



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday, September 24, 2018, 1:30 P.M.

City of Santa Fe Offices @ Market Station

500 Market Street, Suite 200, Santa Fe, NM

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

AGENDA

◆ Call to Order	Page #
◆ Roll Call	
◆ Approval of Agenda	
◆ Approval of Meeting Minutes from August 20, 2018	1-11
1. Communications from the Public	
2. Items for Discussion and Possible Action:	
a. Review and recommendation of approval of Self-Certifications adopting NMDOT Performance Measure Targets – <i>MPO Staff</i>	
i. Performance Measure 1 – Targets for Safety	12-20
ii. Performance Measure 2 – Targets for Assessing Pavement Condition and Bridge Condition	21-27
iii. Performance Measure 3 – Targets for System Performance/Freight/CMAQ	28-41
b. Review and Recommendation for Approval of Title VI Plan – <i>MPO Staff</i>	42-80
c. Santa Fe MPO Staff Transitioning Plan – <i>MPO Staff</i>	81
d. Update on Transportation Improvement Program Projects – <i>MPO Staff</i>	82-95
3 Matters from the MPO Staff	
a. Meeting Agenda and Packet Policies and Procedures	
4. Matters from TCC Members	
5. Adjourn - Next TCC Meeting: Monday, October 22, 2018	

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**SUMMARY OF ACTION
SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
MONDAY, AUGUST 20, 2018, 1:30 PM**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER		1
ROLL CALL	QUORUM	1
APPROVAL OF AGENDA	APPROVED	2
APPROVAL OF MINUTES	APPROVED	2
COMMUNICATIONS FROM THE PUBLIC	NONE	2
 <u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u>		
REVIEW AND RECOMMENDATION FOR APPROVAL OF AMENDMENT 4 TO FFYS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM	APPROVED	2
REVIEW AND RECOMMENDATION FOR APPROVAL OF TITLE VI PLAN	APPROVED	2-3
REPORT OF PROJECT FEASIBILITY APPLICANTS FOR TAP FUNDING	INFORMATION/DISCUSSION	3
 <u>UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS.</u>		
S100570 - CERRILLOS RD./2ND STREET ADA IMPROVEMENTS	INFORMATION/DISCUSSION	3-4
S100430 - SB ON RAMP OF NM599/ST. FRANCES DRIVE	INFORMATION/DISCUSSION	4

S100400/440 - ST. MICHAELS DRIVE CORRIDOR	INFORMATION/DISCUSSION	5-7
S100121 - SANTA FE COUNTY NE CONNECTOR	INFORMATION/DISCUSSION	7
S100460 - GUADALUPE ST. SAFETY IMPROVEMENTS	INFORMATION/DISCUSSION	7-8
MATTERS FROM MPO STAFF	INFORMATION/DISCUSSION	8
MATTERS FROM TCC MEMBERS	INFORMATION/DISCUSSION	9
NEXT MEETING	SEPTEMBER 24, 2018	9
ADJOURN	ADJOURNED	9

**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
MONDAY, AUGUST 20, 2018, 1:30 PM**

1. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Keith Wilson, Chair, at 1:30 pm, on Monday, August 20, 2018, at the City of Santa Fe Offices @ Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Keith Wilson, Santa Fe Trails, Chair
Erik Aaboe, Santa Fe County
John Romero, City of Santa Fe
Edward Escudero, Pueblo of Tesuque
Paul Kavanaugh, Santa Fe County
Tony Mortillaro, NNMRTD
Brett Clavio, Santa Fe County
Noah Berke, City of Santa Fe Land Use
Katherine Mortimer, City of Santa Fe Planning
Paul Brasher, NMDOT
Dave Quintana, City of Santa Fe

MEMBERS ABSENT

Diego Gomez, Excused
(Vacancy)

OTHERS PRESENT

Mark Tibbetts, Director of MPO
Erick Aune, Senior Planner, MPO
Derrick Garcia, MPO
County Commissioner Ed Moreno
Fred Pierson
Jessica Griffin, NMDOT, Statewide Planning Chief
Joseph Moriarty, NMDOT, Planning Liaison
Elizabeth Martin, Stenographer

3. APPROVAL OF AGENDA

MOTION A motion was made by Mr. Mortillaro, seconded by Ms. Mortimer, to approve the agenda as presented.

VOTE The motion passed unanimously by voice vote.

**4. APPROVAL OF MINUTES
JULY 23, 2018**

MOTION A motion was made by Ms. Mortimer, seconded by Mr. Romero, to approve the minutes as presented.

VOTE The motion passed unanimously by voice vote.

5. COMMUNICATIONS FROM THE PUBLIC

None

6. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

**A. REVIEW AND RECOMMENDATION FOR APPROVAL OF AMENDMENT
4 TO FFYS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM**

Mr. Aune reviewed the information in the meeting packet. He stated that he would like a recommendation to the Policy Board for approval.

MOTION A motion was made by Ms. Mortimer, seconded by Mr. Clavio, to recommend approval to the Policy Board.

VOTE The motion passed unanimously by voice vote.

**B. REVIEW AND RECOMMENDATION FOR APPROVAL OF TITLE VI
PLAN**

Mr. Aune said we added a Spanish version in the complaint section and Brett translated the opening statement into Spanish for us and it is included. The document includes an address and contact point for HR as well as changes discussed at our previous meeting.

He would like a recommendation for approval to the Policy Board.

MOTION A motion was made by Mr. Mortillaro, seconded by Mr. Escudero, to recommend approval to the Policy Board.

VOTE The motion passed unanimously by voice vote.

C. REPORT OF PROJECT FEASIBILITY APPLICANTS FOR TAP FUNDING

Mr. Garcia reported that they had received 7 applications. They met with NMDOT for the feasibility review. We will be moving forward with 4 PIFs and developing them into TAP applications.

Mr. Mortillaro asked what is the value of the 4.

Mr. Garcia said, Camino Rincon is \$700,000, La Tierra is \$600,000, the Acequia Trail is \$2,053,000 and Arroyo Hondo is \$2.4 million.

Mr. Clavio said we understood that we modified the budget to \$2 million for the Arroyo Hondo Trail.

Mr. Mortillaro asked how much is available statewide for this program.

Mr. Garcia said just under \$6 million per year. This is a 2 year cycle.

D. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS.

1. S100570 - CERRILLOS RD./2ND STREET ADA IMPROVEMENTS

Chair Wilson said he made a request after our last meeting to meet with Stephen Lopez to discuss where we are on the design process. He emailed Mr. Lopez his request and has not heard anything back.

Mr. Brasher said no final decisions have been made. We have prepared right of way maps for a bus pull out across the street from the bus stop that is already there. The idea of the bus stop across the street has not been presented to the school yet. There is a conceptional design done for the feasibility of it. We have showed the school the bus pull out idea and they are ok with it. They came back and wanted us to pave the sidewalk there. We have said we will do that. We have prepared right of way maps to get the entitlement to the area there. A concept has been laid out to move the bus pull out a bit. Transit has not been informed about that yet. We are laying out the

concept right now. When we are done with that we will arrange for a meeting with the school. Meanwhile we will meet with Keith to discuss this idea with him. We understand you do not find it particularly attractive. Our project consists of the sidewalk, rebuilding the intersections, resignalizing them and if we drop the other concept and do the new one, the pull out. He thinks we will have the sidewalk connectivity done. The bus pull out will be in one of 2 places. Once we settle on this we will take it back to the school for their consideration.

Chair Wilson asked so you will come to Transit before you go back to the school.

Mr. Brasher said yes.

Chair Wilson said at least he can take what you described to his folks and look at the pros and cons. At that location we will struggle to get back into traffic and the connectivity to get people where they want to go is an issue.

Mr. Brasher said it is still an active project.

Chair Wilson asked what is the time frame.

Mr. Brasher said we need to work this out and work out the entitlements with the school.

Chair Wilson asked when will they get with him

Mr. Brasher said couple of months.

Mr. Romero asked what is your estimate of time for when you will let the project.

Mr. Brasher said probably it will be the end of 2019 and construction in 2020. It depends on how things go with the school.

2. S100430 - SB ON RAMP OF NM599/ST. FRANCES DRIVE

Mr. Aune said this is here because we wanted to get a progress report.

Mr. Brasher said it is a design in progress. A consultant will design this. It will be an extension of the ramp 1,000 feet and moving the merge point closer to the cemetery. We probably are going to move 55 back and have 45 merge with 45 and extend the length of the merge. There are issues with the environment noise barrier. We might have to extend that a bit. The drainage issue is a larger issue and is in design. The right of way issue as well. This project is still alive.

3. S100400/440 - ST. MICHAELS DRIVE CORRIDOR

Mr. Aune said the MPO and City staff received an invitation from Carlos Padilla to discuss alternatives this Thursday at NMDOT headquarters. A technical study has been prepared for alternatives. It does not include environmental or public involvement at this time. Multiple projects are attached to this. The underpass has been severed from this. The project is on hold pending the road exchange agreement.

Mr. Romero said he has not heard anything new to report.

Mr. Brasher said discussions between the upper management at DOT and the City are occurring. You would all be interested in reviewing the alternatives that were presented. Radiant Engineering was hired to devise the alternatives and they have the contract to do the study for the rest of the project. They have been selected, but not signed up yet to do study for entire corridor. He thinks a TIP amendment will be proposed to break out part of the project. We are awaiting the outcome of some of the discussions with the City of Santa Fe.

Mr. Romero said there have been zero discussion with us. Before any of that happens there needs to be some dialogue with the City. That repaving project purpose is to make St. Michaels turnoverable to the City. We need to be part of that. We need to agree on what level of quality that asphalt needs to be in before we take it over. He is worried if monies gets turned over to us we will have 2 months to obligate that and we will lose out on it.

Ms. Griffin said we are going to make sure that does not happen.

Mr. Romero said the City needs to be involved in those decisions. There has to be dialogue for productive decision making and how to rehab St. Michaels.

Mr. Brasher said he does not think anyone contemplated that the City would not be part of it.

Mr. Romero asked when is the money programed for.

Mr. Aune said the underpass project has been severed from this. The overall project is \$16 million with \$5 million for the underpass. The project is under full design and construction with the CMAQ funds. DOT is recommending that the City take over the project.

Chair Wilson said the design funding is in FY 19 and construction 20/21.

Mr. Romero said before these were 3 projects then the DOT decided to lump them into one project. Is the intent to separate into 3 again.

Mr. Brasher said no, we are just pulling out the underpass.

Mr. Romero asked the interchange and pavement project will be under one control number.

Mr. Brasher said probably.

Mr. Romero said it seems like we have been messing around with this for awhile. We are going to lose money.

Chair Wilson said the point is we have 6 weeks to October when the deadline is for funds.

Mr. Romero said we have to do funding agreements and negotiate. Has your design consultant done any preliminary design for the underpass.

Mr. Brasher said no.

Chair Wilson said he thought Radiant's scope was for the full thing.

Mr. Brasher said he doesn't think so.

Mr. Romero asked has any of this money been spent on the design services. Is there any money already spent on DOT efforts on this project. We need to sit down and figure this out.

Mr. Aaboe asked do we think there will be a delay due to the end of the current administration.

Mr. Brasher said not yet.

Ms. Griffin said she will look at the underpass project. If the City is willing to take back that project it would be the best way to get it done. She will follow up on John's questions.

Mr. Tibbetts said his understanding was the whole purpose of separating that project was that it would not be held hostage to the negotiated road exchange and could be seen as a separate project for resources and the City could go ahead with that project. It facilitated the ability to design and construct that.

Ms. Griffin said it was the request of the City to roll it into the whole St. Michaels project. We rolled everything into one project. Now with the issues with the road exchange it may be best for it to be separated back out and for the City to take the lead on that.

Mr. Tibbetts said there is an issue with the roadway as to if it would go on a diet which would effect the design of that underpass. He thought the primary issue was the traffic study as a request before we looked at the design alternatives of the project.

Ms. Griffin said she does not know all of that and can't speak to that.

Mr. Romero said this is the interchange project, underpass project, re-pavement project and ADA project. When this was combined that is what contributed to the extensive delay on this. He is even getting calls from the DOT consultant asking about the project. There is a lot of money and a lot of important things involved here. There is no coordination on what is going on.

Ms. Griffin said we will follow up on the underpass and Paul is involved with the other.

Mr. Aune said we would like to clarify the information on the construction and engineering.

Chair Wilson asked you are going to clarify the funding.

Mr. Aune said yes. It does not make sense right now.

Mr. Brasher said he is not sure how much money has been spent or obligated.

Chair Wilson said if the funding is in 19 none of it should have been spent or obligated. Keep this on the agenda for next month and maybe we can get some clarity.

4. S100121 - SANTA FE COUNTY NE CONNECTOR

Mr. Aaboe said the solicitation for design services is underway. Responses are due the end of next week. We will evaluate and then award. It is a single solicitation for the NE and SE connectors. We have heard from 7 to 8 firms. This is the Rabbit Road and Richards extension.

Mr. Aune said we keep this project in discussion because it is still programmed on TIP under DOT. One of the commitments we have made is after a formal amendment has moved through we will set up a meeting to walk through the project. We will do that in the next couple of weeks.

5. S100460 - GUADALUPE ST. SAFETY IMPROVEMENTS

Mr. Quintana said we had our last public meeting on the 9th. We are wrapping up the environmental documentation and will start going into design. He expects a 30% review in October. We should be able to meet our schedule.

Mr. Quintana said he has a PIF to submit. It is 2020 funding.

7. MATTERS FROM MPO STAFF

Mr. Aune said we have been working with City staff crafting and RFP for project implementation of the construction of pedestrian improvements using the City of Santa Fe ADA Transition Plan. The idea is to hire an engineering firm to identify multiple projects under \$50,000 with cost estimates and provide our agencies with some projects they may consider when funding becomes available.

Mr. Aune said regarding the Bicycle Master Plan, we are working on an interactive website and it is coming along well. Phase 2 of the plan is updating the policy and substance of the document. It is delayed a bit. We are doing public engagement. A press release went out last week inviting the public to go in the field with him and Derrick or meet with us here to point out ideas and issues. This is one small part of the public engagement that will occur.

Mr. Garcia said on our website we have information about CMAQ and the timeline. Infrastructure projects have to be a minimum of \$500,000. Non infrastructure has no minimum.

Mr. Quintana asked what about if he needs less than \$500,000.

Ms. Griffin said ask for \$500,000. Go ahead and submit the projects and try to make it \$500,000.

Mr. Romero asked so we are not able to use CMAQ if the project is under \$500,000.

