



Chapter 3: Santa Fe Metro Evolves

3. Santa Fe Metro Evolves

Why Demographics Matter

Demographics are a key component of understanding our transportation system and anticipating where new or improved facilities may be located. The three main demographic categories that are used in forecasting travel demands are population, housing, and employment.

Not only does the sheer number of people living and working in our region affect our transportation needs, but *where* we choose to live and work greatly influences the demand for transportation infrastructure and services. Understanding the existing and future housing and employment trends in our region can help to inform and guide our transportation investment decisions. Today’s decisions must consider the changing needs of our population and align with future transportation needs.



Photo credit: Andrey Bayda

Metropolitan Planning Area

The Santa Fe Metropolitan Planning Area (SFMPA) includes portions of Santa Fe County, the Pueblo of Tesuque, the Agua Fria Traditional Village, and the entirety of the City of Santa Fe (**Figure 3-1**). The Santa Fe Metropolitan Planning Area was designated as a Metropolitan Planning Organization (MPO) in 1982, when the 1980 U.S. Census exceeded 50,000. Today the Planning Area is home to over 116,000 people,

Demographic information and forecasts that serve to inform all elements of the 2015 – 2040 MTP Update include:

- *Population Estimates and Forecasts for Growth Management Areas, Sustainable Development Areas, and the Water/Wastewater Service Area County of Santa Fe, 1990 – 2030*, Geospatial and Population Studies, UNM/BBER, October 28, 2014.
- *Employment Forecast for Santa Fe County and Santa Fe County Service Areas: 2013 to 2030, Part 2: Santa Fe County Employment Forecasts*, UNM/BBER, September 12, 2014.
- *Technical Memorandum No. 2: Review of Future Growth, Demographics and Land Use*, KFH Group, LLC September, 2014.

The adoption of this plan shall formally accept the following as the “official 2040 forecasts” for the Santa Fe MPO until this plan is either amended or updated.

with annual tourist visitations recorded at more than 1 million per year.

Households and Population

Current Conditions

The Santa Fe metro area has an estimated population of 116,000, with over 56,000 households. The 2010 U.S. Census revealed a continuing trend of population loss in and around the downtown area and an increase in population in the areas to the south and west of downtown. **Figure 3-2** shows the median age for different areas of our region.¹ There is a striking distinction in our region between where younger and older citizens live, and this trend is anticipated to continue for the foreseeable future.

The downtown area is characterized by:

- Older population
- Higher real estate values
- Low housing growth
- Higher median household income

¹ U.S. Census Bureau, 2010, and American Community Survey, 2008-2012.

