past and present traffic counts to assist with the calculation of annual growth rates and evaluation of traffic changes.
4. Post the traffic count maps and if feasible the traffic count database to the SFMPO website.
5. Conduct other data collection activities necessary to support the SFMPO Transportation Planning Activities.

Products:

1. Multi-year program for conducting traffic volume and classification counts.
2. 2009 Traffic Count Map
3. Database containing past and present traffic count data.

2010.2.2 Road Inventory and Functional Classification Updates

Objectives:

Continue to monitor and make recommendations in coordination and cooperation with NMDOT concerning the functional classification system to ensure consistency with the statewide functional classification listing.

Programs:

1. Cooperate with NMDOT on any required updates to the Functional Classification system within the SFMPO urbanized area.
2. Bring any updates to the Functional Classification system for endorsement of the TCC and TPB.

Products:

1. Updated Functional Classification system for the Santa Fe Metropolitan Planning Area.

2010.2.3 Travel Demand Modeling and Related Activities

Objectives:

Travel Demand Models are a major analytic tool for MPOs. The model is used to guide investment decisions in the Metropolitan Transportation Plan and the Transportation Improvement Program, and for project analysis that may be requested of the MPO staff. The Travel Demand forecast model compares a “no build” transportation network to a transportation network that includes investment options (infrastructure projects and service programs). They can also be used to assess the impacts of land use decisions and plans on the transportation network by using different land use scenarios as data sets to the model. Rail Runner stops and transit routes will be included in the update.

Past Work:

1. Transportation Analysis Zones map revised to include Tesuque Pueblo.
2. VISUM Travel Demand model updated to include revised socio-economic forecast data and road network changes.
3. VISUM Travel Demand model updated to include a model split analysis.

Programs:

1. Update the land use and demographic datasets.
2. Utilize the Travel Demand model to analyze different scenarios for inclusion in the MTP.

3. Utilize the Travel Demand model to assist with traffic forecasts for specific corridor studies.
4. Create simulation visualizations using VISSIM software of Travel Demand model scenarios for public presentations.
5. Procure staff training in VISUM and VISSIM software packages.

Products:

1. Updated traffic model.
2. Modeled scenarios for use in the MTP.
3. Modeled visualizations of different scenarios.

2010.2.4 Maintenance and Deployment of ITS Regional Architecture

Objectives:

Intelligent Transportation Systems architecture is a collection of advanced sensor, computer, electronic, and communication technologies to improve the safety and efficiency of the surface transportation systems. ITS will improve safety, reduce congestion and travel times, provide weather information, manage special events traffic, coordinate emergency evacuations, and facilitate multimodalism. Improving deployment of the architecture through continuing efforts of partners as well as in coordination with adjacent local and tribal governments is a key objective.

Past Work:

1. In fiscal year 2005-06, SF MPO, in collaboration with the City of Santa Fe, Santa Fe County, NMDOT and FHWA, completed the Santa Fe Regional ITS Architecture.

Programs:

1. Work with the City of Santa Fe, Santa Fe County, NMDOT and FHWA to ensure that the Santa Fe Regional ITS Architecture is up to date.
2. Work with the City of Santa Fe, Santa Fe County, NMDOT and FHWA to ensure that ITS elements are considered and deployed where necessary.

Products:

1. Updated Regional ITS Architecture.

2010.2.5 Geographic Information Systems

Objectives:

To utilize GIS products developed in cooperation with the City of Santa Fe to enhance presentations, both verbal and written, by the MPO staff.

Past Work:

1. Published Traffic Count Maps for 2004 through 2008.
2. Published SFMPO Bikeway Maps.

Programs:

1. Update Traffic Count Map for 2009.
2. Update SFMPO Bikeways Map.
3. Utilize GIS data to enhance presentations and MTP.
4. Post mapping products where feasible to the SFMPO website.