Ms. Griffin said it can be part of an overall project of \$500,000. We are trying to not have a bunch of little projects. TAP is for smaller projects.

Mr. Aune said it was our understanding that it was an internal decision on the \$500,000.

Ms. Griffin said it is. Put your applications in. She is not going to turn down anything right now. We have to look at the whole thing.

Mr. Garcia said the next step is by September 18th to do a PIF.

Mr. Aune said Rosa indicated the MPO can receive PIFs any time. They do not have to be associated with a call for projects.

8. MATTERS FROM TCC MEMBERS


Mr. Brasher said he wanted to give an update on the highest priority project in District, the repairing of I-25 from Eldorado to Canoncito. We have a contractor on board, Mountain States. The first thing you will see is the replacement of guard rail. Then they will come back in the spring and mill and overlay 4 miles in both directions. They should be done by the end of summer 2019. This is good news.

**9. NEXT MEETING
SEPTEMBER 24, 2018**

10. ADJOURN

There being no further business before the Committee the meeting adjourned at 2:35 pm.

Keith Wilson, Chair



Elizabeth Martin, Stenographer



Santa Fe MPO Staff Report
Technical Advisory Committee:
September 24, 2018
Santa Fe MPO Policy Board:
September 27, 2018

Matter of Approval: NMDOT's FFY 2019 Targets for Safety (PM 1) for New Mexico

RECOMMENDED ACTION: Approval of Self-Certification adopting Federal Fiscal Year (FFY) 2019 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490 Final Rule as developed by the NMDOT and detailed in the attached PM 1 Targets Report

Background:

Under Section 1203 of MAP-21, as amended by the FAST Act, Congress established seven national goals and directed the FHWA to establish national performance measures for the Federal-aid highway program, promulgated through rulemaking, in support of six out of the seven goals established in MAP21. To meet the new statutory requirements, FHWA pursued a number of significant rulemakings. Collectively, the rules establish performance management requirements that address safety, infrastructure condition, system performance, traffic congestion, on-road mobile source emissions, and freight movement.

The Federal Highway Administration defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

In short, Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

Transportation performance management is an approach to managing transportation system performance outcomes. Asset management is the application of this approach to manage the condition of the infrastructure assets that are needed to provide for mobility and safety on the nation's transportation system. In short, asset management is the engine that drives infrastructure performance.

TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements.

- **National Goals:** Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
 - **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
 - **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
 - **System Reliability** - To improve the efficiency of the surface transportation system
 - **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
 - **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
 - **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
- **Measures:** FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
- **Targets:** Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations
- **Plans:** Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
- **Reports:** Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
- **Accountability and Transparency:** FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

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 2018 between the NMDOT Statewide Planning Bureau (SPB) and Traffic Safety Division 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. On March 29, 2018, NMDOT staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
3. On June 5, 2018, SPB staff presented the final targets to the MPOs at the MPO Quarterly

meeting in Farmington. The MPOs agreed to adopt the state targets prior to the February 27, 2019 deadline.

4. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM1 targets, to the MPOs for review and comments by July 9, 2018. SPB received no comments from the MPOs on this report or the NMDOT PM 1 targets.
5. The MPOs have until February 27, 2019 to adopt the NMDOT PM 1 targets.

Findings and Analysis:

The state is required to set annual targets for five performance measures:

1. Number of Total Fatalities

- **NMDOT Target Statement:** Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)
- **NMDOT Justification:** Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

2. Number of Serious Injuries

- **NMDOT Target Statement:** Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.
- **NMDOT Justification:** Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

3. Fatalities per 100 million vehicle miles travelled (VMT)

- **NMDOT Target Statement:** Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.
- **NMDOT Justification:** Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

4. Serious Injuries per 100 million VMT

- **NMDOT Target Statement:** Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.
- **NMDOT Justification:** Five-year average serious injury rates are projected to continue

falling, and the State has determined the 2019 five-year average projection to be an achievable target.\

5. Number of Non-motorized Fatalities and Serious Injuries

- **NMDOT Target Statement:** Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.
- **NMDOT Justification:** Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.

Support Materials:

A. Self-Certification for PM 1 Safety Targets

B. NMDOT FFY2019 PM 1 Targets Report -7/16/18



MPO SELF-CERTIFICATION (PM 1)

As required by 23 CFR 490, Final Rule on the “Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017) – the Santa Fe MPO hereby certifies that the Santa Fe MPO Policy Board adopts the NMDOT FFY2019 Targets for Safety (Performance Measures 1), as outlined in the attached Appendix A, on September 27th, 2018.

The Santa Fe MPO shall incorporate the performance targets into the Santa Fe MPO Metropolitan Transportation Plan (MTP) upon adoption of the update to the 2020 – 2045 MTP and include performance measures in the review of projects submitted to the Santa Fe MPO Transportation Improvement Program. (TIP)

ATTACHMENT A:

NMDOT FFY 2019 PM 1 Targets Report – 7/16/18 “Performance Measure (PM) Target Report – PM 1 Federal Fiscal Year 2019”

Ed Moreno, Chair Santa Fe MPO

Date



This document outlines the Federal Fiscal Year (FFY) 2019 Targets for Safety (PM 1) 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 New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 1 targets.

Overview of PM 1 Measures

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

Coordination with Metropolitan Planning Organizations (MPOs)

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

1. Numerous internal meetings took place in winter of 2018 between the NMDOT Statewide Planning Bureau (SPB) and Traffic Safety Division 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. On March 29, 2018, NMDOT staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
3. On May 22, 2017, the NMDOT Safety Division held a meeting to discuss and adopt the targets required in the HSP. NMDOT Planning Bureau staff and MPO representatives attended.
4. On June 5, 2018, SPB staff presented the final targets to the MPOs at the MPO Quarterly meeting in Farmington. The MPOs agreed to adopt the state targets by resolution prior to the February 27, 2019 deadline.
5. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM1 targets, to the MPOs for review and comments by July 9, 2018. SPB received no comments from the MPOs on this report or the NMDOT PM 1 targets.
6. The MPOs have until February 27, 2019 to adopt the NMDOT PM 1 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

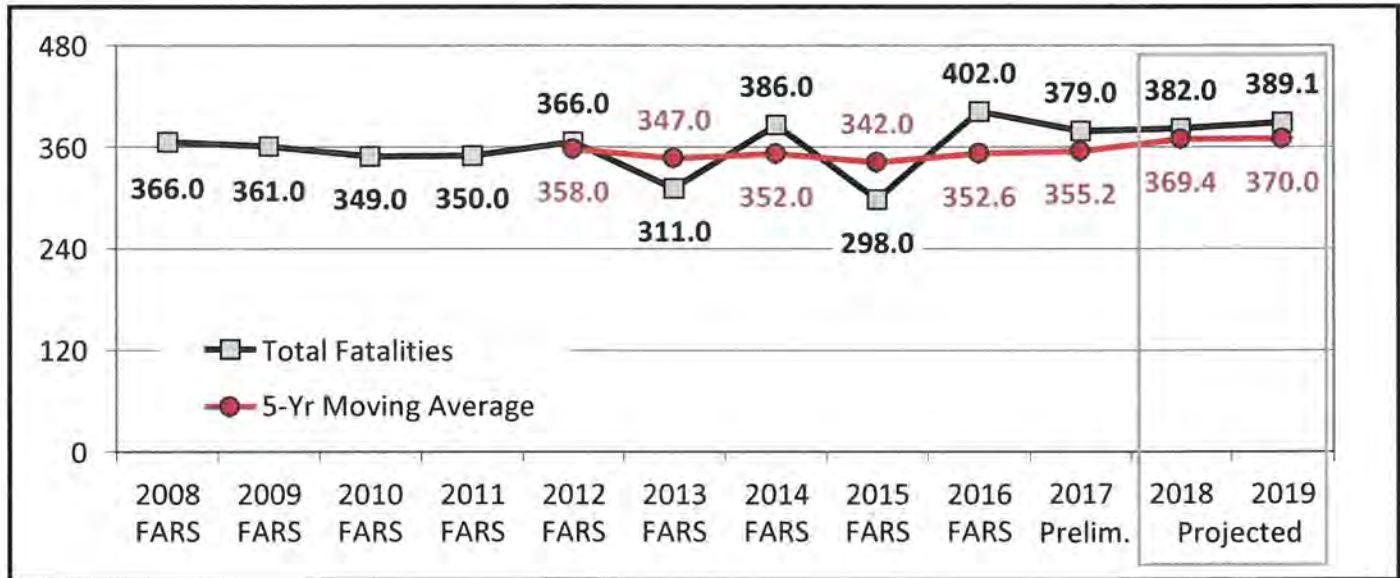
In setting the FFY2019 safety performance targets, NMDOT and stakeholders did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT 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 2017 assumes a 2.1% increase over the 2016 VMT. The calculation is $278.09 * 1.021 = 283.93$ annual 100 Million VMT for 2017, where:

- 278.09 is the 2016 annual VMT in units of 100M VMT.
- 1.021 is the preliminary 2.1% increase in VMT recommended by NMDOT from 2016 to 2017.
- Crash Data - 2016 is finalized, 2017 is preliminary.