Figure 3-1. Santa Fe Metropolitan Planning Area

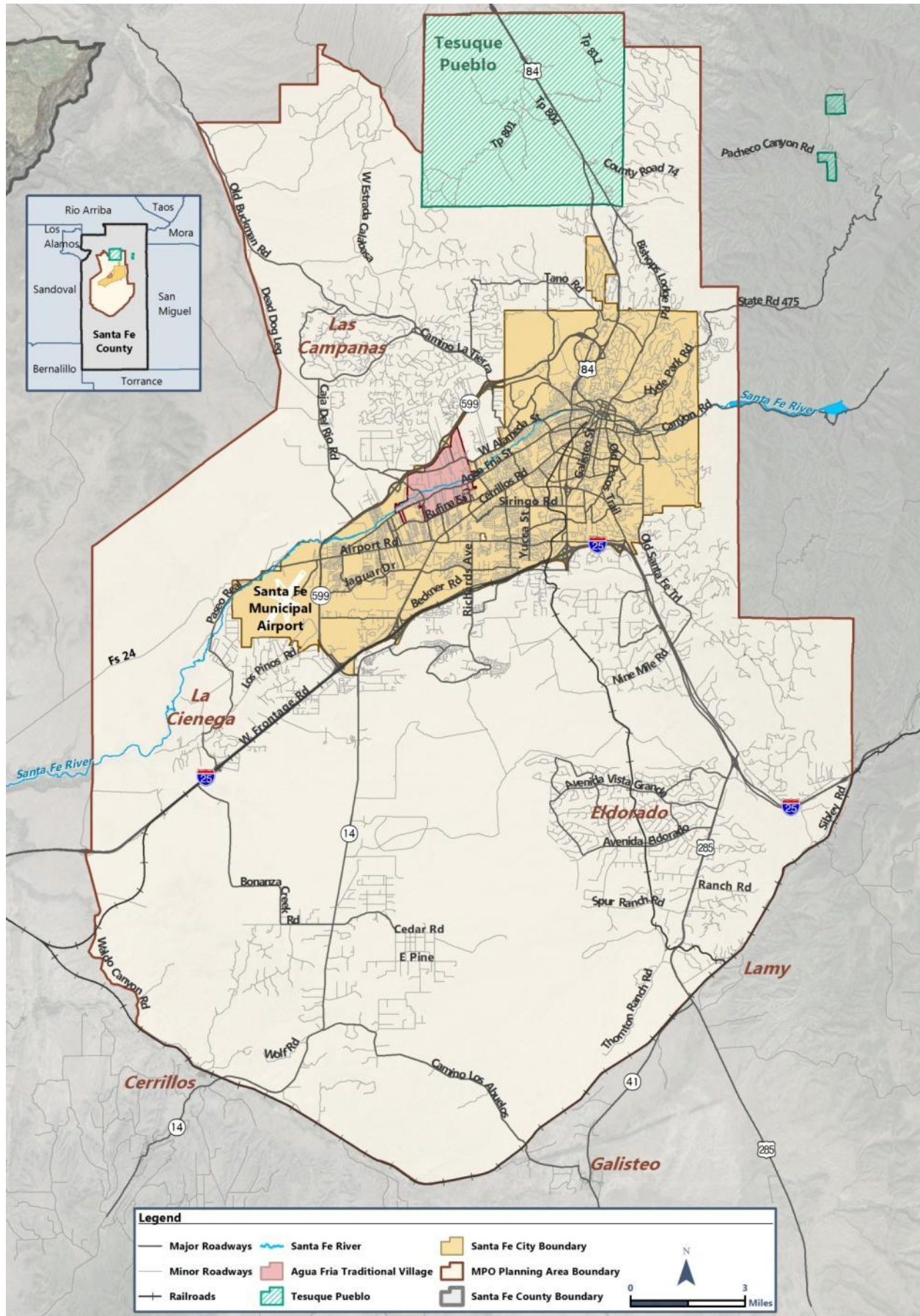
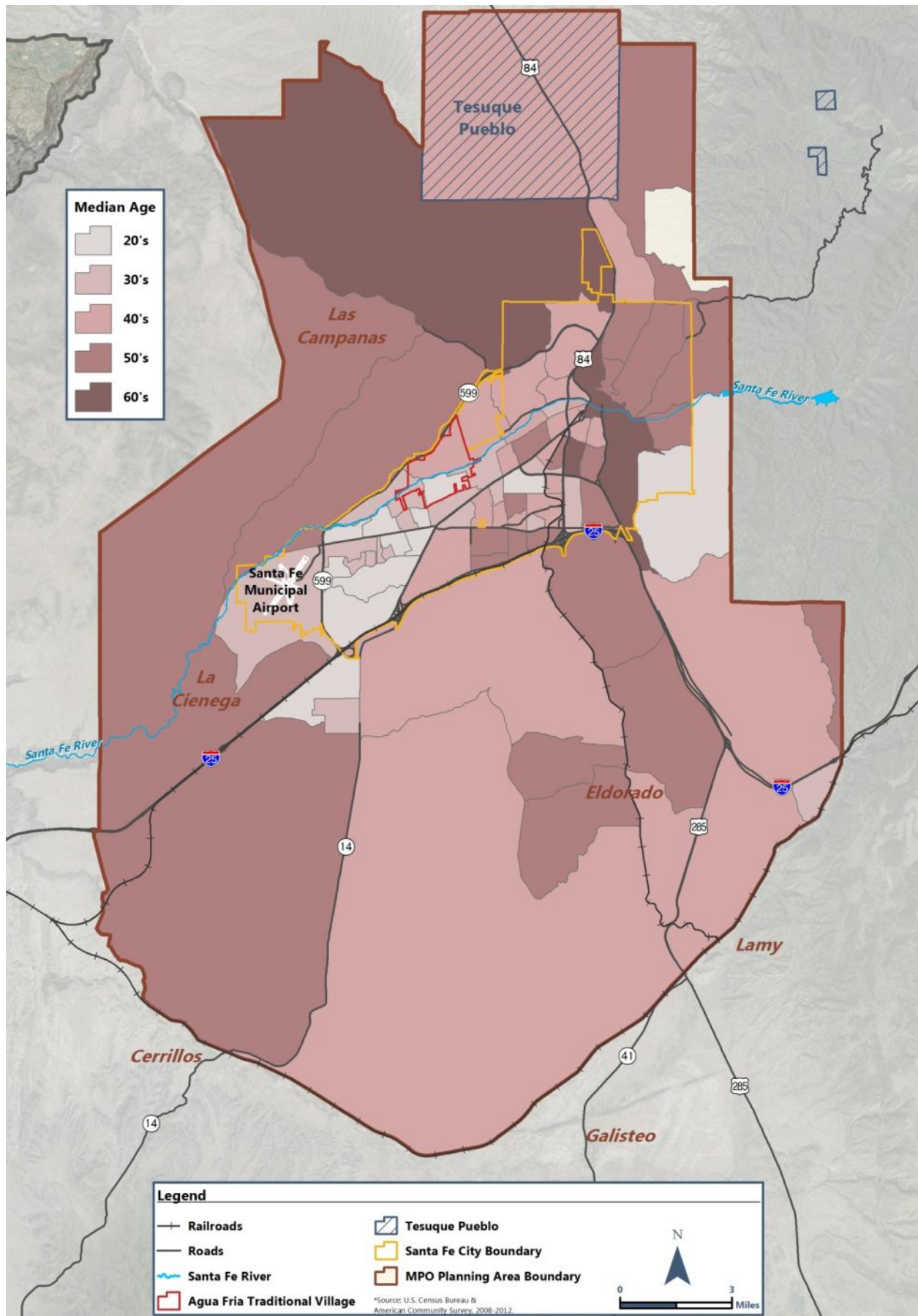


