



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday, August 24, 2017

5:00 P.M.

City of Santa Fe Offices @ Market Station

500 Market Street, Suite 200, Santa Fe, NM

(Map: <http://tinyurl.com/l6kejeq>)

AGENDA

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *June 19, 2017*

CITY CLERK'S OFFICE

DATE 8/16/17 TIME 4:45

SERVED BY Mark Tibbatts

RECEIVED BY [Signature]

A. MATTERS FROM THE PUBLIC

B. PUBLIC HEARING

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

C. ITEMS for DISCUSSION and POSSIBLE ACTION:

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

D. MATTERS FROM THE MPO STAFF

E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

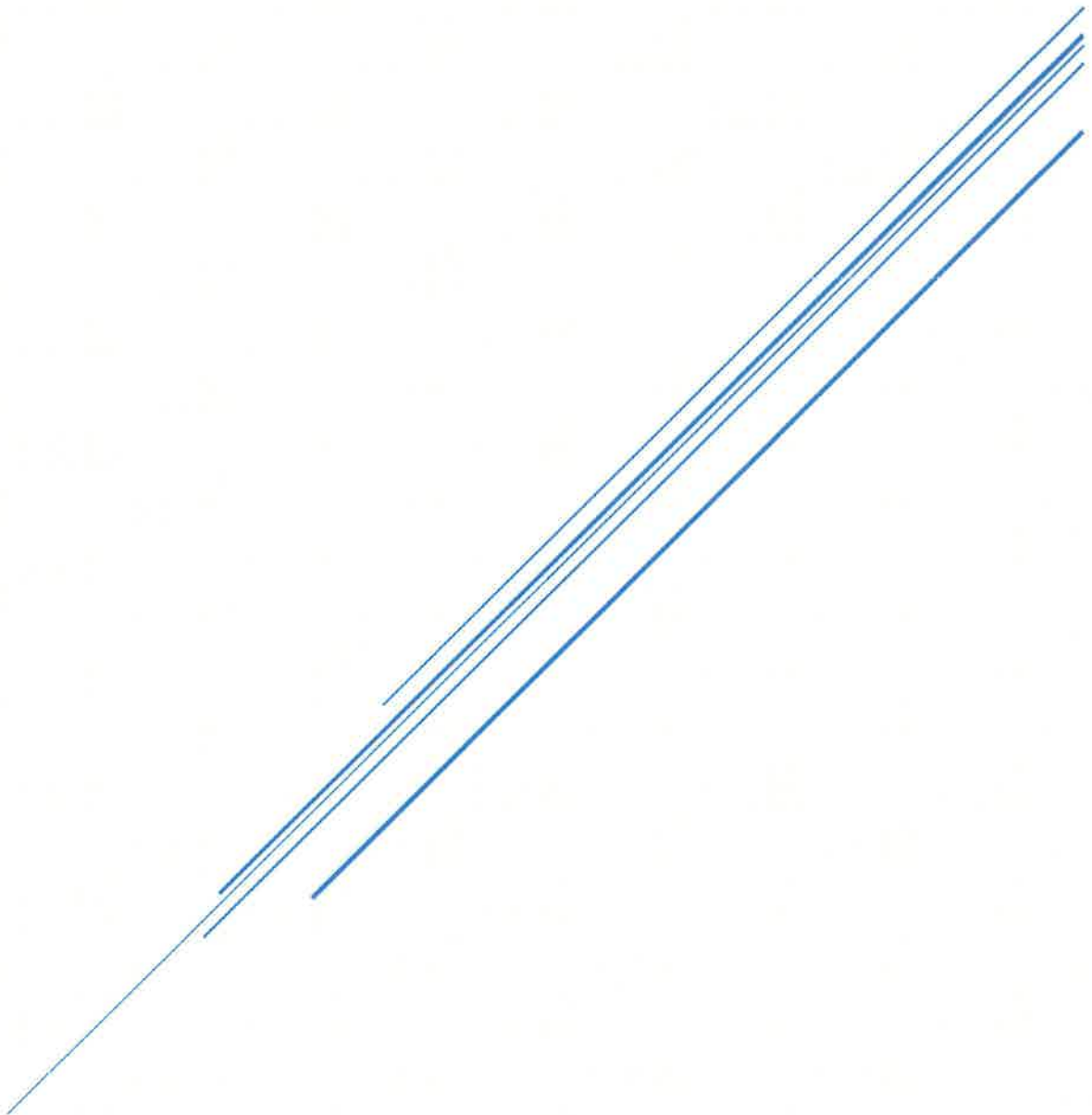
F. MATTERS FROM THE NMDOT AND FHWA

G. ADJOURNMENT – Next Scheduled Meeting September 28, 2017

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

SANTA FE MPO TRANSPORTATION POLICY BOARD

MEETING MINUTES –JUNE 19 2017



SUBMITTED BY LINDA VIGIL

SANTA FE MPO TRANSPORTATION POLICY BOARD
MEETING INDEX
June 19, 2017

Item		Page
Call to Order	Councilor Joseph Maestas, Chair of the Santa Fe MPO Transportation Policy Board called the meeting to order at 5:12 p.m. at the City of Santa Fe Market Station Offices.	1
Roll Call	A quorum was established with roll call.	1
Approval of Agenda	Councilor Trujillo moved to approve the agenda as presented with a second from Ms. Haas. The motion was approved a passed by unanimous voice vote.	1
Approval of Minutes from the March 23, 2017 Meeting	Mr. Roybal moved to approve the minutes of March 23, 2017 as presented with a second from Councilor Trujillo. The motion was approved a passed by unanimous voice vote.	1
MATTERS FROM THE PUBLIC		2
PUBLIC HEARING		
1. Approval of Amendment 6 to the FFYs 2016-2021 Transportation Improvement Program	Councilor Trujillo moved to approve the Amendment 6 to the FFY's 2016-2021 Transportation Improvement Program with a second from Commissioner Moreno. The motion was approved a passed by unanimous voice vote.	2,3
2. Approval of the FFYs 2018-2023 Transportation Improvement Program	Commissioner Moreno moved to approve the FFY's 2018-2023 Transportation Improvement Program with a second from Councilor Trujillo. The motion was approved a passed by unanimous voice vote	3,4
ITEMS FOR DISCUSSION and POSSIBLE ACTION		
1. Update on Transportation Improvement Program (TIP) projects	Discussion Only	4
MATTERS FROM MPO STAFF	Discussion Only	4
MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD	Discussion Only	4,5
MATTERS FROM THE NMDOT AND FHWA	Discussion Only	5
ADJOURNMENT – Next Scheduled Meeting August 24, 2017	There being no further business to come before the Santa Fe MPO Transportation Policy Board, Chair Maestas adjourned the meeting at 6:00 p.m.	5
SIGNATURES		5

SANTA FE MPO TRANSPORTATION POLICY BOARD
City of Santa Fe Offices at Market Station
500 Market Street, Ste. 200 Santa Fe, NM
June 19, 2017
5:00 p.m. -6:00 p.m.