NMDOT PM 1 Targets

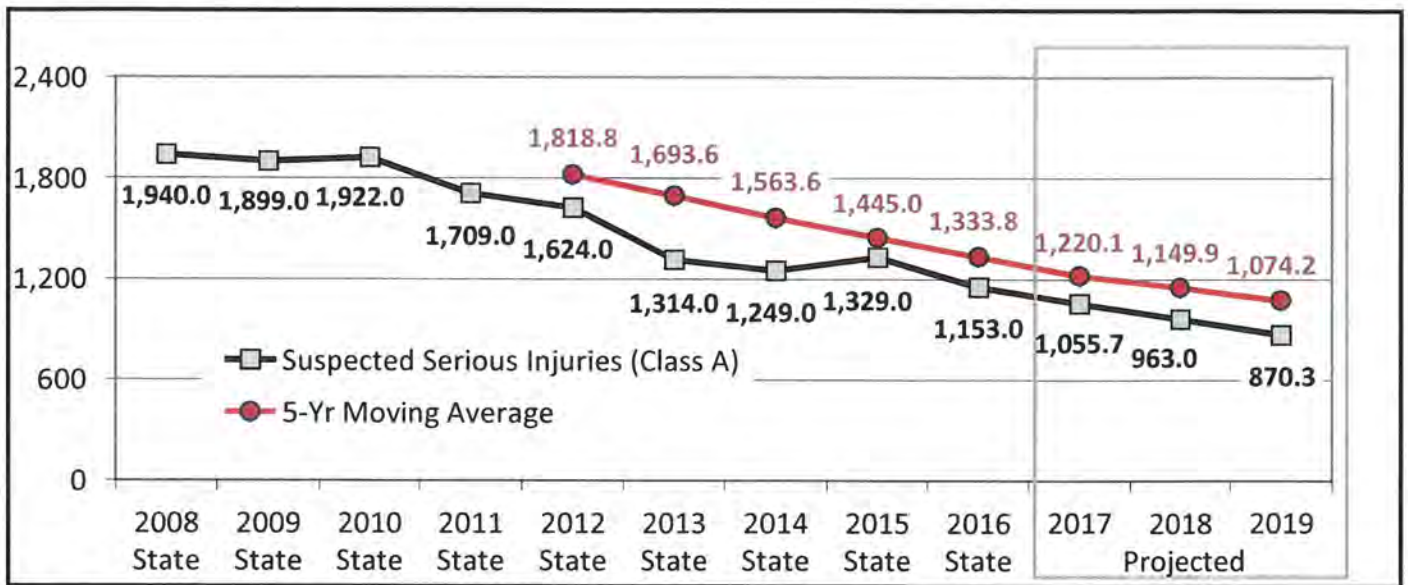
1) Number of Total Fatalities



NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

NMDOT Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

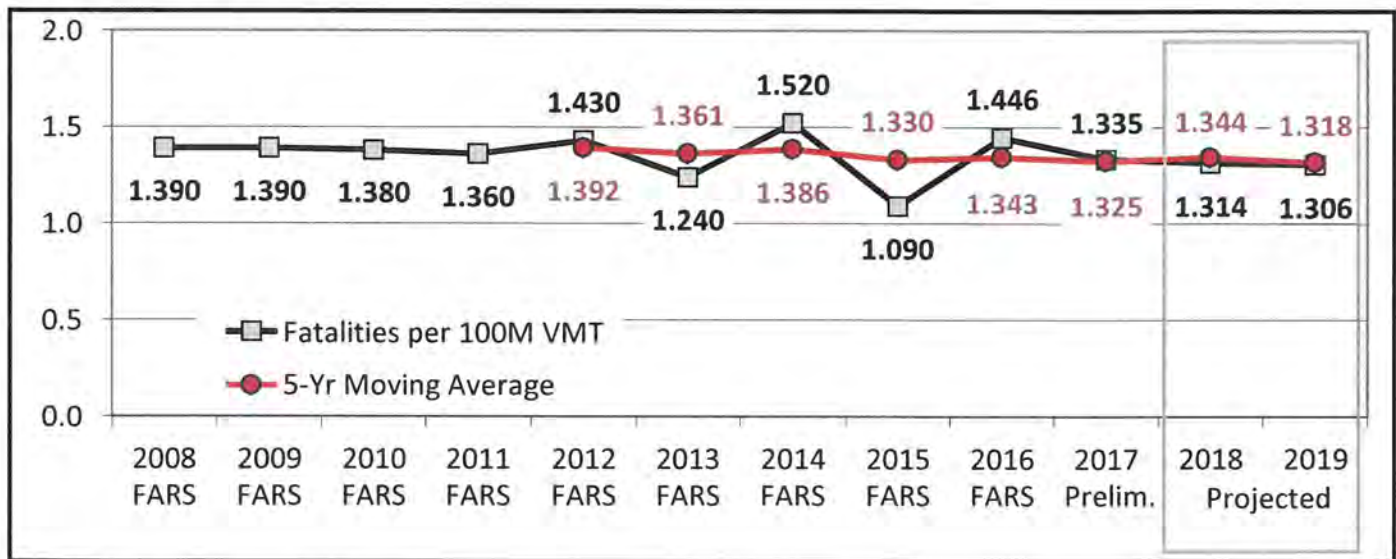
2) Number of Serious Injuries



NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

NMDOT Justification: Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

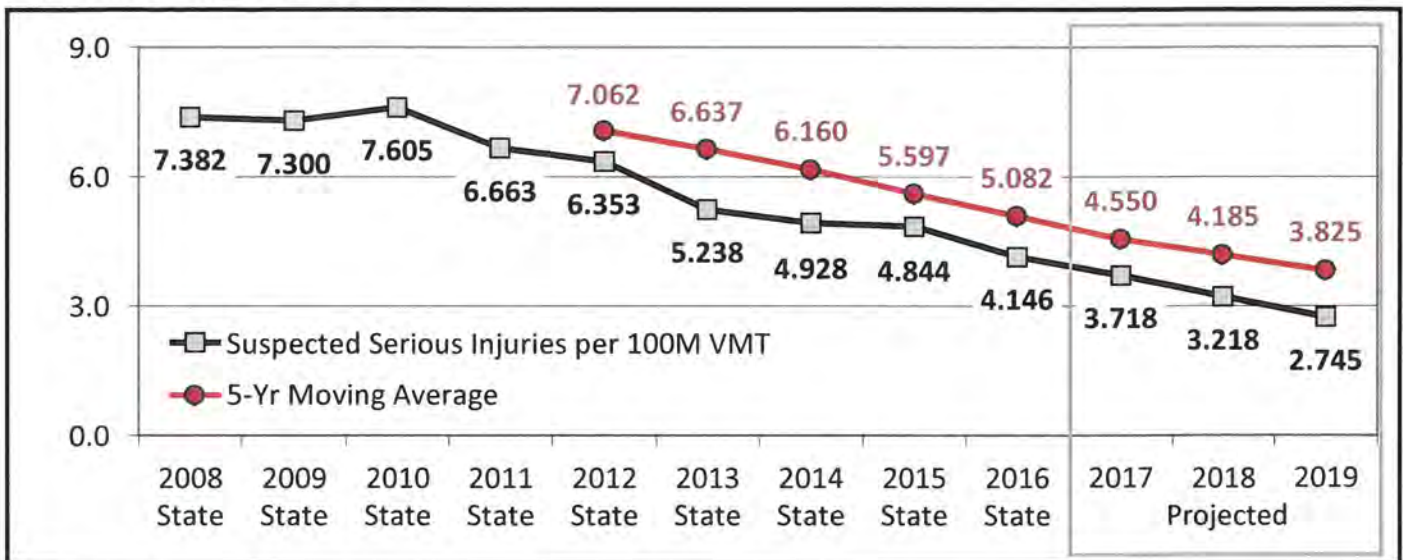
3) Fatalities per 100M VMT



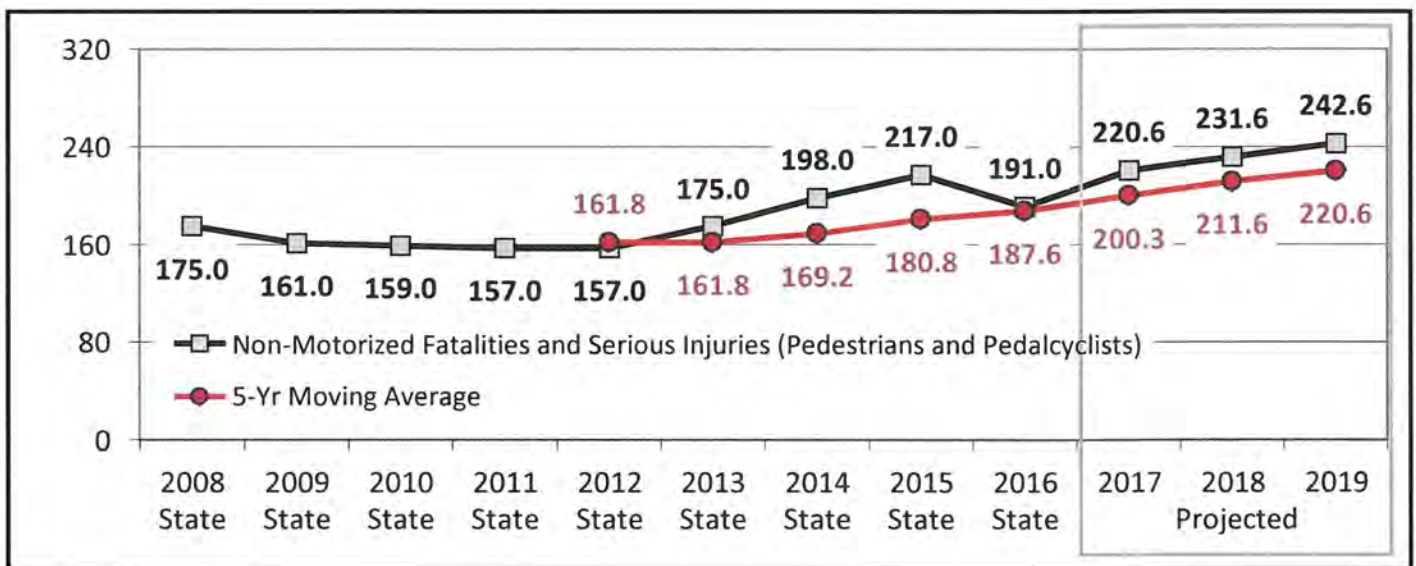
NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

NMDOT Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

4) Serious Injuries per 100 VMT



5) Number of Non-motorized Fatalities and Serious Injuries



NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.



Santa Fe MPO Staff Report
Technical Advisory Committee:
September 24, 2018
Santa Fe MPO Policy Board:
September 27, 2018

Matter of Approval: Adopting NMDOT's Targets for Assessing Pavement and Bridge Condition (PM 2) for New Mexico

RECOMMENDED ACTION: Approval of Self-Certification adopting targets for Paving and Bridge conditions (PM 2) for New Mexico, as required by the 23 CFR 490 Final Rule, Subpart C – as developed by the NMDOT and detailed in the attached PM 2 Targets Report

Background:

Under Section 1203 of MAP-21, as amended by the FAST Act, Congress established seven national goals and directed the FHWA to establish national performance measures for the Federal-aid highway program, promulgated through rulemaking, in support of six out of the seven goals established in MAP21. To meet the new statutory requirements, FHWA pursued a number of significant rulemakings. Collectively, the rules establish performance management requirements that address safety, infrastructure condition, system performance, traffic congestion, on-road mobile source emissions, and freight movement.

The Federal Highway Administration defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

In short, Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

Transportation performance management is an approach to managing transportation system performance outcomes. Asset management is the application of this approach to manage the

condition of the infrastructure assets that are needed to provide for mobility and safety on the nation's transportation system. In short, asset management is the engine that drives infrastructure performance.

TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements.

- **National Goals:** Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
 - **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
 - **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
 - **System Reliability** - To improve the efficiency of the surface transportation system
 - **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
 - **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
 - **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
- **Measures:** FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
- **Targets:** Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations
- **Plans:** Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
- **Reports:** Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
- **Accountability and Transparency:** FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

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

1. In 2013, NMDOT began collecting the pavement condition data for all NMDOT maintained roadways, non-DOT maintained NHS and HPMS sample segments based on the four condition metrics (IRI, rutting, faulting and cracking) and three inventory data elements (through lanes, surface type, and structure type) included in 23 CFR 490.309. Pavement condition data is collected based on one-tenth mile. 23 CFR 490.313 requires DOTs to be in compliance with the reporting cycle beginning January 1, 2019 for the Interstate.
2. Numerous internal meetings took place with representatives from the Districts and Pavement Management and Design Bureau staff to review and analyze pavement condition data and

performance trends. NMDOT maintains the pavement condition data in a Pavement Management System database (PMS db) on the Agile Assets platform. The PMS db is used to predict future performance based on criteria identified for various funding scenarios. It can also forecast funding required to attain a desired condition.

3. Funding allocations for Interstate, non-Interstate NHS and non-NHS pavements, NHS and non-NHS Bridges were determined based on reviewing historical information based on obligated amounts for federally funded projects contained in the Statewide Transportation Improvement Program (STIP) database. In addition, historical funding amounts for pavements and bridges was obtained from data in the Maintenance Management System and Contract Maintenance Databases.
4. In preparation for developing the Transportation Asset Management Plan (the TAMP), a Financial Planning and Investment Analysis Workshop was held on June 15, 2015 to review the process for developing Transportation Asset Management (TAM) eligible revenue forecasts and
 - a. pavement performance at funding levels in order to develop allocation
 - b. recommendations for baseline revenues.

Findings and Analysis:

The table below indicates NMDOT performance measure **targets**.

Performance Measure	2 Year (2019)	4 Year (2021)
Percentage of bridges on the NHS in Good condition	36.0%	30.0%
Percentage of bridges on the NHS in Poor condition	3.3%	2.5%
Percentage of Interstate pavements on the NHS in Good condition	57.3%	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	4.5%	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	35.6%	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	9.0%	12.0%

The future condition of pavement and bridge condition is based on data collected during calendar year 2016 and predicting condition for calendar years 2016 through 2026.

Support Materials:

A. Self-Certification for PM 2 Targets for Pavement and Bridge Condition

B. NMDOT PM 2 Target Setting Report for National Highway System Pavements and Bridges-7/16/18



MPO SELF-CERTIFICATION (PM2)

As required by 23 CFR 490, Final Rule, Subpart C – “National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition” the Santa Fe MPO hereby certifies that the Santa Fe MPO Policy Board adopts the NMDOT Targets for Paving and Bridge Conditions (Performance Measure 2), as outlined in the attached Appendix A, on September 27th, 2018.

The Santa Fe MPO shall incorporate the performance targets into the Santa Fe MPO Metropolitan Transportation Plan upon adoption of the update to the 2020 – 2045 MTP and include performance measures in the review of projects submitted to the Santa Fe MPO Transportation Improvement Program.

ATTACHMENT: A

NMDOT PM2 Targets Memo – 5/18/18 “23 CFR 490 Sub Part C and D Target Setting National Highway System Pavements and Bridges”

Ed Moreno, Chair Santa Fe MPO

Date



23 CFR 490 Sub Part C and D Target Setting National Highway System Pavements and Bridges

This document outlines the NMDOT procedures for establishing performance targets for New Mexico, as required by 23 CFR 490, Subpart C - National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition. The State DOT is required to establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS for pavements and for Bridges on the NHS. By May 21, 2018, 2- and 4-year targets must be established and report targets by October 1, 2018, in the Baseline Performance Period Report. The following are the six (6) Performance Measures:

1. Percentage of Interstate pavements on the NHS in Good Condition
2. Percentage of Interstate pavements on the NHS in Poor Condition
3. Percentage of non-Interstate pavements on the NHS in Good Condition
4. Percentage of non-Interstate pavements on the NHS in Poor Condition
5. Percentage of bridges on the NHS in Good condition
6. Percentage of bridges on the NHS in Poor Condition

The NMDOT used a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The bulleted sections below provide an explanation of events leading to the development of the performance measures and this document:

1. In 2013, NMDOT began collecting the pavement condition data for all NMDOT maintained roadways, non-DOT maintained NHS and HPMS sample segments based on the four condition metrics (IRI, rutting, faulting and cracking) and three inventory data elements (through lanes, surface type, and structure type) included in 23 CFR 490.309. Pavement condition data is collected based on one-tenth mile. 23 CFR 490.313 requires DOTs to be in compliance with the reporting cycle beginning January 1, 2019 for the Interstate.
2. Numerous internal meetings took place with representatives from the Districts and Pavement Management and Design Bureau staff to review and analyze pavement condition data and performance trends. NMDOT maintains the pavement condition data in a Pavement Management System database (PMS db) on the Agile Assets platform. The PMS db is used to predict future performance based on criteria identified for various funding scenarios. It can also forecast funding required to attain a desired condition.
3. Funding allocations for Interstate, non-Interstate NHS and non-NHS pavements, NHS and non-NHS Bridges were determined based on reviewing historical information based on obligated amounts for federally funded projects contained in the Statewide Transportation Improvement Program (STIP) database. In addition, historical funding amounts for pavements and bridges was obtained from data in the Maintenance Management System and Contract Maintenance Databases.
4. In preparation for developing the Transportation Asset Management Plan (the TAMP), a Financial Planning and Investment Analysis Workshop was held on June 15, 2015 to review the process for developing Transportation Asset Management (TAM) eligible revenue forecasts and reviewing bridge and pavement performance at funding levels in order to develop allocation recommendations for baseline revenues.

5. On February 27, 2018, FHWA presented the Asset Management Workshop on Life Cycle Planning, Risk Management and Financial Plans to support the implementation of Asset Management Plans. Representatives from the Mesilla Valley MPO, Mid-Region MPO and Santa Fe MPO participated in the workshop with NMDOT staff. There was a representative from five of the six NMDOT Districts in attendance.
6. On March 15, 2018, the New Mexico Transportation Commission was briefed on the Initial TAMP and proposed Federal 2 and 4 year targets.
7. On March 16, 2018, the NMDOT TAM Technical Working Committee met to review the final draft of the initial TAMP and to review the performance targets proposed for inclusion in the document.
8. On March 28, 2018, the NMDOT provided a presentation on all Performance Measures to the MPO's attending the quarterly MPO meeting. NMDOT collected Pavement Condition data was presented by MPO area for the Interstate and non-Interstate NHS pavements within each MPO boundary in order to show how pavements are performing within each MPO area. In addition, 10-year pavement condition projections were presented.
9. Documentation on the Pavement and Bridge condition performance measures was presented to NMDOT Executive Staff on May 16, 2018, in preparation for transmitting the 2- and 4-year performance targets for the six measures listed above to FHWA-NM Division.

Predicting future condition of pavements and bridges is dependent on funding. The period determined for predicting future condition is ten years. In order to prepare predictions of future conditions, funding allocations needed to be established. The funding allocations for Interstate, non-Interstate NHS and non-NHS pavements and NHS and non-NHS bridges were based on a review of information contained in historical STIP's and MMS data. A combination of federal and state funding is used to determine the total amount of funding available for TAM activities. In addition to STIP and MMS financial information, a review of NMDOT historical budget, state road fund revenue projections and future debt service payments were reviewed to determine the TAM-eligible revenues. This analysis also included review of pavement and bridge allocations.

In setting the 2- and 4-year performance targets for the pavement measures, NMDOT analyzed historical pavement condition data based on the FHWA measures to prepare a trend analysis. The PMS db is used to predict future condition; however, it is unable to predict future condition based on the FHWA metrics. As a result, the PMS db uses a Pavement Condition Rating (PCR) to determine condition. The PMS db was configured based on a multi-year collaborative effort to develop the decision trees that combine the various pavement distresses collected for each tenth mile section to determine an Overall Condition Index (OCI) for each 2-mile managed segment. The PCR is 80 percent OCI and 20 percent smoothness index, which is IRI and rutting metric converted to a 100 scale.