Figure 3-2. Median Age (2010 Census)



The Southside of Santa Fe is characterized by:

- Younger population, including the majority of children
- Lower real estate values
- Increased rate of housing starts
- Lower median household income
- Hispanic majority of future growth

Compounding this trend with the establishment of regional schools on the urban edge (with cars the predominant means of transportation for children to and from school) has resulted in increased peak hour automobile trips and congestion.

New Mexico is known for its three cultures: Native America, Spanish (i.e., Hispanic or Latino) and Anglo. Santa Fe County’s overall population is 51 percent Hispanic or Latino and 49 percent are not Hispanic or Latino. Of these totals, just under one percent are American Indian/Alaska Native and are Hispanic/Latino and just over two percent of the population are American Indian/Alaska Native and are Not Hispanic/Latino.² The Santa Fe area is characterized by considerable variation in family and individual income and wealth. The area is home to very wealthy individuals, many who have come from other places and some who live in Santa Fe only part-time, and very poor individuals, including some of Mexican nationality, many of whom are engaged in some aspect of the construction industry and also provide temporary day-labor.

ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) States that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Population Forecasts and Trends

The MPO planning area is expected to experience just over 19 percent population growth during the 30 year period between 2010 and 2040; or an average annual rate of

² U.S. Census Bureau, 2010.

0.63 percent. During this period the MPO area is expected to growth from 116,000 people to 138,500 people, which results in an estimate 22,500 additional people living in our region. **Table 3-1** and **Figure 3-3** show the population forecasts over time for the City of Santa Fe, Santa Fe County, and Santa Fe MPO.

Table 3-1. Population Forecasts³

	City of Santa Fe	MPO Planning Area	Santa Fe County
2010	67,947	116,000	144,171
2020	85,000	123,500	154,000
2030	90,000	131,000	165,000
2040	95,000	138,500	176,000