1. CALL TO ORDER

Councilor Joseph Maestas, Chair of the Santa Fe MPO Transportation Policy Board called the meeting to order at 5:12 p.m. at the City of Santa Fe Market Station Offices. A quorum was established with roll call.

2. ROLL CALL

PRESENT:

Councilor Joseph Maestas, Chair
Commissioner Ed Moreno, Vice Chair
Councilor Ronald S. Trujillo
Tamara Haas, NMDOT
Commissioner Harry Roybal alternate for Ana Hansen (*Telephonically/In person*)

NOT PRESENT/EXCUSED:

Councilor Signe I. Lindell
Mayor Javier M. Gonzales
Commissioner Robert Anaya
Governor Charlie Dorame, Tesuque Pueblo

OTHERS PRESENT:

Mark Tibbetts, MPO Officer
Keith Wilson, MPO Planner
Erick Aune, MPO Planner
Linda Vigil, Stenographer

3. APPROVAL OF THE AGENDA

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

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

4.APPROVAL OF MINUTES March 23, 2017

MOTION: Mr. Roybal moved to approve the minutes of March 23, 2017 as presented with a second from Councilor Trujillo.

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

A. MATTERS FROM THE PUBLIC

There were not any matters from the public.

B. PUBLIC HEARING

1. Approval of Amendment 6 to the FFYs 2016-2021 Transportation Improvement Program

Mr. Wilson presented the improvement program for fiscal years 2016-2023 (**See attachment A**). Mr. Wilson explained there is an amendment cycle every 3 months this is the last one for the current fiscal year.

Mr. Wilson explained this amendment went out for public review. In the end NMDOT had additional changes for the project. There were 3 comments that are attached in the packet for review. This item will need approval tonight because there is a County function in Taos and it would not be approved in time.

Mr. Wilson reviewed the projects with proposed changes individually:

S100230- Funding is for an ADA feasibility study for this crossing. There are many fiscal constraints. The proposal is to remove it however it will remain on a list and not be forgotten.

S100440- NMDOT has been working on consolidating all St. Michael's Drive projects into one and keeping one control number. The road diet should be added in a future amendment.

S100530- NMDOT Rail Crossing project at Canioncito added flashing lights and gate arms.

S100470 Rail Trail underpass project to be added to the St. Michael's projects.

Mr. Wilson discussed the three public comments attached. The first comment was from Councilor Ives, he wanted details on the Cerrillos Rd. projects. The second comment was from the Sierra Club-Ken Hughes voicing support of moving some projects around and supporting the road diet study. The third comment was from Dave McQuarrie and Aurore Bleck asking about the ADA funding for the project on second street. Mr. Wilson stated some property owners and the Indian hospital that need to sign documents. Mr. McQuarrie states he has correspondence from 16 years ago on that area.