Products:

1. Traffic Count Map for 2009.
2. SFMPO Bikeway Map.
3. Mapping products for presentations and inclusion in the MTP.

2010.3 TRANSPORTATION PLANNING ACTIVITIES AND INITIATIVES

2010.3.1 Update of the Long Range Metropolitan Transportation Plan

Objectives:

An update of the MTP is required every five years with the next update due to cover the years 2010 to 2035. It is the SFMPO intention to gather and review input from as large a cross section of the Metropolitan Planning Area as possible conducting several public information meetings and conducting presentations at interested organizations. To create a MTP that reflects the needs of the Santa Fe Metropolitan Planning Area.

Past Work:

1. Publication of the Metropolitan Transportation Plan 2005-2030.

Programs:

1. Initiate a SFMPO MTP Study Group to guide the development of the MTO update.

2. Conduct several Public Meetings to solicit input on the needs of the Metropolitan Planning Areas transportation network.
3. Work to identify and meet with key stakeholders, such as Chamber of Commerce, Disability Groups, etc. to solicit input on their needs of the Metropolitan Planning Areas transportation network.
4. Coordinate with the agency staff and SFMPO organized Study Groups to solicit input on the needs of the Metropolitan Planning Area transportation network.
5. Work with the TCC and TPB on the development and publication of the MTP.
6. Drafts of the MTP will be posted on the SFMPO website for public review.
7. The Endorsed MTP will be posted on the SFMPO website.
8. Staff will attend pertinent development review meetings for projects that will have a significant impact on the transportation network within the Metropolitan Planning Area.
9. Utilize VISSIM simulation modeling as a presentation tools.
10. Utilize GIS products as presentation tools and visualizations within the MTP report.

Products:

1. Endorsed and published MTP 2010-2035.

2010.3.2 Participation in and Review of NMDOT Studies

Objectives:

Continue to participate and assist with the planning and data gathering in coordination with the TCC and NMDOT District 5 for three major corridor studies that surround the core transportation network of the MPO. The studies include:

- **I-25**, from the NM599 interchange to the Old Pecos Trail interchange;
- **NM 599**, from its termini at NM 14 and at US 84/285; and,
- **St. Francis Drive** from Rabbit Road to the South Tesuque exit on US84/285. Coordination of these studies is critical in determining future project justification and funding priorities.

Past Work:

1. Attended preliminary meetings related to each Corridor Study.
2. Provided travel demand modeling assistance for each Corridor Study.

Programs:

1. Attend relevant meetings associated with each Corridor Study.
2. Provide relevant input and analysis for each Corridor Study.
3. Ensure outcomes of the studies meet the relevant requirements for future project justification and funding priorities.

Products:

1. Identified projects that conform to funding priorities and are in line with the recommendations of the MTP.

2010.3.3 Participation in and Review of City and County Studies

Objectives:

Continue to participate and assist with the planning and data gathering in coordination with the TCC and the relevant City or County Agency coordinating studies whose outcome will have impacts on the Transportation Network within the Metropolitan Planning Area. Coordination of these studies is critical in determining future project justification and funding priorities. Current studies include:

- **Northwest Quadrant Study** (City of Santa Fe), which involves a comprehensive review of current and future travel conditions of an area bounded by NM 599 to the north and west, and St. Francis Drive to the east.
- **Siler Road Bridge and Road Extension Construction** (City of Santa Fe and Santa Fe County), which involves the construction of a river crossing to enhance north/south transportation connections. The SFMPO staff collaborated with the City and County to study travel patterns using the VISUM software. SFMPO staff now has an interest in determining if the VISUM model outputs reflect the reality once the bridge construction is completed.
- **Las Soleras TOD development**
- **Zia Road/ St. Francis Drive TOD development**
- **Other land development projects that significantly impact the MTP**

Past Work:

1. Attended preliminary meetings related to each Corridor Study.
2. Provided travel demand modeling assistance for each Corridor Study.

Programs:

1. Attend relevant meetings associated with each Corridor Study or significant development proposal
2. Provide relevant input and analysis for each Corridor Study or significant development proposal..
3. Ensure outcomes of the studies meet the relevant requirements for future project justification and funding priorities.