Figure 3-3. Population Growth

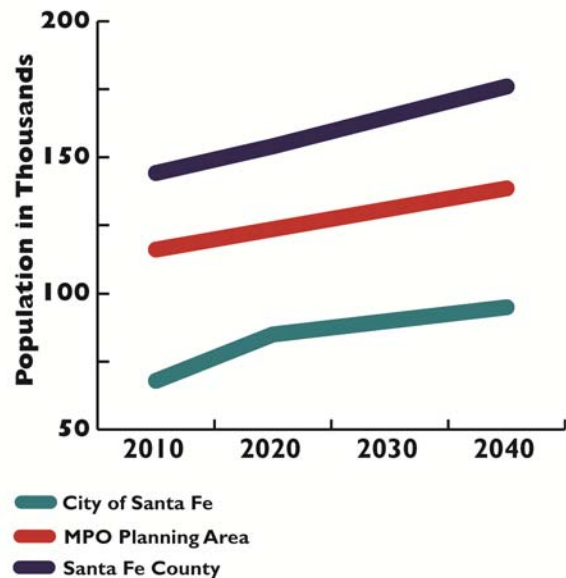
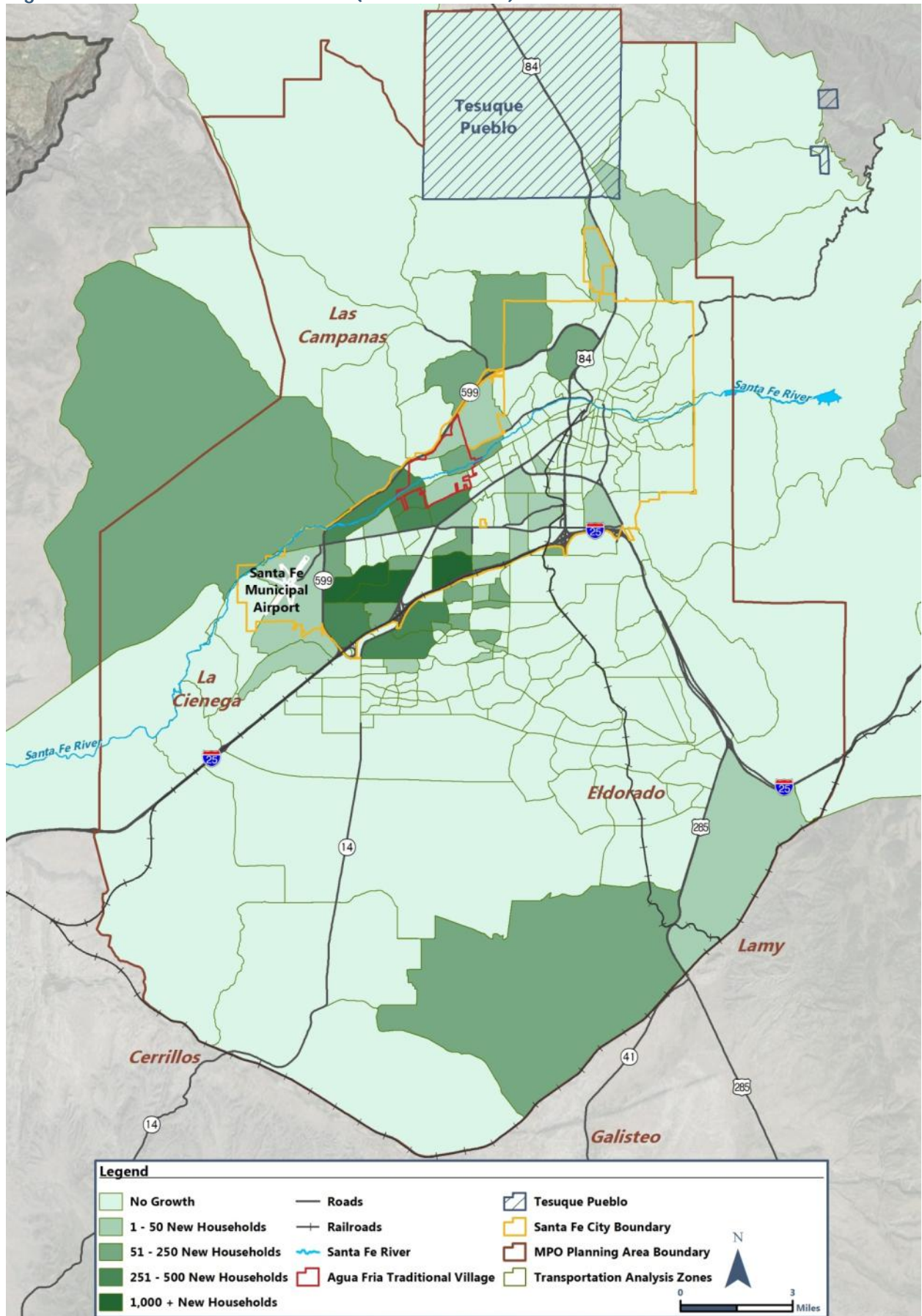


Figure 3-4 shows the forecasted distribution of household growth throughout the region. Some parts of the region are expected to be stable (no or minimal residential growth), other parts will have some infill residential development, and other areas are expected to have substantial new residential development. The highest concentrations of household growth are in southwest Santa Fe.

³ U.S. Census Bureau, American Factfinder and City of Santa Fe – Long Range Planning.