Chair Maestas asked about the road exchange agreement and how the timing and progress will affect the entire timeline. Mr. Wilson stated the St. Michael's Drive projects seems to have priority.

Chair Maestas would like to see the road diet study be the first item. Mr. Wilson stated it can be included with the changes.

Chair Maestas opened the hearing to the Public, there was not any comment. Chair Maestas closed the public hearing.

MOTION: Councilor Trujillo moved to approve the Amendment 6 to the FFY's 2016-2021 Transportation Improvement Program with a second from Commissioner Moreno.

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

2. Approval of the FFYs 2018-2023 Transportation Improvement Program

Mr. Wilson explained this part of the proves for future FY's is to call for projects. **(See Attachment B)** To be able to rank them and see the long-range plan. The District looks at it and they identify any funding for the projects.

Mr. Wilson explained the public comment period was from May 17-June 15, 2017. There was one request for more information.

Mr. Wilson explained each project individually:

NM599/ Via Veteranos Interchange- Received two changes from the district. The priority is NM599 and NMDOT has already done the study.

North East Connector- There needs to be a connector safety study.

Avenida del Sure Extension- The extension is from the west and ends on NM14.

Rancho Viejo Blvd. Bike Lanes-It is suggested SF County apply for TAP funds.

Mr. Wilson explained the changes and the idea that this list is a place holder. October 1, 2017 some of the TIP comes into effect.

Chair Maestas asked that other program projects be noted and be programed as separate as funding becomes available.

Mr. Wilson there is an established process every two years there is another one. Until the CMAC funds are available a project goes through the district. He is not sure if there are certain guidelines.

Chair Maestas asked if the TIP funds are committed funds to these projects. Mr. Wilson stated there can be an unfunded list. Chair Maestas asked if it would it be in their best interest to segregate them by CMAC and we can prescreen the projects for eligibility.

Mr. Wilson stated the TIP is a programing document. What they've done is place that as the unfunded list. PPT and STP funds. Chair Maestas wants to see the MPO look at the projects and put the best projects forward.

Chair Maestas opened the hearing to the Public, there was not any comment. Chair Maestas closed the public hearing.

MOTION: Commissioner Moreno moved to approve the FFY's 2018-2023 Transportation Improvement Program with a second from Councilor Trujillo.

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

C. ITEMS FOR DISCUSSION and POSSIBLE ACTION

1. Update of Transportation Improvement Program (TIP) projects

Mr. Wilson reviewed the current projects and updates and went over a few projects. *(See Attachment C)*

S100130 is getting the last layer of paving. The only thing left is the striping, which will be complete a week or two after paving.

L500219 is open to traffic there was minor things left to do on the pedestrian crossing and landscaping.

Chair Maestas asked if there is an informal amendment to the TIP for small changes. Mr. Wilson explained once it's in the TIP it is just a tracking and progress report. If funding changes less than 20% it can be done by staff. Minor changes of the scope can all be done administratively.

D. MATTERS FROM THE MPO STAFF

There were no matters from staff.

Chair Maestas asked about an item on an earlier packet regarding a letter about upcoming CMAC funds.

Ms. Haas explained the difference between CMAC Mandatory and CMAC Flexible funds. There will be some still funding after 2020 it will be statewide. A portion of Dona Ana County will still qualify under air quality non-attainment study.

Chair Maestas wants to make sure they are in the best position to compete.

E. MATTERS FROM SFMPO TRANSPORTATION POLICY BOARD

Chair Maestas discussed the Airport connector from Jaguar. It was clarified that the interchange will be privately funded. Have there been any discussions with MPO and the developers?

Mr. Wilson stated the City Asset Office has had talks with them. Commissioner Moreno discussed an article in the newspaper where the developers of the interchange had exhausted their participation in it.

Chair Maestas asked if public funds are going to reopen the interchange study on NM599 why not add that leg of it.

Mr. Wilson stated he will talk to Mr. O'Reilly. Chair Maestas stated it could be added to an agenda as a presentation.

Chair Maestas reported on the recent joint City/County meeting and the discussion of the pedestrian signals near the new District Courthouse.

F. MATTERS FROM NMDOT & FHWA


There were not any pressing matters from NMDOT or FHWA.

G. ADJOURN

There being no further business to come before the Santa Fe MPO Transportation Policy Board, Chair Maestas adjourned the meeting at 6:00 p.m.