Products:

1. Future projects that conform to funding priorities and are in line with the recommendations of the MTP.

2010.3.4 Safety Initiatives

Objectives:

To identify and utilize available crash data to determine hazardous locations or sections of roadway within the Metropolitan Planning Area. Use the identified hazardous locations to determine future transportation planning safety initiatives.

Previous Work:

1. Staff attended a Safety Summit workshop.
2. Staff attended a Workshop on Safe Routes to School.

Programs:

1. Meet with State and Local officials to identify available crash data and completed analysis to prevent duplication of efforts.
2. Analyze available crash data and create a ranked list of the hazardous locations.
3. Advocate for the inclusion and analysis of Roundabout options as part of any study of intersection safety mitigation measures.
4. Create GIS mapping products showing the hazardous locations.
5. Identify future planning initiatives based on the results of the crash analysis.
6. Create a report outlining the process and findings of the analysis.

Products:

1. Report providing a prioritized list of the most hazardous locations in the Santa Fe Metropolitan Planning Area.
2. Identified future planning initiatives.

2010.3.5 Congestion Management Initiatives

Objectives:

To identify existing congested corridors and “bottlenecks” within the Metropolitan Planning Area and identify future planning initiatives to mitigate identified area. To utilize the travel demand model to identify future congested corridors and “bottlenecks”

so that a proactive approach can be taken with future planning initiatives. Identify ways to divert freight traffic away from St. Francis Drive to NM599.

Previous Work:

1. Transportation Analysis Zones map revised to include Tesuque Pueblo.
2. VISUM traffic model updated to include revised socio-economic forecast data and road network changes.
3. VISUM traffic model updated to include a model split analysis.
4. Participation in the NM599 Corridor Study.
5. Participation in the St. Francis Drive Corridor Study.
6. Participation in the I-25 Corridor Study.
7. Participation in the Northwest Quadrant Study.
8. Participation in the Siler Road Bridge and Road Extension Study.
9. Staff attended a workshop on Multimodal Freight Forecasting.

Programs:

1. Work with NMDOT and FHWA on obtaining funding to study "Bottlenecks".
2. Investigate ways to collect travel time data along major corridors and if deemed feasible collect travel time data along those corridors.
3. Utilize existing and future data to identify congested corridors and "Bottlenecks".
4. Use the travel demand model to identify future congested corridors and "Bottlenecks".
5. Work with NMDOT and Truck Companies to identify reasons for route choice through the Metropolitan Planning Area and identify ways to divert that freight traffic from major arterials through the Metropolitan Planning Area to NM599.
6. Create educational materials on Roundabouts.
7. Advocate for the inclusion and analysis of Roundabout options as part of any study of congestion mitigation measures.
8. Utilize VISSIM simulation model to produce visualization products for public presentations.
9. Develop future planning initiatives based on the findings of the analysis.
10. Create GIS mapping products showing the existing and future congested locations.
11. Create a report outlining process and findings of the analysis.

Products:

1. Report providing a list of identified existing and future congested locations in the Santa Fe Metropolitan Planning Area.
2. Educational Materials on Roundabouts.
3. Visualization products on congestions.
4. Identified future planning initiatives.

2010.3.6 Review of Metropolitan Transit and Rail Services

Objectives:

To continue to facilitate and coordinate planning efforts between Santa Fe Trails, the Regional Planning Authority, and the North Central Regional Transit District (NCRTD). To provide planning and computer modeling assistance to Santa Fe Trails as necessary to facilitate coordination of local and regional transit with commuter rail service.

Previous Work:

1. Added modal split analysis to VISUM traffic model.
2. Selected preferred locations for an additional Rail Runner station within the Metropolitan Planning Area.
3. Provided MPO staff support to the SFMPO Rail/Transit Study Group.