The annual funding allocation below is entered into the PMS db in order to predict an annual PCR for each system. The PCR is then mapped to the Federal Good, Fair and Poor to predict a future pavement condition each year for the ten-year analysis period.

The annual funding allocations used in the PMS to predict future pavement condition are:

1. Interstate Pavements, \$62 million/year
2. Non-Interstate NHS Pavements, \$68 million/year
3. Non-NHS Pavements, \$50 million/year

NMDOT maintains bridge condition data in a Bridge Management System (BrM); however, BMS does not have the capability of predicting future condition. NMDOT uses a spreadsheet based tool to predict

performance of each bridge given predicted deterioration. The model components include measures, deterioration, treatments and prioritization. The model uses the National Bridge Inventory (NBI) data weighted by deck area. A Markov modeling approach, similar to Pontis models is used but applied to the NBI data. The approach predicts a percent chance a rating will drop to the next value in a year. NCHRP Report 713 was used to determine median years to reach ratings of 3, 4 and 5. NMDOT Bridge Management evaluated the spreadsheet tool for predicting future condition prior to adopting for use. The annual funding allocations used in the spreadsheet tool to predict future condition are:

1. NHS Bridges, \$40 million/year
2. Non-NHS Bridges, \$20 million/year

The future condition is based on data collected during calendar year 2016 and predicting condition for calendar years 2016 through 2026. The 2-year target is based on the condition data collected during calendar year 2019 and the 4-year target is based on data collected in calendar year 2021. The first Mid Performance Period Progress Report is due to FHWA on October 1, 2020 which will be based on pavement and bridge condition data collected during calendar year 2019.

The table below indicates NMDOT performance measure targets.

Performance Measure	2 Year (2019)	4 Year (2021)
Percentage of bridges on the NHS in Good condition	36.0%	30.0%
Percentage of bridges on the NHS in Poor condition	3.3%	2.5%
Percentage of Interstate pavements on the NHS in Good condition	57.3%	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	4.5%	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	35.6%	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	9.0%	12.0%



Santa Fe MPO Staff Report
Technical Advisory Committee:
September 24, 2018
Santa Fe MPO Policy Board:
September 27, 2018

Matter of Approval: Adoption of NMDOT's FFY2019 Targets for System Performance/Freight/CMAQ (PM 3) for New Mexico

RECOMMENDED ACTION: Approval of Self-Certification adopting Federal Fiscal Year (FFY) 2019 Targets System Performance/Freight/CMAQ (PM 3) for New Mexico, as required by the 23 CFR 490 Final Rule as developed by the NMDOT and detailed in the attached PM 3 Targets Report

Background:

Under Section 1203 of MAP-21, as amended by the FAST Act, Congress established seven national goals and directed the FHWA to establish national performance measures for the Federal-aid highway program, promulgated through rulemaking, in support of six out of the seven goals established in MAP21. To meet the new statutory requirements, FHWA pursued a number of significant rulemakings. Collectively, the rules establish performance management requirements that address safety, infrastructure condition, system performance, traffic congestion, on-road mobile source emissions, and freight movement.

The Federal Highway Administration defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

In short, Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

Transportation performance management is an approach to managing transportation system performance outcomes. Asset management is the application of this approach to manage the condition of the infrastructure assets that are needed to provide for mobility and safety on the nation's transportation system. In short, asset management is the engine that drives infrastructure performance.

TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements.

- **National Goals:** Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
 - **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
 - **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
 - **System Reliability** - To improve the efficiency of the surface transportation system
 - **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
 - **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
 - **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
- **Measures:** FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
- **Targets:** Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations
- **Plans:** Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
- **Reports:** Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
- **Accountability and Transparency:** FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

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

1. On March 29, 2018, NMDOT SPB staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
2. On May 17, 2018, NMDOT consultants, High Street Consulting ("High Street"), provided a webinar to the MPOs, attended by Mesilla Valley and Farmington MPOs. The webinar outlined the PM3 data, methodologies and recommended targets. SPB staff emails the presentation slides to the MPOs upon request.
3. On June 5, 2018, SPB staff presented this draft report to the MPOs at the MPO Quarterly meeting

- in Farmington.
4. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM3 targets, to the MPOs for review and comments by July 9, 2018
 5. The MPOs have until November 20, 2018 to adopt the NMDOT PM 3 targets.

Findings and Analysis:

Performance Measure 3 Targets as developed by the NMDOT

Percentage of person-miles traveled on the Interstate System that are reliable

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	97.0	97.0	96.1	95.2	95.1
No Build	97.0	97.0	97	96.3	95.2
Build	97.0	97.0	97	97	96.9

Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

	Baseline (2017)	2018	TwoYear Performance (2019)	2020	FourYear Performance (2021)
No Build High Growth	90.5	90.5	90.5	90.4	90.4
No Build	90.5	90.5	90.5	90.5	90.5
Build	90.5	90.6	90.6	90.6	90.6

Truck Travel Time Reliability (TTTR) Index

	Baseline (2017)	2018	Two Year Performance (2019)	2020	FourYear Performance (2021)
No Build High Growth	1.13	1.13	1.13	1.13	1.13
No Build	1.13	1.13	1.13	1.13	1.13
Build	1.13	1.13	1.13	1.13	1.13

Percentage of person-miles traveled on the Interstate System that are reliable

NMDOT Target Statement: The percentage of person-miles traveled on the Interstate System will decrease slightly in the next four years, from a baseline score of 97% reliable in 2017 to 96.1% reliable in 2019, and 95.1% reliable in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

NMDOT Target Statement: The percentage of person-miles traveled on the non-Interstate National Highway System will decrease slightly in the next four years, from a baseline score of 90.5% reliable in 2017 to 90.4% reliable in 2019, and 90.4% reliable in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

Index of the Interstate System mileage providing for reliable truck travel times that are reliable Support Materials:

NMDOT Target Statement: The index of truck travel times on the Interstate System may be reduced slightly in the next four years, from a baseline index of 1.13 in 2017 to an index of 1.14 in 2019, and an index of 1.15 in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the truck travel time index value will remain high, but the reliability index may be reduced slightly over this four year timespan.

Annual Hours of peak-hour excessive delay per capita

NMDOT Target Statement: In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

NMDOT Justification: Based on current urbanized area populations and nonattainment or maintenance thresholds.

Percent of Non-Single Occupancy Vehicle (SOV) travel

NMDOT Target Statement: In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas

for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

NMDOT Justification: Based on current urbanized area populations and nonattainment or maintenance thresholds.

On-Road Mobile Source Emissions Reduction

NMDOT Target Statement: New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-Road Mobile Source Emissions (Total Emissions Reduction Measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area for Particulate Matter 10 (PM-10). This part of NM is within the El Paso MPO planning area. The EPMPO coordinates with the New Mexico Department of Transportation (NMDOT) on programming New Mexico CMAQ funds allocated to the EPMPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPO to develop 4-year targets for applicable criteria pollutants, in this case PM10, for the state of New Mexico by developing a cost benefit analysis (see method below) using projected future CMAQ allocations for New Mexico and applying the ESTABLISHED emissions targets for Texas to PROJECT emissions targets in the New Mexico portion of the EPMPO planning area:

NMDOT Justification:

TX allocation next 4-years / 4-year target kg per day ESTABLISHED for EPMPO-TX = 4-year cost per criteria pollutant TX

NM Allocation next 4-years / 4-year cost per criteria pollutant TX = 4-year target kg per day PROJECTED for EPMPO-NM

This methodology is making assumptions that the future (next 4 years) NM CMAQ project(s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc.

These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs. The projected EPMPO 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10).

- A. Self-Certification for PM 3 System Performance/Freight/CMAQ
- B. NMDOT FFY2019 PM 3 Targets Report -7/16/18



MPO SELF-CERTIFICATION (PM 3)

As required by 23 CFR 490, Final Rule, System Performance/Freight/CMAQ published January 18, 2017, to set performance targets for “System Performance, Freight Movement and to assess the CMAQ program” the Santa Fe MPO hereby certifies that the Santa Fe MPO Policy Board adopts the NMDOT FFY2019 Targets for System Performance/Freight/CMAQ (Performance Measure 3), as outlined in the attached Appendix A, on September 27th, 2018.

The Santa Fe MPO shall incorporate the performance targets into the Santa Fe MPO Metropolitan Transportation Plan upon adoption of the update to the 2020 – 2045 MTP and include performance measures in the review of projects submitted to the Santa Fe MPO Transportation Improvement Program.

ATTACHMENT: A

NMDOT FFY2019 PM 3 Targets Report – 7/16/18

Ed Moreno, Chair Santa Fe MPO

Date

Performance Measure (PM) Target Report – PM 3 Federal Fiscal Year 2019

This document outlines the Federal Fiscal Year (FFY) 2019 Targets for System Performance (PM 3) for New Mexico, as required by 23 CFR 490, System Performance/Freight/CMAQ Final Rule published January 18, 2017 (effective May 20, 2017). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

Overview of PM 3 Measures

The PM 3 measures are as follows:

1. Two measures to assess system performance:
 - a. Percentage of person-miles traveled on the Interstate System that are reliable
 - b. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable
2. One measure to assess Freight Movement:
 - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures to assess the CMAQ Program:
 - a. Annual Hours of peak-hour excessive delay per capita – NM is not required to set a target for this measure
 - b. Percent of Non-Single Occupancy Vehicle (SOV) travel – NM is not required to set a target for this measure
 - c. On-Road Mobile Source Emissions Reduction – NM is in non-attainment for Particulate Matter (PM) 10 in one area, covered by El Paso Metropolitan Planning Organization (EPMPO)

Coordination with Metropolitan Planning Organizations (MPOs)

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

1. On March 29, 2018, NMDOT SPB staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
2. On May 17, 2018, NMDOT consultants, High Street Consulting (“High Street”), provided a webinar to the MPOs, attended by Mesilla Valley and Farmington MPOs. The webinar outlined the PM3 data, methodologies and recommended targets. SPB staff emails the presentation slides to the MPOs upon request.
3. On June 5, 2018, SPB staff presented this draft report to the MPOs at the MPO Quarterly meeting in Farmington.
4. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM3 targets, to the MPOs for review and comments by July 9, 2018. SPB received one comment on July 10, 2018 from Mid Region MPO, as follows: “Although this is a bit late, Mid-Region has no comments on the proposal except to be sure the wording allows MPOs to establish their own targets if they want to in the future. We are not planning on doing so at this time, but I am concerned about the targets for city streets on the NHS.” SPB staff responded that the report outlines the NMDOT targets and the MPOs have the option of adopting the NMDOT targets or setting other targets.
5. The MPOs have until November 20, 2018 to adopt the NMDOT PM 3 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

The FFY2019 PM 3 targets are set based on future System Performance and Freight Movement forecasts developed by High Street on behalf of NMDOT. The forecasting methodology relates current roadway volumes and capacities to performance metric scores. Future volumes and capacities are updated based on assumed traffic volume growth and

programmed capacity enhancement projects. Future System Performance and Freight Movement forecasts are derived by training statistical models based on current condition and performance data, and updating the model inputs based on assumed future traffic volumes and capacities.

Data Sources

1. PM3 System Performance and Freight Movement segment-level metric scores for NMDOT's road network, calculated by High Street based on 2017 NPMRDS data in accordance with FHWA guidance
2. Segment-level Free-Flow traffic speeds, as reported in NPMRDS for March 2018
3. Traffic Volumes, as reported by NMDOT in its 2015 HPMS submission
4. Roadway Attributes, including functional class and urban / rural designation, as reported by NMDOT in its 2015 HPMS submission and conflated to the NPMRDS TMC network by Texas Transportation Institute / FHWA
5. Traffic Volume Growth Rates, based on the functional class / regional growth rates provided by NMDOT (see "Table 1: Growth Rates" and discussion under "Assumptions," below)
6. Capacity Enhancement Projects, from NMDOT's e-STIP, with project boundaries and projected completion dates

Methodology

The forecasting methodology consists of four steps:

1. Setup: Calculate current performance, volume, and capacity.
 - a. Segment-level Level of Travel Time Reliability (LOTTR) scores based on 2017 NPMRDS data for all vehicles and Truck Travel Time Reliability (TTTR) scores based on 2017 NPMRDS truck data are calculated for all NMDOT TMC segments. For modeling purposes, scores are shifted from being left-bounded at 1.0 to left-bounded at 0.0.
 - b. HPMS AADTs are converted to Passenger Car Equivalents (PCEs) where Single-Unit Trucks and Buses are equal to 1.5 PCEs and Combination Trucks are equal to 2.0 PCEs.
 - c. Roadway capacities are calculated by assigning functional-class capacity assumptions (based on the Highway Capacity Manual and other sources, see "Table 2: Functional-Class Capacity Assumptions"), and updating these capacities based on observed free-flow speeds reported in the NPMRDS.
2. Model Fitting: Log-level linear regression models are fit relating LOTTR to roadway volumes and capacities, and TTTR to roadway location (urban / rural) and volume / capacity ratio. The model coefficients and model R² scores are presented in the tables below.

LOTTR Model Model Specification:

$$\log(\text{LOTTR} - 1) \sim (\text{intercept}) + \text{cars} * x_i + \text{capacity} * x_i + v/c * x_i + \text{error}$$

Coefficients	Estimate (Exponentiated)	Std. Error	Interpretation
(Intercept)	-0.02	0.059	The model intercept is 0.02 (i.e. LOTTR = 1.02, interpreted as "a road with zero traffic and zero capacity would be expected to have a LOTTR score of 1.02")
cars (thousands)	0.06	0.000	Each additional 1000 cars of daily volume is associated with a 6% increase in LOTTR
capacity (thousands)	-0.03	0.000	Each additional 1000 cars of daily capacity is associated with a 3% decrease in LOTTR
Volume / Capacity Ratio	-0.63	0.000	An increase in V/C Ratio from Zero to One is Associated with a 63% decrease in LOTTR, all else equal (captures slight non-linearity in relationship between cars and LOTTR)

R² 0.375

All estimates statistically significant at p < 0.001

TTTR Model Model Specification:

$\log(\text{TTTR} - 1) \sim (\text{intercept}) + v/c * x_i + \text{urban} * x_i + \text{error}$

Coefficients	Estimate (Exponentiated)	Std. Error	Interpretation
(Intercept)	0.07	.005	The model intercept is 0.07 (i.e. TTTR = 1.07, interpreted as “a road with zero volume / capacity ratio would have a TTTR score of 1.07”
Volume / Capacity Ratio	19.89	0.29	An increase in V/C Ratio from zero to one is associated with a 1989% increase in TTTR
Location: Urban	2.19	0.076	All else equal, urban Interstate segments have, on average, TTTR scores 2.19 higher than rural segments

R² 0.412

All estimates statistically significant at p < 0.001

3. Source Data Updates: Future Roadway Volumes are calculated based on geometric growth using the Growth Rates specified. Future Roadway Capacities are updated where segments overlap with capacity projects, based on each project’s expected completion date. For more details, see “Assumptions” below.
4. Score Update: Updated segment scores are calculated using the forecasted future volume and capacity, and the original segment scores are updated by the forecasted difference in future performance

Assumptions

The following tables and information outline the assumptions used in the methodologies.