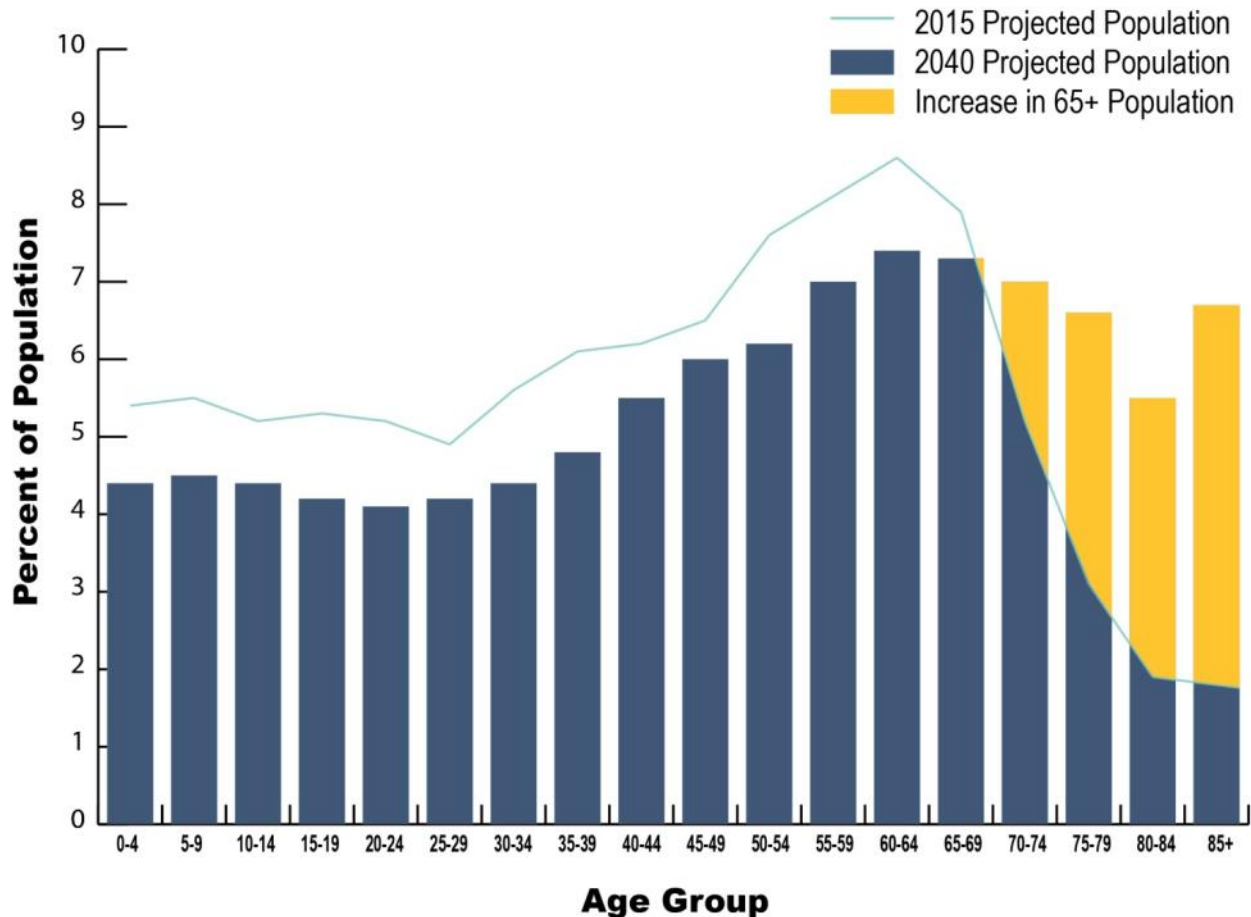
Figure-3-4. Household Growth (2010 to 2040)



The number of older adults (age 65 and older) in the Santa Fe Metropolitan Statistical Area is expected to increase from 20 percent of the population in 2015 to 33 percent of the population in 2040. The chart on **Figure 3-5**

shows the estimated percentage of different age cohorts living within the MPO planning area in 2015 and 2040 and highlights the dramatic increase of age 65+ population.