Programs:

1. Facilitate discussions between Santa Fe Trails, Regional Planning Authority and NCRTD to ensure continuity of services throughout the Metropolitan Planning Area.
2. Provide planning and travel demand model assistance to Santa Fe Trails as necessary to facilitate coordination of local and regional transit with commuter rail service.
3. Attend meetings, where relevant, of the Transit Advisory Board (TAB) which addresses services of the Santa Fe Trails.
4. Participate in planning of multimodal transportation activities including, but not limited to, the commuter rail corridor, the City Rail Yard pertaining to transportation, the development of plans for a future downtown transit facility, the NM Park and Ride Transit services, and promotion of "Alternatives to SOV Travel" events.
5. Provide MPO staff support to the SFMPO Rail/Transit Study Group which will focus on rail stations development, adjacent land uses, and inter-modal connections for both regional and local services.
6. Coordinate with NMDOT Rail/Trail Bureau to integrate the Coordinated Public Transit-Human Services Transportation Plan into the MPO Planning Process.
7. Help in design and production costs of a brochure that assists Rail Runner Express passengers in transitioning to local and regional transit providers.

Products:

1. Update brochure to assist Rail runner passenger transition to local and regional transit services.
2. Involvement in multimodal transportation activities.
3. Integration of the Coordinated Public Transit-Human Services Transportation Plan into the MPO Planning Process.

2010.3.7 Pedestrian and Bicycle Initiatives (Complete Streets)

Objectives:

To study issues and be involved in initiatives related to non-motorized travel within the Metropolitan Planning Area, including but not limited to, the “Complete Streets” concept, City and County trail system connections and Bike to Work Week.

Past Work:

1. Provided MPO staff support to the SFMPO Bicycle and Pedestrian Study Group.
2. Attended when appropriate meetings of the NMDOT Bicycle, Pedestrian and Equestrian Committee.
3. Published revised SFMPO Bikeway Map for 2008
4. Attended a workshop on Safe Routes to School.
5. Attended a Safety Summit Workshop.
6. Provided support for Bike to Work Week Activities???

Programs:

1. Provide MPO staff support to the SFMPO Bicycle and Pedestrian Study Group which focuses on non-motorized transportation issues and concerns within the Metropolitan Planning Area.
2. Investigate the “Complete Streets” concept and look into its applicability to the Metropolitan Planning Area.
3. Sponsor or participate in a presentation or workshops on the “Complete Streets” concept.
4. Attend meetings where relevant, of the Santa Fe BTAC and Santa Fe County COLTPAC committees.
5. Attend meetings when appropriate the NMDOT Bicycle, Pedestrian and Equestrian Committee
6. Participate in the annual Bike to Work Week activities and promote additional “Alternatives to SOV Travel” events.
7. Update the SFMPO Bikeway Map as necessary.
8. Utilize the SFMPO website to disseminate information on Bicycle and Pedestrian Issues.

Products:

1. Educational information on the “Complete Streets” concept.
2. Input on Bicycle and Pedestrian issues from the SFMPO Bicycle and Pedestrian Study Group.
3. Updated SFMPO Bikeway Map.

2010.3.8 Education, Outreach and Coordination Activities

Objectives:

To participate in local, regional and statewide efforts to promote coordination among the SFMPO, Regional Planning Organizations (RPO's), the North Central Regional Transportation District (NCRTD), NMDOT and FHWA. To present information created either through these interregional efforts or through the SFMPO unified planning work program to agencies, professional organizations, or conferences. To allow staff to attend technical/professional workshops, trainings or conferences to enhance professional skills and knowledge.

Past Work:

1. Participated in workshops or trainings in Safe Route to Schools, Multi-modal Freight Forecasting, Administrative Financing of Special Planning Funds and a Safety Summit.

Programs:

1. Attend relevant local, regional and statewide efforts to promote coordination among the SFMPO, Regional Planning Organizations (RPO's), the North Central Regional Transportation District (NCRTD), NMDOT and FHWA.
2. Attend all relevant workshops, trainings and conferences to enhance staff professional skills and knowledge.
3. Conduct public presentations to inform local and regional advocacy groups, transportation professionals, and public officials about statewide and interregional transportation planning efforts, funding issues, or innovative programs.

Products:

1. State and interregional agreements about transportation planning and funding as appropriate.
2. A public well informed about transportation planning efforts, funding, and innovative programs.