Table 1: Growth Rates used for Forecasting

f_system	location	Growth rate
7	Rural	0.013
7	Urban	0
6	Rural	0.013
6	Urban	0.01
5	Urban	0.014
5	Rural	0
4	Urban	0.059
4	Rural	0
3	Urban	0
3	Rural	0.036
2	Urban	0.013
2	Rural	0.01
1	Urban	0.0165
1	Rural	0.02

These growth rates are based on the most recently available fixed-traffic-count station year-over-year estimates. The

growth rates in the table have been modified based on a minimum growth rate of 0.0%. Although traffic volumes are declining on portions of New Mexico's road network, it is assumed that the roads with negative traffic growth rates are not, by in large, roads experiencing significant traffic congestion.

Table 2: Functional-Class Capacity Assumptions

Location	Functional System	Reference speed	Capacity (passenger cars per lane per hour)
Rural	Interstate	75	2100
Rural	Principal Arterial - Other		
Rural	Freeways and Expressways	60	1950
Rural	Principal Arterial - Other	55	1850
Rural	Minor Arterial	45	850
Rural	Major Collector	40	750
Rural	Minor Collector	35	650
Rural	Local	25	450
Urban	Interstate	65	2200
Urban	Principal Arterial - Other		
Urban	Freeways and Expressways	45	1200
Urban	Principal Arterial - Other	40	925
Urban	Minor Arterial	35	760
Urban	Major Collector	30	680
Urban	Minor Collector	30	680
Urban	Local	25	425

Reference Capacities Adapted from HCM 2000 and WATS RTM. Reference Capacity Updated Using NPMRDS Free Flow Speed. +150 PCPLPH per 5 mph over reference speed (max +600), -100 PCPLPH per 5 mph under reference speed (min -300).

Capacity Updates

To account for increases in future capacity due to capacity enhancing projects, the existing road network is updated to add +1 directional lane to affected (overlapping) TMC segments coinciding with project boundaries. Partially overlapping TMC segments are assigned a pro-rated partial additional lane. In some cases, due to the 15 meter conflation buffer used to relate project boundaries and TMC segments, some divided highways are updated with an additional lane in each direction.

Capacity updates are applied for the expected completion year and subsequent years.

As a result of applied updates, 2021 Lane Miles are forecasted at 14,039 NHS directional lane-miles, a 57 lane-mile increase from 2017's 13,982 directional lane-miles.

Forecast Scenarios

To provide additional context for target setting (as well as to facilitate conservative target selection) three scenarios are presented:

		Expected Growth	High Growth
No Build	Current Capacity	"No Build" <ul style="list-style-type: none"> 1% Average Growth No Additional Capacity 	"No Build, High Growth" <ul style="list-style-type: none"> 2% Average Growth No Additional Capacity
	Programmed STIP Capacity & ITS Projects Completed On Time	"Build" <ul style="list-style-type: none"> 1% Average Growth Project-Based Capacity Expansion & Reliability Improvement 	

The follow tables and graphs reflect the scenarios for each target.

Table 3: Percentage of person-miles traveled on the Interstate System that are reliable

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	97.0	97.0	96.1	95.2	95.1
No Build	97.0	97.0	97	96.3	95.2
Build	97.0	97.0	97	97	96.9

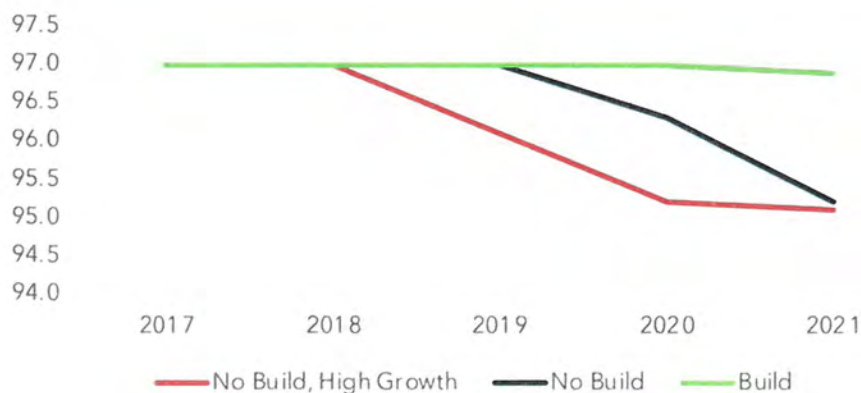


Table 4: Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

	Baseline (2017)	2018	Two Performance Year (2019)	2020	Four Performance Year (2021)
No Build High Growth	90.5	90.5	90.5	90.4	90.4
No Build	90.5	90.5	90.5	90.5	90.5
Build	90.5	90.6	90.6	90.6	90.6

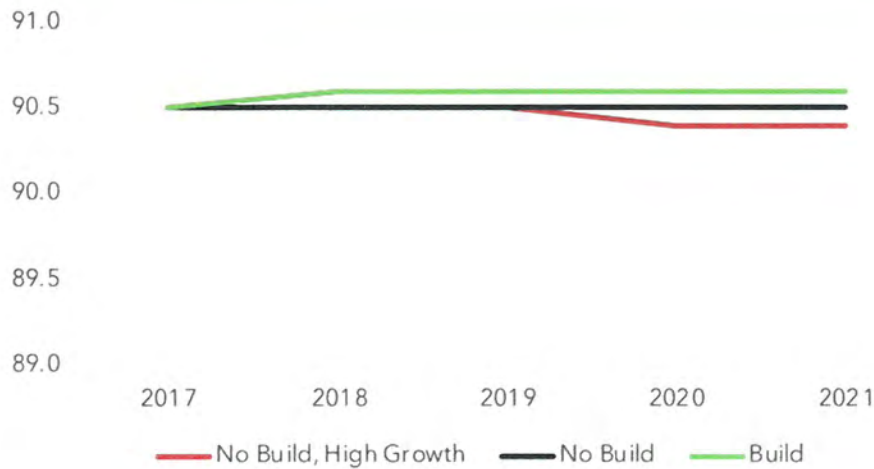
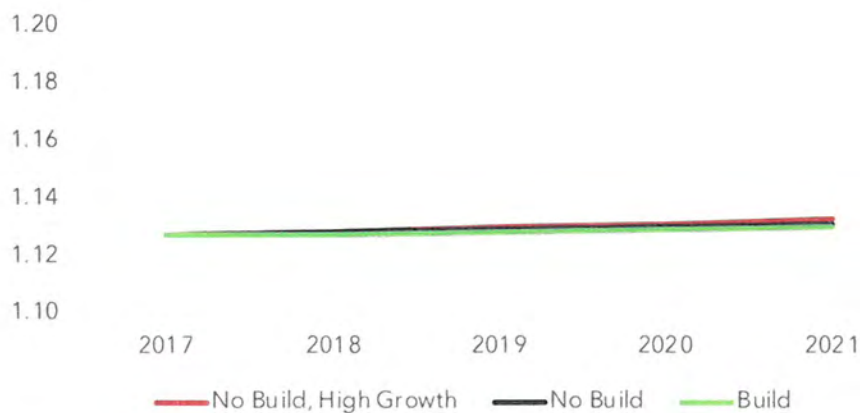


Table 5: Truck Travel Time Reliability (TTTR) Index

	Baseline (2017)	2018	Two Performance Year (2019)	2020	Four Performance Year (2021)
No Build High Growth	1.13	1.13	1.13	1.13	1.13
No Build	1.13	1.13	1.13	1.13	1.13
Build	1.13	1.13	1.13	1.13	1.13



NMDOT PM3 Targets

1. Percentage of person-miles traveled on the Interstate System that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Interstate Reliability	97.0%	96.1%	95.1%

2. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Non-Interstate Reliability	90.5%	90.4%	90.4%

NMDOT Target Statement: The percentage of person-miles traveled on the non-Interstate National Highway System will decrease slightly in the next four years, from a baseline score of 90.5% reliable in 2017 to 90.4% reliable in 2019, and 90.4% reliable in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

3. Index of the Interstate System mileage providing for reliable truck travel times that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Truck Travel Time Reliability Index	1.13	1.14	1.15

4. Annual Hours of peak-hour excessive delay per capita

NMDOT Target Statement: In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

NMDOT Justification: Based on current urbanized area populations and nonattainment or maintenance thresholds.

5. Percent of Non-Single Occupancy Vehicle (SOV) travel

NMDOT Target Statement: In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

NMDOT Justification: Based on current urbanized area populations and nonattainment or maintenance thresholds.

6. On-Road Mobile Source Emissions Reduction

NMDOT Target Statement: New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-Road Mobile Source Emissions (Total Emissions Reduction Measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area for Particulate Matter 10 (PM-10). This part of NM is within the El Paso MPO planning area. The EPMPO coordinates with the New Mexico Department of Transportation (NMDOT) on programming New Mexico CMAQ funds allocated to the EPMPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPO to develop 4-year targets for applicable criteria pollutants, in this case PM10, for the state of New Mexico by developing a cost benefit analysis (see method below) using projected future CMAQ allocations for New Mexico and applying the *ESTABLISHED emissions* targets for Texas to *PROJECT* emissions targets in the New Mexico portion of the EPMPO planning area:

NMDOT Justification:

TX allocation next 4-years / 4-year target kg per day ESTABLISHED for EPMPO-TX = 4-year cost per criteria pollutant TX

NM Allocation next 4-years / 4-year cost per criteria pollutant TX = 4-year target kg per day PROJECTED for EPMPO-NM

This methodology is making assumptions that the future (next 4 years) NM CMAQ project(s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc.

These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs. **The projected EPMPO 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10).**

The NMDOT 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10)



Santa Fe MPO Staff Report

Technical Advisory Committee:

September 24, 2018

Santa Fe MPO Policy Board:

September 27, 2018

Matter of Approval: Adoption of updated Santa Fe MPO Title VI Plan

RECOMMENDED ACTION: Approval of adopting draft Title VI Plan, adhering to the Civil Rights Act of 1964, 49 Code of Federal Regulations part 2, as required by all agencies requesting and receiving federal funding.

Background:

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

The NMDOT is charged to oversee MPO's and all local agencies that request federal funding that specific documentation demonstrating compliance for Title VI requirements are satisfactorily developed and adopted.

The Santa Fe MPO currently has a Title VI Plan approved and adopted by the Santa Fe MPO Transportation Policy Board on November 19th, 2013. The attached plan is an update to this plan and satisfies the requirements set forth by the NMDOT Construction and Civil Rights Bureau.

The draft Title VI Plan includes the following:

- A. Nondiscrimination Statement of Policy
- B. A description of how the Santa Fe MPO communicates, distributes information and provides notifications to the public
- C. Statements that ensure the Santa Fe MPO is in compliance with Title VI for all planning activities
- D. Statements of Santa Fe MPO's staff responsibilities

E. Provisions for the public to file complaints if any one person has felt excluded from participation in any Santa Fe MPO program or service

F. Translated Complaint Forms and the Nondiscrimination Statement Policy into Spanish and attached here to

Findings and Analysis:

From a correspondence from the NMDOT Statewide Planning Bureau

1. *MPOs and RTPOs must have stand-alone Title VI Plans and cannot use their COG's/EDD's/fiscal agent's Title VI Plan. This was a determination made by FHWA-NM.*
2. *Each MPO/RTPO should provide annual updates (due by Oct. 1) to the NMDOT Title VI Coordinator. These updates should include updates to organizational structures, contacts, as well as any Title VI Complaints. Even if there are no changes or complaints, correspondence should be submitted to the NMDOT Title VI Coordinator indicating that there are no changes or complaints.*

These updates will be reflected in the PPM. In the coming days, I will be distributing for comment additional proposed updates to the MPO and RTPO Chapters of the PPM.

Thanks,

*Rosa Kozub / AICP
Gov't to Gov't Unit Supervisor
Statewide Planning Bureau
New Mexico Department of Transportation*

The attached draft is an update to this plan and has been reviewed and approved by Linda Ramos, ADA/Title VI Program Coordinator of the Construction and Civil Rights Bureau of the NMDOT in an electronic correspondence dated September 6, 2018.

The Santa Fe MPO staff shall provide the required updates to the NMDOT Title VI Coordinator no later than September 30th of each calendar year.



Santa Fe Metropolitan
Planning Organization

DRAFT Title VI Plan

I. Nondiscrimination Statement of Policy

Title VI Policy Statement

The Santa Fe Metropolitan Planning Organization (MPO) is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. The Santa Fe MPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Santa Fe MPO program, activity or service.

Prohibited discrimination may be intentional or unintentional. Seemingly neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, national origin, sex, disability, or age include: Denial to an individual any service, financial aid, or other benefit; Distinctions in the quantity, quality, or manner in which a benefit is provided; Segregation or separate treatment; Restriction in the enjoyment of any advantages, privileges, or other benefits provided; Discrimination in any activities related to highway and infrastructure or facility built or repaired; and Discrimination in employment.

Environmental Justice/Limited English Proficiency Policy Statement

The Santa Fe MPO is also committed to assure every effort will be made to prevent the discrimination of low-income and minority populations as a result of any impact of its programs or activities in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and in Low-Income Populations.

In addition, the Santa Fe MPO also assures every effort will be made to provide meaningful access to persons that have Limited English Proficiency, in accordance with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency.

Definition of Federal financial assistance and recipients affected

Federal financial assistance is defined as any Federal dollars that are assigned to the Santa Fe MPO to support any program and activity, by way of grant, loan or contract, other than a contract of insurance or guaranty.

Specific Forms of Discrimination Prohibited

Santa Fe MPO efforts to prevent discrimination must address, but are not limited to:

- The denial of services, financial aid, or other benefits provided under a program.