Figure 3-5. Aging Population



Source: Geospatial and Population Studies, University of New Mexico, January 2015

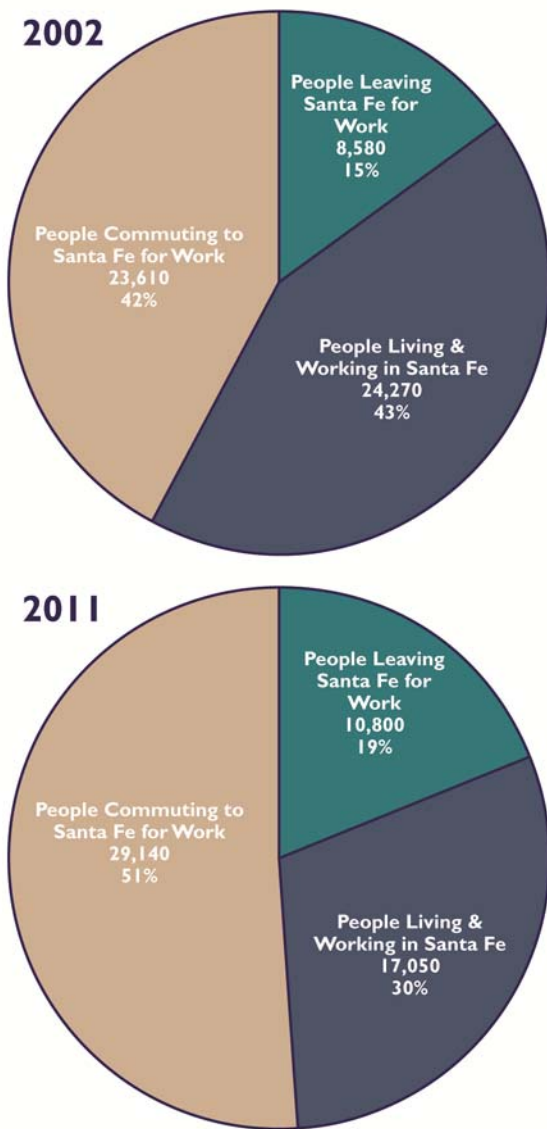
Employment

Current Conditions

Our region currently employs over 60,000 people in a range of industries. **Figure 3-6** shows the distribution of people commuting into and out of Santa Fe for work. The percentage of people commuting to Santa Fe

for work increased between 2002 and 2011 by approximately 9 percent. Likewise, the percent of people leaving the city for work increased (by approximately 4 percent). But the percent of people who live and work in Santa Fe decreased by approximately 13 percent. This trend demonstrates an increasing demand for longer distance commuting into and out of the City.

Figure 3-6. Commuting & Worker Inflows/Outflows⁴



Employment Forecasts

According to the New Mexico Department of Workforce Solutions, Public administration is the largest employing industry in Santa Fe followed by retail trade and health care and social services. Employment in health care and social assistance is projected to grow the most and at the fastest rate of all major industries over the next several years. Other industries anticipated to experience heavy growth rates are accommodation and food services, retail

⁴ Economic & Industry Snapshot, Santa Fe MSA/County New Mexico, New Mexico Department of Workforce Solutions, Economic Research and Analysis Bureau, June 2014.

trade, education services, and government.⁵ Employment is forecasted to generate approximately 9,000 new jobs by the year 2040, as shown in **Table 3-2**.