SIGNATURES

Councilor Joseph Maestas, Chair



Linda Vigil, Stenographer

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

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

PROPOSED CHANGES TO EXISTING PROJECTS

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

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

Justification:

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

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

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

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

FFY2018-2023 Transportation Improvement Program Summary

PENDING FHWA/FTA APPROVAL**ROADWAY PROJECTS**

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

TRANSIT & RAIL PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2018	FFY2019	FFY2020	FFY2021	4yr Total	FFY2022	FFY2023
10-15	TS00026 - TS00031	Santa Fe Trails: FTA Ridefinders Funding	\$ 84,004	\$ 84,004	\$ 84,004	\$ 84,004	\$ 336,016	\$ 84,004	\$ 84,004
16-21	TS00084 - TS00089	Santa Fe Trails: FTA Section 5339 Bus and Facilities	\$ 203,500	\$ 203,500	\$ 203,500	\$ 203,500	\$ 814,000	\$ 203,500	\$ 203,500
22	TS00100	Santa Fe Trails: FTA Section 5307 & 5340	\$ 7,982,361	\$ 7,982,361	\$ 7,982,361	\$ 7,982,361	\$ 31,929,444	\$ 7,982,361	\$ 7,982,361
23	S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -
24	TS00120	NCRTD: FTA Section 5307 Funding	\$ 210,888	\$ 210,888	\$ 210,888	\$ 210,888	\$ 843,552	\$ 210,888	\$ 210,888
25	S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M – Canoncito	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -
		TOTALS	\$ 8,750,753	\$ 8,480,753	\$ 8,480,753	\$ 8,480,753	\$ 34,193,012	\$ 8,480,753	\$ 8,480,753

NON MOTORIZED PROJECTS

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

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

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

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

How do MPOs establish HSIP targets?

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

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

MPOs establish HSIP targets by either:

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

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

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



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

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

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

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

When do MPOs need to establish these targets?

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

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

Where do MPOs report targets?

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

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

Assessment of Significant Progress

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



Federal Fiscal Year 2018 Safety Targets

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

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

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

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

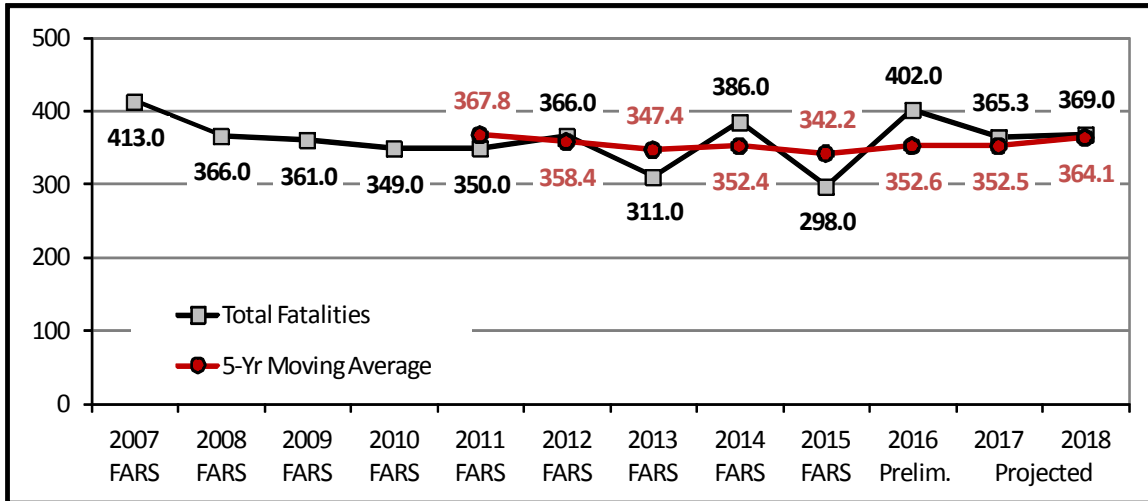
1. Numerous internal meetings took place in winter of 2016/2017 between the NMDOT Planning and Traffic Safety Bureaus to review and analyze crash data and trends. NMDOT contracts with the University of New Mexico (UNM) to maintain the state's crash database.
2. With assistance from the Federal Highway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