- Distinctions in the quality, quantity, or manner in which the benefit is provided.
- Segregation or separation in any part of the program.
- Restriction in the enjoyment of any advantages, privileges, or other benefits provided to others.
- Different standards or requirements for participation.
- Methods of administration which directly or indirectly or through contractual relationships would defeat or impair the accomplishment of effective nondiscrimination.
- Discrimination in any activities related to a highway, infrastructure or facility built or repaired in whole or in part with Federal funds.
- Discrimination in any employment resulting from a program, the primary purpose of which is to provide employment.

Santa Fe MPO programs and services covered by Title VI

The *Santa Fe MPO* Title VI Plan applies to all *Santa Fe MPO* programs, activities and services, regardless of funding source. Some sections deal with specific requirements (e.g. FTA funded programs).

Authorities

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
2. Federal-Aid Highway Act of 1973 (23 U.S.C. §324 *et seq.*), (prohibits discrimination on the basis of sex);
3. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
4. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*) as amended, (prohibits discrimination on the basis of disability);
5. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability)
6. The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601
7. The National Environmental Policy Act of 1969, 42 U.S.C. § 4321;
8. 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department of Transportation-Effectuation of Title VI Of The Civil Rights Act of 1964*);
9. 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
10. 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On the Basis Of Handicap In Program Or Activities Conducted By The Department Of Transportation*);
11. 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
12. 23 C.F.R. Part 200 (FHWA's Title VI/Nondiscrimination Regulation);

- 13.28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 14.28 C.F.R. Part 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

Signed by Chief Administrative Officer or Designee

Date

I. Declaración de Política de No Discriminación

Declaración de política del Título VI

La Organización de Planificación Metropolitana de Santa Fe (SFMPO) se compromete a cumplir con el Título VI de la Ley de Derechos Civiles de 1964, 49 CFR, Parte 2, y todas las regulaciones y directivas relacionadas. La MPO de Santa Fe garantiza que ninguna persona, por motivos de raza, color, origen nacional, sexo, edad o discapacidad, será excluida de la participación en, se le negarán los beneficios de, o será objeto de discriminación bajo cualquier programa o actividad bajo cualquier programa, actividad o servicio de Santa Fe MPO.

La discriminación prohibida puede ser intencional o no. Actos aparentemente neutrales que tienen impactos dispares sobre las personas de un grupo protegido y carecen de una justificación legítima sustancial son una forma de discriminación prohibida. El acoso y las represalias también son formas prohibidas de discriminación.

Los ejemplos de tipos de discriminación prohibidos basados en la raza, el color, el origen nacional, el sexo, la discapacidad o la edad incluyen: denegación a un individuo de cualquier servicio, ayuda financiera u otro beneficio; distinciones en la cantidad, calidad o manera en que se proporciona un beneficio; segregación o tratamiento separado; restricción en el disfrute de ventajas, privilegios u otros beneficios provistos; discriminación en cualquier actividad relacionada con carreteras e infraestructura o instalaciones construidas o reparadas; y discriminación en el empleo.

Justicia Ambiental/ Declaración de Política de Dominio Limitado de Inglés

La MPO de Santa Fe también se compromete a garantizar que se hará todo lo posible para evitar la discriminación de poblaciones de bajos ingresos y minorías como resultado del impacto de sus programas o actividades de acuerdo con la Orden Ejecutiva 12898, <Acciones Federales para Abordar la Justicia Ambiental en Poblaciones Minoritarias y en Poblaciones de Bajos Ingresos.>

Además, la MPO de Santa Fe también asegura que se harán todos los esfuerzos para proporcionar un acceso significativo a las personas que tienen un dominio limitado del inglés, de conformidad con la Orden Ejecutiva 13166, <Mejorando el Acceso a los Servicios para Personas con Dominio Limitado del Inglés>.

Definición de asistencia financiera Federal y beneficiarios afectados

La asistencia financiera federal se define como los dólares federales que se asignan a la MPO de Santa Fe para respaldar cualquier programa y actividad, a modo de donación, préstamo o contrato, que no sea un contrato de seguro o garantía.

Formas Específicas de Discriminación Prohibidas

Los esfuerzos de Santa Fe MPO para prevenir la discriminación deben abordar, pero no están limitados a:

- La denegación de servicios, ayuda financiera u otros beneficios provistos bajo un programa.
- Distinciones en la calidad, cantidad o forma en que se proporciona el beneficio.
- Segregación o separación en cualquier parte del programa.
- Restricción en el disfrute de cualquier ventaja, privilegio u otros beneficios proporcionados a otros.
- Diferentes estándares o requisitos para la participación.
- Los métodos de administración que directa o indirectamente o a través de relaciones contractuales derrotarían o perjudicarían el logro de la no discriminación efectiva.
- Discriminación en cualquier actividad relacionada con una carretera, infraestructura o instalación construida o reparada en su totalidad o en parte con fondos federales.

Programas y servicios de Santa Fe MPO cubiertos por el Título VI

El Plan Título VI de Santa Fe MPO se aplica a todos los programas, actividades y servicios MPO de Santa Fe, independientemente de la fuente de financiamiento. Algunas secciones tratan con requisitos específicos (por ejemplo, programas financiados por FTA).

Autoridades

1. Título VI de la Ley de Derechos Civiles de 1964 (42 U.S.C. § 2000d et seq., 78 Stat. 252), (prohíbe la discriminación por motivos de raza, color, origen nacional);
2. Ayuda-Federal Ley de Carreteras de 1973 (. 23 USC §324 y siguientes), (prohíbe la discriminación por razón de sexo);
3. La Ley de Discriminación por Edad de 1975, según enmendada, (42 U.S.C. § 6101 et seq.), (Prohíbe la discriminación en función de la edad);
4. Sección 504 de la Ley de Rehabilitación de 1973, (29 U.S.C. § 794 et seq.) Según enmendada, (prohíbe la discriminación por discapacidad);
5. Ley de Estadounidenses con Discapacidades de 1990, según enmendada, (42 U.S.C. § 12101 et seq.), (Prohíbe la discriminación por discapacidad);
6. La Ley Uniforme de Asistencia de Reubicación y de Políticas de Adquisiciones de Bienes Inmuebles de 1970, modificado, 42 U.S.C. § 4601;
7. La Ley de Política Ambiental Nacional de 1969 (NEPA), 42 U.S.C. § 4321;
8. 49 C.F.R. Parte 21 (titulada <No Discriminación en los Programas con Asistencia Federada del Departamento de Transportación- Efectuación del título VI de la Ley de Derechos Civiles de 1964>);

9. 49 C.F.R. Parte 27 (titulada <No discriminación sobre la base de la discapacidad en programas o actividades que reciben asistencia financiera federal>);
10. 49 C.F.R. Parte 28 (titulada <Aplicación de la no Discriminación Basada en la Discapacidad en el Programa o Actividades Realizadas por el Departamento de Transportación>);
11. 49 C.F.R. Parte 37 (titulada <Servicios de Transportación para Personas con Discapacidades (ADA)>);
12. 23 C.F.R. Parte 200 (FHWA Título VI / Reglamento de No Discriminación);
13. 28 C.F.R. Parte 35 (titulada <Discriminación Sobre la Base de la Discapacidad en los Servicios del Gobierno Estatal y Local>);
14. 28 C.F.R. Parte 50.3 (Directrices del DOJ para la aplicación del Título VI de la Ley de Derechos Civiles de 1964).

Firmado por el Oficial Administrativo Jefe o su designado

Fecha

I. Title VI and Environmental Justice – The Public Participation Plan (PPP)

The Santa Fe MPO Public Participation Plan (PPP) describes how our organization communicates and distributes information to the public as well as how the public can interact and provide comments to our organization. The needs of those traditionally underserved by the existing system will be sought and considered by the Santa Fe MPO.

Through its public involvement efforts, the Santa Fe MPO will strive to achieve the following Title VI and Environmental Justice (EJ) goals:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Title VI states that no person shall, on the ground of race, color, or national origin be excluded from participation in, denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Santa Fe MPO will ensure that the input and feedback from all people will be considered in the development of Santa Fe MPO planning documents and activities.

EJ concerns and goals should be considered throughout all public engagement efforts, from project planning through construction and operation. This includes public outreach conducted during transportation planning and during the environmental reviews required by the National Environmental Policy Act (NEPA).

The following actions related to Environmental Justice and Title VI are meant to reduce the barriers for participation in the decision-making process by low income, minority or disabled individuals.

1. When possible, public meetings will be held in locations that are convenient to low and moderate income neighborhoods and accessible to disabled populations. Such locations include community centers, senior centers and schools. Where possible, members of our organization will meet at the locations of businesses, neighborhood groups, stakeholders, and other agencies.
2. Upon request, all of our organization's work products and documents will be made available in alternative formats, including Braille, large type and languages other than English.
3. The following statement will be included in all of our organization's documents: The *Santa Fe MPO* does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats by contacting the Santa Fe MPO

Santa Fe Metropolitan Planning Organization
P.O. Box 909
Santa Fe, NM 87501
Phone: 505.955.6614

4. The following statement will be included in all meeting announcements:
"Persons with disabilities in need of accommodation contact the City Clerk's office at 505.955.6520, five (5) working days prior to the meeting date."
5. Agencies and organizations that represent low income, minority and disabled populations will be identified and included in our organization's mailings. Our staff will maintain an active listing of contacts for these organizations.
6. Our organization will evaluate Environmental Justice actions and Title VI requirements on an annual basis to ensure effectiveness of public involvement. This document will be reviewed and updated in conjunction with the Public Participation Plan.

Communication and Notification to the Public

All members of the public are ensured protections against discrimination which are afforded to them by Title VI. To ensure open communication with the public, the *Santa Fe MPO* will adhere to the following requirements:

- The *Santa Fe MPO* will disseminate agenda and public meeting information to members of the public via accessible printed and electronic media, including postings on the *Santa Fe MPO's* website (www.santafempo.org) and in the *Santa Fe New Mexican newspaper used for meeting public notifications*. Documents and agendas will be available at the *Santa Fe MPO* office
Mailing: P.O. Box 909
Santa Fe, NM 87504-0909

Office: 500 Market St, Suite 200 (Above REI Store)
Santa Fe, NM
Map: <http://tinyurl.com/l6kejeq>
Directions & Parking: <http://www.railyardsantafe.com/north-railyard/>
and at other locations identified in the Public Participation Plan (see Appendix D of the PPP).
- Public notices of *Santa Fe MPO* meetings will be posted at the location of the meeting site.
- In appropriate documents, the *Santa Fe MPO* will include a statement that the organization complies with Title VI by assuring that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any *Santa Fe MPO* program, activity, or service.

Section VI of this plan describes the procedures on how members of the public can request additional information regarding the *Santa Fe MPO's* Title VI obligation. This

section also identifies the procedures to be followed by members of the public to file a discrimination complaint against the *Santa Fe MPO*.

III. Title VI and Environment Justice – Santa Fe MPO’s Planning Requirements

The Santa Fe MPO is responsible for ensuring Title VI compliance for the following planning activities:

Data Collection

Census and other statistical data will be collected by the Santa Fe MPO or provided to the MPO as a means of identifying low income and minority populations within the Santa Fe MPO’s Planning Area. The data will be maintained for the purpose of planning projects and programs that serve various population groups. The data collection process will be reviewed regularly to ensure sufficiency in meeting Title VI requirements.

- Santa Fe MPO Actions
 - Collect, maintain, and update databases of low income and minority concentrations within the Santa Fe MPO Planning Area
 - Utilize the data when developing plans and studies
 - Develop demographic profile maps to help identify neighborhoods with high concentrations of low income and minority populations
 - Use these maps in various planning documents

Unified Planning Work Program

The Santa Fe MPO Unified Planning Work Program (UPWP) is the annual list of projects and activities that are expected to be completed by staff and the governing and advisory committees for the Santa Fe MPO. In this document, the Santa Fe MPO will identify projects, studies, and other activities that will provide more transportation options to disadvantaged populations.

- Santa Fe MPO Actions
 - Identify planning activities that will encourage involvement by all populations
 - Analyze the benefits and impacts that planning studies might have on low income and minority populations
 - Create maps highlighting socio-economic groups and their geographical relationship to jobs, housing, and transportation options for all modes

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short term program of projects that are expected to be designed, engineered, and constructed within the next four years. Projects should be reviewed to assess the benefits and impacts they might have on various aspects of the population.

- Santa Fe MPO Actions
 - Work with the entities to identify transportation projects that serve areas of the Santa Fe MPO (your organization name) with low income and minority populations
 - Provide opportunity for all populations to provide input into project identification

Statewide Transportation Improvement Program Recommendations

Statewide Transportation Improvement Program (STIP) is the short term program of projects that are expected to be designed, engineered, and constructed within the next four years.

Santa Fe MPO Actions

- Through the TIP process, work with the NMDOT to support projects moving into the NMDOT's STIP.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is the long range, comprehensive plan that identifies the projects, programs, and policies needed in the next 20 years to meet the transportation needs of this area. Using various data collected by the Santa Fe MPO, the MTP can estimate growth patterns of disadvantaged populations and address the benefits and burdens that future transportation projects might have.

- Santa Fe MPO Actions
 - Develop demographic profile maps that project growth in disadvantaged populations over at least a 20 year planning horizon
 - Give all populations opportunity to provide input into project identification
 - Assess the effects that future land use decisions and transportation projects might have on the neighborhoods, the environment, and the economy
 - Ensure that the benefits and impacts of future transportation systems are equally distributed among all areas of the Santa Fe MPO.

Transit Planning

The Santa Fe MPO provides transit service planning and has adopted a Public Transit Master Plan aimed at assisting with the coordination of multiple transit service providers in the metropolitan area. These include:

Santa Fe Trails, launched in January 1993, is the city of Santa Fe's small urban transit system and provides the greatest level of fixed service to the area. Santa Fe Trails was the nation's first transit system to operate its entire fleet with cleaner burning compressed natural gas (CNG).

North Central Regional Transit District

(NCRTD), the region's iconic "Blue Bus," provides free transit service to a four-county area, including Santa Fe County. After much collaboration, including the New Mexico Legislature passing New Mexico's Regional Transit District Act in 2003 and the passage of a 1/8 cent gross receipts tax by the representative counties, a consolidated NCRTD began servicing the region in 2007 with 22 fixed and demand-response routes, 8 of which service the metro area.