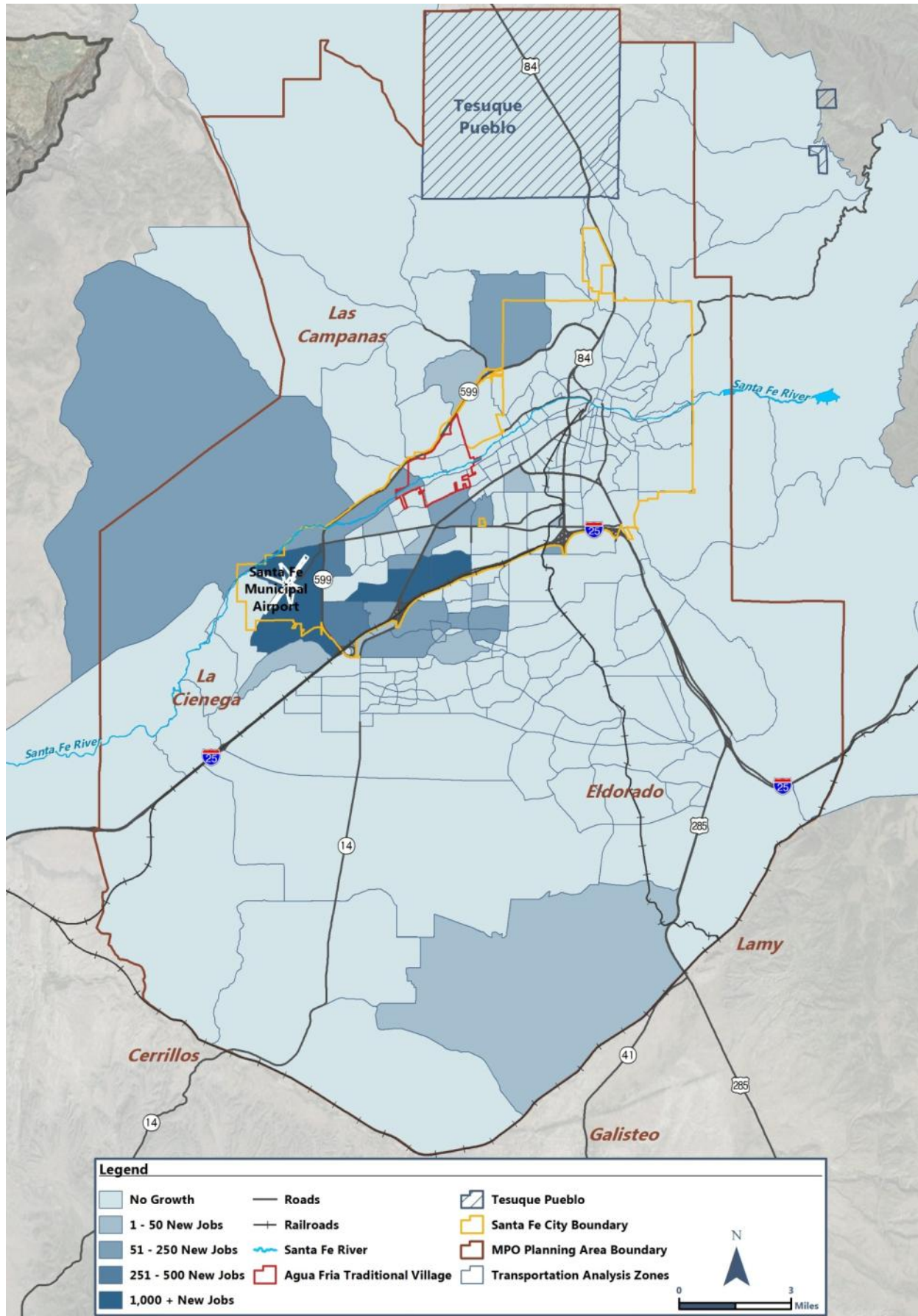
Table 3-2. Employment Forecasts

	Santa Fe MPO
2010	60,159
2040	69,242
% Growth	15%
Annual % Growth	0.5%

Due to the topographical constraints to the north and east, the MPO area has experienced much of its recent development in the southwest portion of the City and near the I-25 Interstate and 599 Corridors. Santa Fe County anticipates that future growth will occur in two primary areas, the Community College District south of I-25 and areas to the north of the Santa Fe Airport and the 599 Corridor. **Figure 3-7** shows stable, infill and developing employment areas of the region. The highest growth in employment is expected in southwest Santa Fe in proximity to the airport.

⁵ New Mexico Department of Workforce Solutions.

Figure 3-7. Employment Growth (2010 to 2040)



Natural Environment

The natural environment of the Santa Fe Metropolitan Area is exemplified by the distinctive foothills of the Sangre de Cristos that define Santa Fe's eastern skyline, the Rio Grande watershed that cuts north and south to the west and the Galisteo Basin and watershed that encompasses the territory to the South. With abundant annual sunshine, moderate annual temperatures, and access to public lands the area attracts visitors and retirees from around the globe.



Air Quality

According to the American Lung Association's annual reporting, which looks at levels of ozone and particulates, the Santa Fe Metropolitan Area consistently enjoys clean air and is often ranked in the top ranking of cities in the United States. At this time there are no indications that Santa Fe will reach any of the Environmental Protection Agency's (EPA) thresholds for pollutants, and therefore be classified as a non-attainment area. However, member agencies clearly recognize that the transportation sector as a whole contributes greatly to greenhouse gas emissions influencing climate change. This MTP strives to maintain or improve the region's air quality through strategic transportation investments to reduce idling and vehicle-miles of travel (VMT) through congestion reduction measures and facilitation of alternative travel modes like transit, bicycling, and walking that are less polluting than single occupant vehicles (SOVs).