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

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

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

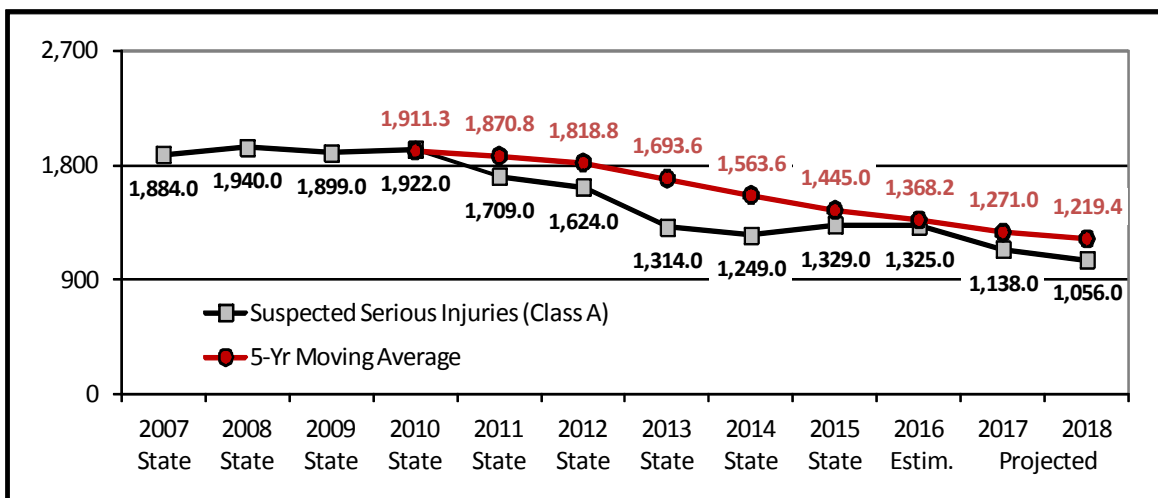
C1: Total Traffic Fatalities



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

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

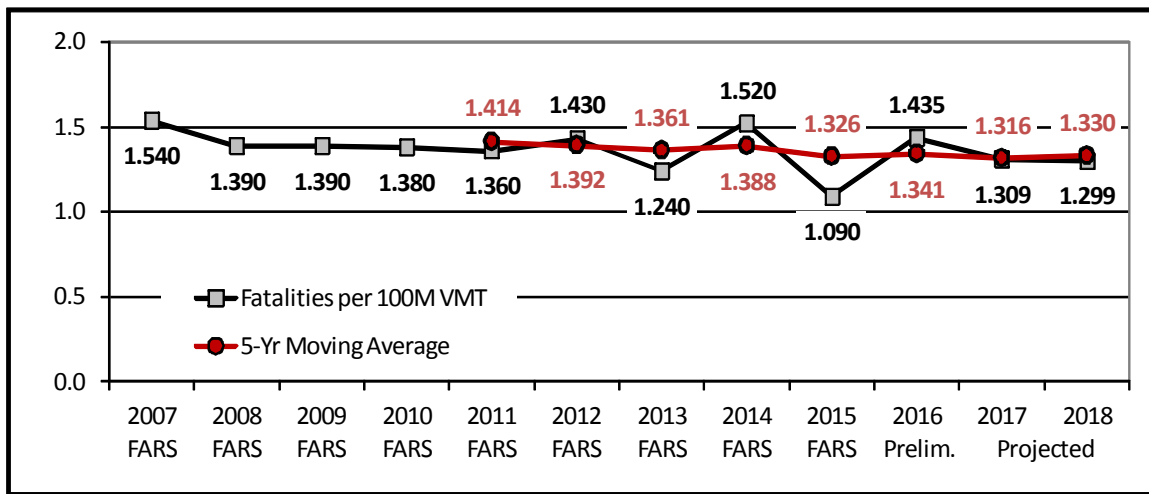
C2: Total Serious Injuries



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

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

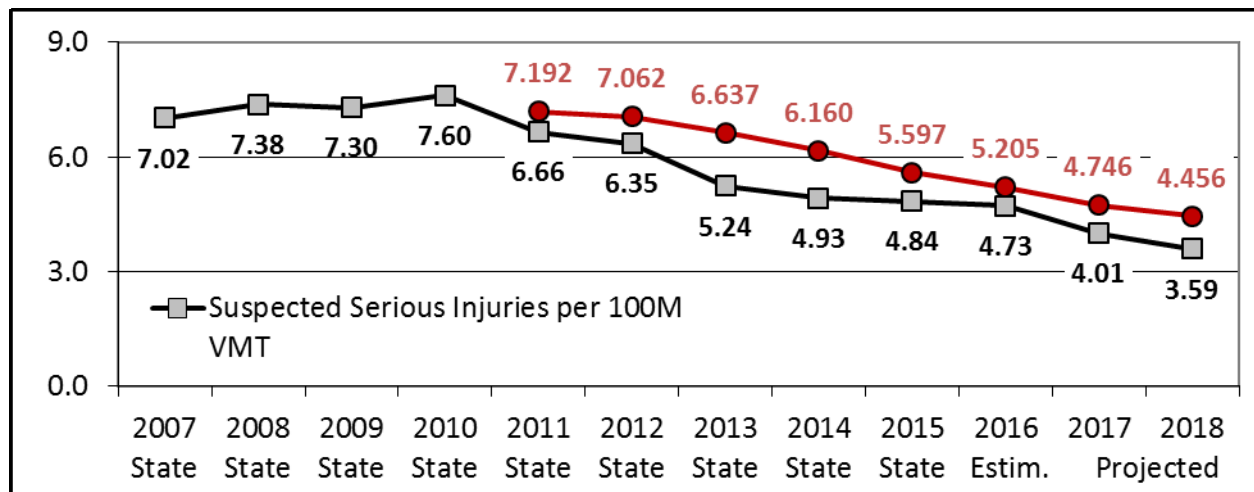
C3: Fatalities per 100M VMT



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

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

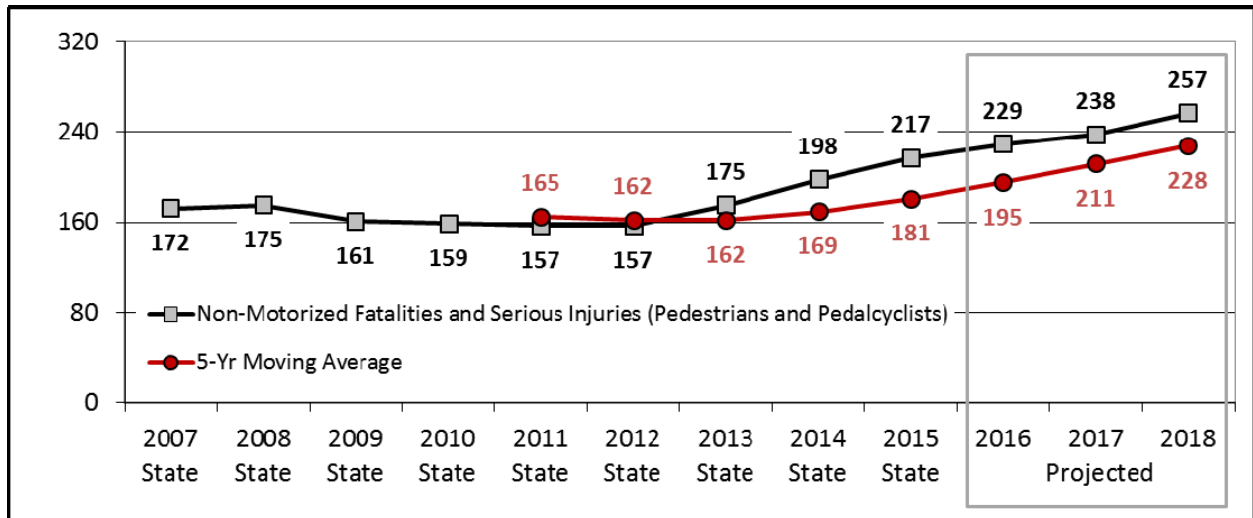
C4: Rate of Serious Injuries



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

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

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



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

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

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

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
ROADWAY PROJECTS				
S100070	NM599/Jaguar Drive Interchange & Ext of Jaguar Drive Construction of a New Interchange and connecting Roadways	NMDOT D5	\$9,593,000 100% Privately Funded [FFY2013]	INTERCHANGE CONSTRUCTION COMPLETE Construction of Jaguar Rd Ext Underway Currently Scheduled for Completion Spring 2017 Note: Interchange will not open until Jaguar Connection is completed
S100120	North-East/South-East Connectors Location Study Study following NMDOT Location Study Procedures. NE Connector from St Francis to Richards Ave. SE Connector from the NE Connector to eastern edge of Windmill Ridge Subdivision, also including extensions of College Dr., Avenida Del Sur and Sunshine Mesa	Santa Fe County	\$500,000 \$427,200 (Federal) \$72,800 (County) [FFY2012]	PHASE A/B report approved by NMDOT 6/5/17. PHASE C Environmental Report due for completion and submittal in December 2017.