New Mexico Park & Ride

NMDOT's New Mexico Park & Ride began service in 2003. The NMDOT operates the Park and Ride Shuttles with three routes servicing the metro area as a primary means of access to the New Mexico Rail Runner Express (NMRX) stations and services for commuters from Los Alamos, Espanola, Albuquerque, and Las Vegas, New Mexico

New Mexico Rail Runner Express

NMRX is New Mexico's first commuter rail service. Inaugurated in 2006, it now provides service seven days a week to 15 stations along a 96.5-mile corridor that runs through Valencia, Bernalillo, Sandoval, and Santa Fe counties. Opened to Santa Fe in 2008, the NMRX provides commuters access via four stations, Railyard Depot, South Capital and Zia and the 599 station.

- **Santa Fe MPO Actions**
 - Using demographic profile maps, ensure that transit routes and stops fully serve those neighborhoods with high concentrations of low income and minority populations.
 - Work with transit service providers to identify necessary changes to routes
 - Ensure bus stop locations are fully accessible for all users, both at the site and in the vicinity

IV. Organization/Staff Responsibilities

Organizational Overview: *The Santa Fe MPO exists as a result of a Joint Powers Agreement that includes the City of Santa Fe, Santa Fe County, Pueblo of Tesuque and the NMDOT. The MPO is established as a separate body. The purpose of the MPO is to provide joint and coordinated transportation planning throughout the MPO Planning Area in accordance to all federal and state laws.*

The Santa Fe MPO is organized with a Transportation Policy Board (TPB) consisting of representatives from the City, the County, Pueblo of Tesuque and the NMDOT, a Technical Coordinating Committee (TCC), consisting of staff from each agency and three MPO staff including the MPO Officer, MPO Senior Planner and MPO Transportation Planner. The TPB establishes policies and plans that govern the Metropolitan Planning process. The City of Santa Fe, in consultation with the TPB, shall hire and retain MPO staff and acts as the fiscal agent for the MPO.

Given the City of Santa Fe hosts the Santa Fe MPO and Santa Fe MPO staff are city employees, the City of Santa Fe's Equal Employment Opportunity Commission (EEOC) Compliance Officer within the Human Resources Department shall serve as the Title VI Coordinator for the Santa Fe MPO.

Title VI Coordinator Responsibilities: The Title VI Coordinator is responsible for the development and implementation of the Title VI plan. The Coordinator must also ensure that all entities of the Santa Fe MPO are compliant with Title VI requirements. The Title VI Coordinator is also responsible for:

- Submitting a Title VI plan and updates when there are changes in procedure, organizational structure, or complaints, to the NMDOT Title VI Coordinator. Submitting a Title VI plan every three years and an annual update to the NMDOT Title VI Coordinator. The annual updates should include, but are not limited to, any changes in procedure and organizational structure. If there are no changes, correspondence should be submitted stating there are no changes. All Title VI complaints should be reported to the NMDOT Title VI Coordinator as they occur, as well as in the annual report. Annual updates are due by October 1.
- Developing procedures for receiving, processing, investigating and reporting Title VI complaints.
- Maintaining a Title VI complaint log so that three years of complaints are documented.
- Developing procedures for the collection and analysis of statistical data.
- Developing a program to conduct Title VI reviews or program areas.
- Conducting annual assessments of identified Title VI program areas.
- Developing Title VI information for dissemination.
- Establishing procedures for resolving deficiency status and reducing to writing the remedial action agreed to be necessary.

V. Primary Program Area & Review Procedures

The Santa Fe MPO engages in the following program areas.

Program Area	General Description	Title VI/ Nondiscrimination Concerns and Responsibilities	Review Procedures for Ensuring Nondiscrimination
Transportation Planning	The purpose of the MPO is to provide joint and coordinated transportation planning throughout the MPO Planning	See section III. Title VI and Environment Justice – Santa Fe MPO's Planning Requirements	See section II. Title VI and Environmental Justice – The Public Participation Plan (PPP)

	Area in accordance to all federal and state laws.		
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VI. Title VI Complaint Procedures

The Santa Fe MPO is committed to ensuring that all residents have equal access to all transportation services. It is further the intent of the Santa Fe MPO that all residents are aware of their rights to such access. Any person believing he or she has been excluded from, denied participation in, denied the benefits of, or otherwise has been subjected to discrimination under any transportation service, program or activity (whether Federally-funded or not) due to that person's race, color, national origin, gender age, disability, economic status, or limited English proficiency has the right to file a complaint.

The complaint procedures cover the following:

- Title VI of the Civil Rights Act of 1964
- Section 504 of the Rehabilitation Act of 1973
- Civil Rights Restoration Act of 1973
- Civil Rights Restoration Act of 1987
- Americans with Disabilities Act of 1990
- Executive Order 12898
- Executive Order 13166

An individual, group of individuals or entity may file a formal Title VI complaint. Complaints must be submitted to the NMDOT Title VI Coordinator in writing, signed and dated, within 180 days of the alleged discriminatory act (or latest occurrence). The complaint should be submitted to the following address:

Attn:
Title VI Coordinator & City of Santa Fe
EEOC Compliance Officer
Human Resources Department
PO Box 909
Santa Fe, NM 87504

The complaint should include the name, address, phone number and signature of complainant. The formal complaint should describe the alleged discriminatory act that violates Title VI in detail.

Title VI complaints may also be filed directly with the New Mexico Department of Transportation (NMDOT), United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA) or the Federal Railroad Administration (FRA) within the 180 day period of the alleged discriminatory act (or latest occurrence).

Verbal complaints will be accepted and transcribed by the Human Resources Department. To make a verbal complaint, call (505) 955-6591 and ask for the EEOC Compliance Officer

You also have the right to file a complaint with an external entity such as the New Mexico Department of Transportation (DOT), a federal or state agency, or a federal or state court. For complaints submitted to NMDOT, they must be submitted to the NMDOT Title VI Coordinator in writing, signed and dated, within 180 days of the alleged discriminatory act (or latest occurrence). The complaint should be submitted to the following address:

Attn: Title VI Coordinator
Office of Equal Opportunity Programs
1596 Pacheco St.
Suite 201
Santa Fe, NM 87505

The complaint you are submitting to the entity should include the name, address, and phone number and signature of complainant. The formal complaint should describe the alleged discriminatory act that violates Title VI in detail.

Title VI complaints may also be filed directly with the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA) or the Federal Railroad Administration (FRA) within the 180 day period of the alleged discriminatory act (or latest occurrence).

Should a complaint be filed with the SFMPO through Santa Fe Human Resources Department and an external entity simultaneously, the external complaint shall supersede the SFMPO complaint and the SFMPO complaint procedures will be suspended pending the external entity's findings.

Title VI complaints must be investigated within 60 days. Investigating a complaint includes interviewing all parties involved and key witnesses. The investigator may also require relevant information. The Santa Fe MPO may specify if there is a particular individual(s) that the Santa Fe MPO should not investigate the complaint due to conflict of interest or other reasons.

Title VI complaints may be forwarded to either NMDOT or FHWA for investigation. If the complaint is forwarded to one of these agencies, the Santa Fe MPO will provide the name and contact information for the person handling the Title VI complaint to the complainant.

Federal law prohibits retaliation against individuals because they have filed a discrimination complaint or otherwise participated in a discrimination investigation. Any alleged retaliation should be reported in writing to the investigator.

Title VI complaints may also be filed directly with the following agencies as stated above:

New Mexico Department of Transportation
Construction and Civil Rights Bureau
Attn. Title VI Coordinator
1570 Pacheco St. Suite A-10
Santa Fe, NM 87505
Phone: (505) 470-9668

or

Federal Highway Administration, New Mexico
Attn. Civil Rights Coordinator
4001 Office Court Dr. Suite 801
Santa Fe, NM 87507
Phone: (505) 820-2021

Santa Fe MPO Title VI Complaint Form

Section I	
Name:	
Address:	
Telephone (Home/Cell):	Telephone (Work):
Email Address:	
Section II	
Are you filing this complaint on your own behalf: Yes <input type="checkbox"/> No <input type="checkbox"/>	
*If you answered "yes" to this question, go to Section III.	
If you answered "no" please enter the name and relationship of the person you are filing the complaint against:	Name: Relationship:
If you are filing a complaint as a third party, please explain why in the space below:	
Have you obtained permission of the aggrieved party if you are filing on behalf of a third party: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Section III	
I believe the discrimination I experienced was based on (check all that apply): <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin	
Date of Alleged Discrimination (Month, Day, Year):	Date:
Explain, as clearly as possible, what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as the names and contact information of any witnesses. If more space is needed please attach additional sheets to this form:	

Section IV

Have you previously filed a Title VI complaint)? Yes ☐ No ☐

Section V

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? Yes ☐ No ☐

If yes, please check and name all that apply:

☐ Federal Agency: _____

☐ Federal Court: _____

☐ State Agency: _____

☐ State Court: _____

☐ Local Agency: _____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name: _____

Title: _____

Agency: _____

Address: _____

Telephone: _____

Section VI

Name of agency complaint is against:

Contact person:

Title:

Telephone number:

Signature: _____

Date: _____

Please submit this form in person at the address below, or mail form to:

Attn: Title VI Coordinator & City of Santa Fe
EEOC Compliance Officer
Human Resources Department
(505.955.6602)
Physical:
200 Lincoln Avenue
Santa Fe, New Mexico 87504-0909

Mailing:
PO Box 909
Santa Fe, NM 87504

Santa Fe MPO Título VI Formulario

Cumple México

Sección I	
Nombre:	
Dirección:	
Teléfono (Casa/Celular):	Teléfono (Trabajar):
Dirección de correo electrónico:	
Sección II	
¿Está usted presentando esta queja en su propio nombre: Sí <input type="checkbox"/> No <input type="checkbox"/>	
* Si usted contestó "sí" a esta pregunta, pase a la Sección III.	
Si su respuesta es "no", por favor escriba el nombre y la relación de la persona que está presentando la queja en contra:	Nombre: Relación:
Si usted está presentando una queja en calidad de tercero, por favor, explica por qué en el siguiente espacio:	
¿Te ha obtenido el permiso de la parte perjudicada, si usted está presentando en nombre de un tercero: Sí <input type="checkbox"/> No <input type="checkbox"/>	
Sección III	
Creo que la discriminación que experimenté fue basado en (marque todo lo que corresponda): <input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Origen Nacional	
Fecha de la discriminación alegada (Mes, Día, Año):	Fecha:
Explicar, lo más claramente posible, lo que sucedió y por qué usted cree que fue discriminado. Describir todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la persona (s) que discriminó (si se conoce), así como los nombres y información de contacto de cualquier testigo. Si necesita más espacio, adjunte hojas adicionales a este formulario:	

Sección IV

¿Ha previamente presentado una queja del Transportation VI con el Departamento de Transporte de Nuevo Mexico (NMDOT)? Sí ☐ No ☐

Sección V

¿Ha presentado esta queja con cualquier otro federal, estatal o local, o ante cualquier tribunal federal o estatal? Sí ☐ No ☐

En caso afirmativo, marque y el nombre de todas las que correspondan:

☐ Agencia Federal: _____

☐ Tribunal Federal: _____

☐ Agencia Estatal: _____

☐ Tribunal Estatal: _____

☐ Agencia Local: _____

Sírvanse proporcionar información acerca de una persona de contacto en la corte / entidad donde se presentó la queja.

Nombre: _____

Título: _____

Agencia: _____

Dirección: _____

Teléfono: _____

Sección VI

Nombre de la agencia de queja es contra:

Persona de contacto:

Título:

Teléfono:

Firma: _____

Fecha: _____

Por favor, envíe este formulario en persona en la dirección indicada más abajo, o en forma de correo electrónico a:

Attn: Title VI Coordinator & City of Santa Fe

EEOC Compliance Officer

Human Resources Department

(505.955.6602)

200 Lincoln Avenue

Santa Fe, New Mexico 87504-0909

Envío:

PO Box 909

Santa Fe, NM 87504

VII. Title VI Program Management Procedures

The Santa Fe MPO staff in conjunction with the City of Santa Fe Title VI Coordinator shall ensure the following occurs:

- The transportation planning process fully complies with the requirements of Title VI.
- Monitor the transportation planning process overall strategies and goals and ensure compliance with Title VI requirements.
- Review operational policies and procedures to ensure Title VI compliance.
- Monitor the service equities of planning data collection and analysis for potential impacts on social, economic, and/or ethnic groups.
- Ensure the planning organizational membership attempts to reflect the makeup of the population served. This would include periodically reporting the Santa Fe MPO racial, ethnic, and gender composition of public involvement organizations or groups.
- Ensure the opinions and views of all groups within their populations are solicited and considered in the planning of transportation projects.
- Monitor compliance with Environmental Justice issues to identify low-income and minority populations that may be impacted by transportation planning process.
- Evidence that input from minority groups/persons has been considered in the transportation planning process. Evidence could include but is not limited to the participation level and composition of participants in public information settings. Also reporting any follow-up and conclusions to issues communicated throughout the planning process.
- Monitor the gathering and utilization of demographic data used to identify and locate low-income and minority populations in order to investigate the possible benefits and detriments of transportation plans on these populations.
- Monitor compliance with Limited English Proficiency (LEP) populations to improve access and comprehension of the transportation planning process for individuals comprising the LEP population.

VIII. Title VI Related Training

The Santa Fe MPO staff in conjunction with the Title VI Coordinator shall ensure that staff is trained and familiar with Santa Fe MPO related policies and procedures. In coordination with the City of Santa Fe Human Resources Office and the NMDOT Santa

Fe MPO staff shall each participate in the State New Mexico State Personnel Office (SPO) where basic Title VI information training is provided to New Mexico state employees. NMDOT staff participates and delivers training to MPOs and R/TPOs membership upon request. The Santa Fe MPO will also request that the NMDOT in conjunction with the FHWA provide a comprehensive Title VI and Environmental two day training to MPO staff where other NMDOT and local agency staff may be invited within two years of the adoption of this plan.

IX. Limited English Proficiency (LEP) Plan

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write, or understand English is a type of national origin discrimination. Any agency receiving federal funds needs to develop a Limited English Proficiency (LEP) Plan.

The primary element of the LEP Plan is the Four Factor Analysis.