Cultural Environment

The Santa Fe area enjoys a rich and vibrant cultural history punctuated by the convergence of Native Americans, Spanish, Anglo and South American peoples. Each brings important traditional, familial and contemporary values that impact the areas transportation system. The importance of these values cannot be underscored as we contemplate transportation decision-making today and in the future. Below are several examples of how the cultural environment has shaped the mobility of cultures and ultimately the evolution of the built environment.

LINKING PLANNING AND THE ENVIRONMENT

Consideration of natural resources early in the transportation planning process yields many benefits to both the natural environment as well as future improvement projects. The natural environment benefits by designing roads and facilities in a way that matches the context and continuity of natural systems. Planning and designing to the context of the natural environment can allow for connections of habitats that have the ability to sustain plant and animal life. Without this consideration, habitat fragmentation occurs and the ecosystem that relies on such habitat diminishes. Future transportation projects benefit from considering the natural environment early on by considering avoidance and minimization of impacts before significant design and environmental permitting processes have begun.



Photo credit: meunierd

Pueblo of Tesuque

Within the Santa Fe Metropolitan Planning Area and an official member of the MPO is the Pueblo of Tesuque. The name Tesuque is a Spanish variation of the Tewa name, Te Tesugeh Oweengeh, meaning the “village of the narrow place of the cottonwood trees.” Though the pueblo is one of the State’s smallest, with a population of about 500 it is characterized as being one of the most traditional of all of the Tewa speaking Pueblos, despite having been in contact with outside cultures throughout much of its history. The reservation encompasses more than 17,000 acres, including Aspen Ranch and the Vigil Land Grant high in the Santa Fe National Forest.

National Trail System

Santa Fe enjoys a unique heritage that is linked and characterized by three National Historic Trails.

- The Santa Fe Trail – Between 1821 and 1880, the Santa Fe Trail was primarily a commercial highway connecting Missouri and Santa Fe. From 1821 until 19846, it was an international commercial highway used by Mexican and American Traders.
www.nps.gov/safe
- Old Spanish Trail – Antonio Armijo was the first to lead a commercial caravan from Abiquiu, NM to Los Angeles last in

1829. Over the next 20 years, Mexican and American Traders continued to ply variants of the route that Armijo pioneered, frequently trading with Indian tribes along the way.

www.nps.gov/olsp

- El Comino Real de Tierra Adentro Trail. –During the colonial years, New Mexico was tied to the outside world by a single thoroughfare that descended the Rio Grande Valley from north of Santa Fe, dropped through the natural gate at El Paso, and continued to Mexico City. Some of El Camino had its earliest beginnings as Indian trails. 6.6 miles of Agua Fria road retrace the original El Camino into downtown Santa Fe.

www.nps.gov/elca/

Agua Fria Traditional Village

Located in the heart of the metropolitan area, archeological digs indicate that settlements in this area may date back to 3,000 B.C. Agua Fria Village became a place of modern recorded settlement in New Mexico when Captain Roque Madrid was given a land grant on the Santa Fe River from Ojito Fresco to Pueblo Quemado in 1693 by General Don Diego de Vargas for his service in the 1692 “Reconquest” of New Mexico by the Spanish Crown. The individual grants of Agua Fria Village residents went from the Arroyo de los Chamisos (near the present day Santa Fe Place Mall) to the Arroyo de los Frijoles or the southern-most boundary of the San Ildefonso Pueblo Grant; a distance of some

five to seven miles in length. Lots were narrower in width and may have been only 600 to 900 feet wide. With a rich family and farming history the Traditional Village was and is a defining area of significance within the metropolitan planning area.



Atchison, Topeka and Santa Fe Railway

In 1878, the AT&SF Railway became the first railroad to enter New Mexico. AT&SF became the first industry to exploit the Southwest's captivating history and alluring attractions and to advertise Santa Fe as the essence of the Southwest. (Dilworth, Leah, *Imagining Indians in the Southwest: Persistent Visions of a Primitive Past* (Washington D.C. Smithsonian Press, 1996) From selling health, developing the iconic Santa Fe image and the promotion of real estate the railroad spurred unprecedented growth in Santa Fe for years to come.

Route 66: 1926 to 1938

Route 66 followed the Old Pecos Trail from Santa Rosa through Dilia, Romeroville and Pecos to Santa Fe. Only lasting twelve short years with a dramatic tale of how Santa Fe was eventually by-passed, Route 66 helped put Santa Fe on the map of the burgeoning automobile growth and destination trend.



Figure 3-8. Natural Resources