S100121	North-East Connector (I-25 Frontage Road) - ROW Acquisition, Design and Construction of a New Section of Roadway and Upgrade of Existing Roadway	Santa Fe County/ NMDOT	\$3,651,644 \$ 225,000 (County) \$2,927,725 (Federal) \$ 498,919 (State) [FFY2016 & FFY2018]	Awaiting completion of S100120
S100122	South-East Connector – ROW Acquisition, Design and Construction of a New Roadway	Santa Fe County	\$6,775,000 \$6,775,000 (County) [FFY2016 & FFY2018]	Awaiting completion of S100120
S100130	Cerrillos Road Reconstruction Phase IIC Camino Carlos Rey to St Michaels Drive Design, ROW Acquisition and Reconstruction. Improvements include construction of an underground storm water drainage system and multi-modal facility upgrades for vehicles, pedestrians, transit and bicycle use.	City of Santa Fe	\$11,000,000 \$9,398,400 (Federal) \$1,601,600 (State) [FFY2013, FFY2014 & FFY2015]	Construction Started March 2016 Substantially Complete. Landscaping completed in January. Final paving will be completed around May 2017 Project Website: www.cerrillosroad.com
S100140	I-25 at Cerrillos Interchange Interchange Improvements, Bridge Replacement/Rehabilitation Diverging Diamond Interchange Preferred Alternative.	NMDOT D5	\$20,999,999 \$17,839,040 (Federal) \$3,160,959 (State) [FFY 2014 & 2015]	Construction started June 2015. Project Substantially Complete Ribbon Cutting held October 31, 2016 Temperature dependednt items remain and will be completed in Spring 2017. Project Website: www.santafeddi.com
S100160	I-25 at Canoncito Interchange Bridge Replacement, Drainage and on and off Ramp Improvements	NMDOT D5	\$8,400,000 \$7,176,960 (Federal) \$1,223,040 (State) [FFY2013]	INTERCHANGE CONSTRUCTION COMPLETE AND OPEN TO TRAFFIC
S100230	NM14 (Cerrillos Rd) ADA Study ADA Feasibility Study and ROW Acquisition	NMDOT D5	\$1,250,000 \$1,068,000 (Federal) \$ 182,000 (State) [FFY2018 & FFY2019]	FUNDED IN FFY2018 & 2019
S100250	Interstate Pavement Preservation Pavement Preservation at various location along Interstate 25 in the MPO Area	NMDOT D5	\$10,000,000 \$8,544,000 (Federal) \$1,456,000 (State) [FFY2020 & FFY2021]	FUNDED IN FFY2020 & 2021
Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status

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S100270	Pedestrian Signal Head Upgrade Upgrade all 415 pedestrian signal heads at 58 intersections to countdown type. This countermeasure is related to reducing pedestrian related crashes.	City of Santa Fe	\$300,000 \$277,920 (Federal) \$22,080 (State) [FFY2015]	FUNDING OBLIGATED 09/03/15 Installation of new Pedestrian Signal Completed 05/20/16 Project Closed Out
S100340	NM466 (St Michaels Drive) Pedestrian ADA Improvements	NMDOT D5	\$323,629 \$276,509 (Federal) \$47,120 (State) [FFY2019]	FUNDING MOVED TO FFY2019 WITH TIP AMENDMENT 3 Project moved under S100440 with Amendment 5
S100350	Guadalupe Street Bridge (#6487) Off-Ramp Rehabilitation (Bridge Deck Replacement)	NMDOT D5	\$1,500,000 \$1,281,600 (Federal) \$218,400 (State) [FFY2017]	FUNDED IN FFY2017 Project out to Bid. Construction expected to begin June 2017.
S100370	Agua Fria/Cottonwood Drive Intersection Safety Improvements Design, ROW Acquisition and Construction of a Roundabout at the Intersection of Agua Fria St/Cottonwood Dr	City of Santa Fe	\$1,200,000 \$1,111,680 (Federal) \$88,320 (State) [FFY2015 & FFY2018]	DESIGN FUNDING OBLIGATED 08/20/15 Design Started April 2016. Public Input Meeting Held 09/21/16. Construction Funded in FFY2018
S100420	FR-2098 Arroyo Hondo Bridge Preventative Maintenance Project Bridge Deck Overlay	NMDOT D5	\$312,000 \$266,573 (Federal) \$45,427 (State) [FFY2017]	FUNDED IN FFY2017 Design Development Underway. Construction scheduled to be Let in Jan 2017
S100430	NM599/US84-285 Ramp Modification Lengthen SB On-Ramp from NM599 to US84/285	NMDOT D5	\$395,819 \$338,188 (Federal) \$ 57,631 (State) [FFY2018]	FUNDED IN FFY2018 Proposed to add \$404.184 to project with Amendment 5 to reflect Latest Engineers Estimate.
S100440	St Francis Dr/St Michaels Dr Interchange Improvements Study, Design and Construction of Improvements to the Interchange	NMDOT D5	\$750,000 \$427,200 (Federal) \$322,800 (State) [FFY2016 & FFY2019]	Study Awarded to Radian Engineering Study underway July 2016. Number of changes approved with Amendment 5
S100450	US84/285 & NM502 Bridge Maintenance Project Bridge Maintenance on Bridge #9312 inside MPO Planning Area and Bridges #7516, #8943 and #8661 outside the MPO Planning Area	NMDOT D5	\$3,407,344 \$2,911,235 (Federal) \$ 496,109 (State) [FFY2017]	Project Funding moved to FFY2017 by Admin Mod Additional \$1,198,044 in funding added with Amendment 4 to reflect latest Engineers Estimate.
L500219	Defouri Street & Guadalupe Street Bridges Project Replacement of the Defouri Bridge (#4063) and Rehabilitation of the Guadalupe Bridge (#6944)	City of Santa Fe	\$1,259,543 \$ 80,000 (State) \$1,179,543 (City) [FFY2016]	Construction started March 2017 Project is on schedule; anticipated completion; August 2017.
S100460	Guadalupe Street Reconstruction "Road Diet" The proposed project identified through the RSA is the following: Lane Reduction, Pedestrian Improvement, bicycle Improvements, Signalized Intersections Improvements, Lighting, Drainage Accommodations, new Signing and Striping.	City of Santa Fe	\$4,000,000 \$3,582,900 (Federal) \$ 362,500 (State) \$ 54,600 (City) [FFY2017 & FFY2019]	DESIGN FUNDED IN FFY2017 Funding Agreement approved by City Council. Negotiations underway; anticipate CC approval of contract by 6/14 CONSTRUCTION FUNDED IN FFY2019
S100480	Old Santa Fe Trail Bike Lanes Construction of Bike Lanes to the Existing Roadway	Santa Fe County	\$559,063 \$559,063 (County) [FFY2016]	PROJECT COMPLETED MAY 2016
Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status

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

S100490	NM599 Interchange Reprioritization Study	NMDOT D5	\$240,000 \$205,056 (Federal) \$ 34,944 (State) [FFY2017]	Project Added with Amendment 4. Contract awarded. Expected completion November 2017
S100520	I-25 Pavement Preservation – M.P. 290 -294 (Eldorado to Canoncito IC)	NMDOT D5	\$7,500,000 \$6,408,000 (Federal) \$1,092,000 (State) [FFY2016]	FFY2016 funding was obligated but project was not let? Funding to be reobligated in FFY2018 as approved with Amendment 5.
TRANSIT & RAIL PROJECTS				
TS00110	Downtown Transit Center Sheridan Ave Improvements Construction of ADA-compliant pedestrian, bicycle and transit facilities, and streetscape improvements	City of Santa Fe	\$2,340,824 \$2,000,000 (Federal) \$ 340,824 (City) [FFY2016]	FUNDING TRANSFERED TO FEDERAL TRANSIT ADMINISTRATION Design Finalized. Awaiting FTA Approval to release funding. Construction expected to start Fall 2017
S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	NMDOT Rail Bureau	\$97,000 \$87,300 (Federal) \$ 9,700 (State) [FFY2017 & FFY2018]	\$20,000 of Funding moved from FFY2017 to FFY2018 by Admin Modification on 02/10/17
S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M – Canoncito	NMDOT Rail Bureau	\$350,000 \$315,000 (Federal) \$ 35,000 (State) [FFY2018]	New Project added with Amendment 4. Funding being reduced to \$250,000 with Amendment 6. Expect to Obligate Project in November 2017 and construction in Spring/Summer 2018
NON MOTORIZED PROJECTS				
S100280	Santa Fe River Trail – Connections and Improvements Multi-use Trail connections, crosswalks and trail widening, from Camino de Chelly to Defourin St.	City of Santa Fe	\$439,070 \$250,000 (Federal) \$189,070 (City) [FFY2015]	CONSTRUCTION FUNDING OBLIGATED 09/14/15 Construction started November 2016 Nearing Completion
S100281	Santa Fe River Trail/E. Alameda St Pedestrian Improvements Design and construction of pedestrian improvements including new sidewalk, retaining structures and handrail along East Alameda Street and Santa Fe River.	City of Santa Fe	\$455,000 \$388,752 (Federal) \$ 66,248 (City) [FFY2014 & FFY2015]	CONSTRUCTION FUNDING OBLIGATED 09/01/15 Project Complete Project Close out in process
S100282	Santa Fe Rail Trail – Segment 4 Construction of a natural surface Multi-use Trail parallel to the Santa Fe Southern Railroad from Avenida Vista Grande to Avenida Eldorado	Santa Fe County	\$471,213 \$96,798 (Federal) \$374,415 (County) [FFY2015]	CONSTRUCTION FUNDING OBLIGATED 08/03/15 Construction started July 2016 Project substantially completed December 2016. Project closed June 22, 2017.
S100390	Acequia Trail/Railyard Crossing Construction Construct a Multi-use Path Grade Separated Crossing (Underpass) of St Francis Drive (US 84/285)	City of Santa FE	\$4,290,463 \$3,665,772 (Federal) \$ 624,691 (City) [FFY2015 & FFY2016]	CONSTRUCTION FUNDING OBLIGATED 09/17/15 Additional \$470,464 in CMAQ-Flex funding added 12/14/15 Construction started October 2016 Construction recommenced in April 2017. September 2017 projected completion.

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

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S100410	El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1)) Design and Construction;; Segment 1 - 5ft natural surface recreational trail from USFS Headquarters Trail to USFS Dead Dog Trail (9.6 miles). Segment 2 - 10ft Multi Use Trail from Santa Fe River Greenway Trail to USFS Headquarters Trail (4.7 miles).	Santa Fe County	\$3,311,095 \$2,829,000 (Federal) \$482,096 (County/City) [FFY2015 & FFY2016]	100% design completed. FHWA scheduling bidding of construction contract, anticipated to bid construction in August 2017 with construction start date anticipated October 2017. CONSTRUCTION FUNDED IN FFY2016
S100470	Rail Trail Underpass at NM466 (St Michaels Drive) The proposed project identified through the RSA is the following: Design and Construct a Trail Underpass	City of Santa Fe	\$3,135,000 \$2,808,504 (Federal) \$ 285,000 (State) \$ 41,496 (State) [FFY2017 & FFY2019]	DESIGN FUNDED IN FFY2017 moved under S100440 with Amendment 5 CONSTRUCTION FUNDED IN FFY2019 Through Administrative Modification lead agency was changed from City to NMDOT.
S100500	Improvements to Motocross & All Terrain Tracks and Facilities at La Tierra	City of Santa Fe	\$278,200 \$236,470 (Federal) \$ 41,730 (City) [FFY2017]	Recreational Trail Program Funding Award Added to TIP by Administrative Modification 04/08/16 NMDOT Planning managing process.