The Four Factor Analysis includes the following factors:

- **Number or Proportion of LEP Individuals:** This factor should describe your efforts to provide meaningful opportunities to your Limited English Proficient population. Your organization should ask *"What number or proportion of individuals will be excluded from benefits or services absent efforts to remove language barriers?"*
- **Frequency of Contact with the Program:** If LEP persons must access your program/activity daily, the recipient of federal funds has a greater responsibility to tailor their services to the needs of LEP persons. This factor should be data driven and decisions should be in direct correlation to whatever data gathering exercises your organization uses.
- **Nature and Importance of the Program:** The need LEP individuals have to access benefits and services amplify with programs where the denial or delay of access may have life or death implications. Recipients of federal funds should identify programs of this type of importance and describe the process to ensure LEP persons are not denied or delayed in receiving the service or benefit of that service.
- **Resources Available:** Your organization may have limited resources and may not have to take the same steps as a larger organization to provide LEP assistance in programs that have a limited number of LEP persons (e.g., where contact is infrequent, where the total cost of providing language services is relatively high, and/or where the program is not crucial to a person's day to day existence.) Claims of limited resources will need to be well-substantiated.

In addition, your organization should address the appropriate mix of written and oral language assistance. Your organization should identify the following:

- Documents that should be translated
- Process to identify when oral translation is needed
- When services should be immediately available

Santa Fe MPO LEP Plan

This Limited English Proficiency (LEP) plan was developed to ensure equal access to services provided by the Santa Fe MPO for persons with limited English proficiency. Limited English proficient individuals are defined as individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled language assistance with respect to a particular type or service, benefit, or encounter.

The Santa Fe Metropolitan Planning Organization (MPO) has been serving the greater Santa Fe metropolitan area since 1982, providing valuable transportation planning services to the locally elected officials and the citizens of its member agencies. The MPO decides on funding allocations for planned transportation projects within the MPO Planning Area.

It is the Santa Fe MPO's policy to ensure that reasonable steps are taken to provide meaningful access and an equal opportunity to participate in planning activities, services, and programs that provide benefits to individuals whose first language is not English. This policy includes providing oral interpretation or written translation of vital documents and other information to LEP persons and their authorized representatives. All interpreters, translators, and other aids needed to comply with this policy will be provided without cost to the person being served. Further, LEP persons and their authorized representatives will be informed of the availability of such assistance free of charge. This plan will be distributed to the Santa Fe MPO Policy Board and shall be kept with the Santa Fe MPO staff and should be used as guidance with respect to Santa Fe MPO employees' interactions with LEP customers. Additionally, all Santa Fe MPO employees will receive appropriate LEP training.

The Santa Fe MPO's LEP plan is based on the four-factor analysis described above, which is used to determine the appropriate language assistance services to ensure that an LEP person has meaningful access to the Santa Fe MPO's programs and activities. The four factors on which this plan is based are:

Factor 1: The Santa Fe MPO through the development of its Metropolitan Transportation Plan includes a demographic analysis of its "planning area." This includes census data that details socio-demographic information that provides an understanding of languages primarily spoken in Santa Fe MPO planning area. Factor 2: To determine the frequency with which LEP persons come in contact with the Santa Fe MPO activities, services, and programs, the Santa Fe MPO will utilize information shared by the City of Santa Fe to determine the frequency of contacts and the languages being requested. Factor 3: To determine the nature and importance of Santa

Fe MPO activities, services and programs provided to LEP persons, the Santa Fe MPO will identify the programs, services, and activities that may have a serious consequence to program access and receipt of services, benefits, and activities if language barriers impact the ability of LEP persons to fully participate. Factor 4: To determine resources available to assist LEP persons and the costs associated with those resources, the Santa Fe MPO will explore the most cost-effective means of delivering competent and accurate language services.

The Santa Fe MPO in conjunction with the City of Santa Fe will provide the following services to LEP persons if needed:

Oral interpretation – The Santa Fe MPO will provide oral interpretation by certified contractors. At the point of first contact with an LEP person, the Santa Fe MPO staff will: (1) determine whether the individual is an LEP person by determining his or her primary language; and (2) secure the appropriate language assistance service.

Written Translations –The Santa Fe MPO will translate documents determined to be vital to the decision making surrounding the use of all federal fund grants.

X. External Communication (Notification to Public Beneficiaries)

The Santa Fe MPO shall disseminate information to members of the public detailing Title VI obligations and notify members of the public of the protections against discrimination afforded to them by Title VI. Requirements include:

Dissemination of printed and electronic media including posting on the Santa Fe MPO website (www.santafemppo.org)

At a minimum, the notification shall include the following:

1. Statement that the Santa Fe MPO operates under Federal Grant Programs without regard to race, color, national origin, sex, age, or disability.
2. Adopted Title VI procedures to be followed by members of the public to request additional information regarding your organization's Title VI obligation.
3. Adopted Title VI procedures to be followed by members of the public to file a discrimination complaint against your organization.

XI. Notice of Rights

The SFMPO will disseminate agenda and public meeting information to members of the public via accessible printed and electronic media, including postings on the SFMPO website: www.santafemppo.org and in the Santa Fe New Mexican.

- Public notices of MPO meetings will be posted at the location of the meeting site.
- In appropriate documents, the SFMPO will include a statement that the organization complies with Title VI by assuring that no person shall on the

grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Santa Fe MPO program, activity, or service.

Your Rights Against Discrimination Under Title VI of the Civil Rights Act of 1964

The Santa Fe MPO operates its programs and services without regard to race, color, national origin, sex, age, and disability. Anyone who believes they have been excluded from participation in, denied benefits of, or otherwise subjected to discrimination under any Santa Fe MPO program or activity because of their race, color, national origin, age, sex, or disability may file a discrimination complaint with Santa Fe MPO or the New Mexico Department of Transportation.

To file a Title VI discrimination complaint, please contact:

Attn: Title VI Coordinator & City of Santa Fe
EEOC Compliance Officer
Human Resources Department
(505.955.6602)
Physical:
200 Lincoln Avenue
Santa Fe, New Mexico 87504-0909

Mailing:
PO Box 909
Santa Fe, NM 87504

Appendix A

FHWA Assurances for Title VI and Other Nondiscriminatory Statutes

The Santa Fe MPO thereafter referred to as the "Recipient") HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration (FHWA), is subject to and will comply with the following:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252(, (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *non-discrimination, In Federally-Assisted Programs Of The Department of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Act, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measure necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from the DOT, including the FHWA.”

Specific Assurances

More specifically and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted programs and activities:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient shall insert the following notification in all solicitations for bids, Request For Proposals for work, or material subject to the Acts and the Regulations and made in connection with the Federal Aid Highway Program, and in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The Santa Fe MPO in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of Appendix B and F of this Assurance in every contract or agreement subject to the Act and Regulations.
4. The Recipient shall insert the clauses of Appendix C of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend the right to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix D and Appendix E of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties.
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired, or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the project, except where the Federal assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the Assurance obligates the Recipient or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the officials to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this Assurance.

By signing this Assurance, the Santa Fe MPO also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the Federal Highway Administration access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the Federal Highway Administration. You must keep records, reports, and submit the material for review upon request to the Federal

Highway Administration, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The *Santa Fe MPO* gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under Federal-Aid Highway Program. This ASSURANCE is binding on it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Signed by Chief Administrative Officer or Designee

Date

Appendix B

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time-to-time, (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or

indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of the 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the New Mexico Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the Santa Fe MPO or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor's non-compliance with the nondiscrimination provisions of this contract, the Santa Fe MPO will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating or suspending the contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Santa Fe MPO or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Santa Fe MPO to enter into any litigation to protect the interests of the Santa Fe MPO. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Appendix C

Covenant Running with the Land Assurance

The following clauses shall be included in deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the State of New Mexico will accept title to the lands and maintain the project constructed thereon, in accordance with Title 23, United States Code, the Regulations for the Administration of Federal Aid for Highways and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in

Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. §2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the State of New Mexico all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(Habendum Clause)

TO HAVE AND TO HOLD said lands and interests therein unto the State of New Mexico and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the State of New Mexico, its successors and assigns.

The State of New Mexico, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby conveyed [,] [and]* (2) that the State of New Mexico will use the lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department shall have a right to enter or re-enter said lands and facilities on said land, and the above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such clause is necessary in order to Make clear the purposes of Title VI of the Civil Rights Act of 1964.)

Appendix D

Clauses for Transfer of Real Property Acquired or Improved Under the Activity, Facility, or Program

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the State of New Mexico, pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.)

for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, the State of New Mexico will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) and never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the State of New Mexico will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the State of New Mexico and its assigns.*

(* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

Appendix E

Clauses for Transfer of Real Property Acquired or Improved Under the Activity, Facility or Program

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the State of New Mexico pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and

the furnishing of services thereon, no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, the State of New Mexico will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to the deeds, in the event of breach of any of the above Non-discrimination covenants, the State of New Mexico will there upon revert to and vest in and become the absolute property of the State of New Mexico and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

Appendix F

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et. seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose

property has been acquired because of Federal or Federal-aid programs and projects);

- Federal-Aid Highway Act of 1973, (29 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the program or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your program (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (U.S.C. 1681 *et seq.*)



Santa Fe MPO Staff Report

Technical Advisory Committee:

September 24, 2018

Santa Fe MPO Policy Board:

September 27, 2018

Matter of Approval: Santa Fe MPO Staff Transitioning Plan

RECOMMEND ATION: Approval by the MPO Transportation Policy Board of the following:

- (1) to designate the current MPO Senior Planner, Erick Aune, as MPO Officer starting on October 1, 2018; and,
- (2) to work with the City of Santa Fe to hire an additional MPO Staff to provide administrative support directly for the MPO Program.

Background:

The current MPO Officer, Mark Tibbetts, is retiring from the City of Santa Fe and the MPO on September 30, 2018. According to the Joint Powers Agreement forming the MPO, it is essential to have an MPO Officer in place for the purpose of daily administration of MPO activities. It is also important to have continuity of succession to ensure a high level of experience and competency to maintain timely completion of tasks in the UPWP. Erick Aune is currently the MPO Senior Planner and is more than qualified to assume the MPO Officer position. The MPO Officer is a non-union position at the City.

Due to limited federal grant funding based on population size, the Santa Fe MPO staff has been multi-task in order to operate. The MPO Officer assumes a high level of accountability for development and production of required documents while performing planning activities and administrative functions. It would be more efficient and effective to have administrative support to assist the MPO Officer and planners in initiating and processing contracts, travel, invoices, and budget adjustments. An additional MPO staff to support administrative activities will help focus staff time for ongoing planning priorities.

Findings and Analysis:



Santa Fe MPO Staff Report

Technical Advisory Committee:

September 24, 2018

Santa Fe MPO Policy Board:

September 27, 2018

Agenda Item: Update on Transportation Improvement Program

RECOMMENDED ACTION: Discussion Item only

Background: It is Staff's goal to make discussions surrounding TIP items more efficient. In order to do so, a template TIP summary document was drafted to easily convey important facts about each project. We have focused on construction projects and would be happy to detail transit projects/programs if desired.

Findings and Analysis: None at this time – seeking committee/board feedback at this time.

S100121

Santa Fe County NE Connector

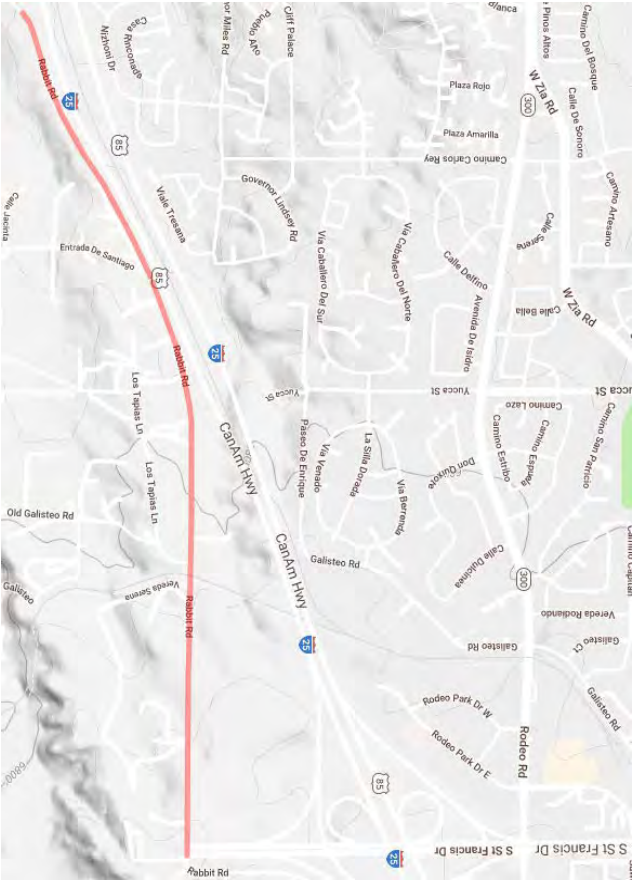
	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
PE	\$ 1,000,000					
Construction	\$ 2,232,644					
Total	\$ 3,232,644	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 3,232,644					

Scope

ROW acquisition, design, and construction of a new section of roadway and upgrade of existing roadway.

Termini

Interchange reconfiguration and bridge reconstruction



S100250

La Cienega/La Bajada Area Bridge

	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction				\$ 10,000,000		
Total	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -
Total Cost	\$ 10,000,000					

Scope

Pavement preservation at various locations along interstate 25 in the MPO Area.

Termini

I 25 from Cochiti Exit to North of NM 599 milepost 264 to 276 (12 mile)



S100370

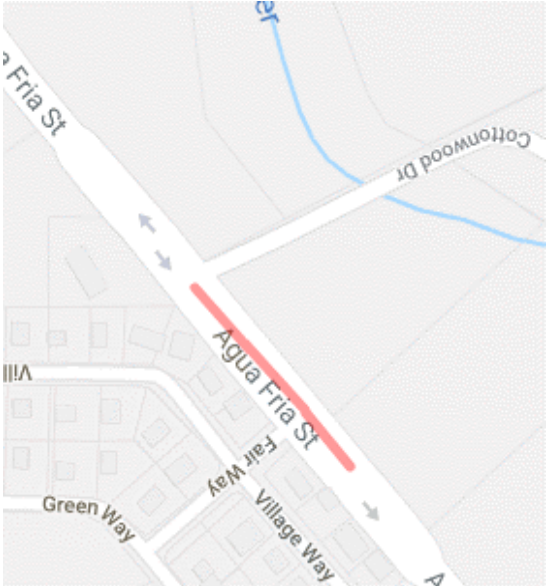
Agua Fria St/Cottonwood Dr Intersection

	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
PE	\$ 57,000					
ROW	\$ 50,000					
Construction		\$ 969,000				
Total	\$ 107,000	\$ 969,000	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 1,076,000					

Scope

Deign, ROW acquisition and construction of a roundabout at the intersection.

Termini
Intersection at Agua Fria and Cottonwood



S100430
NMS599/US285 Ramp

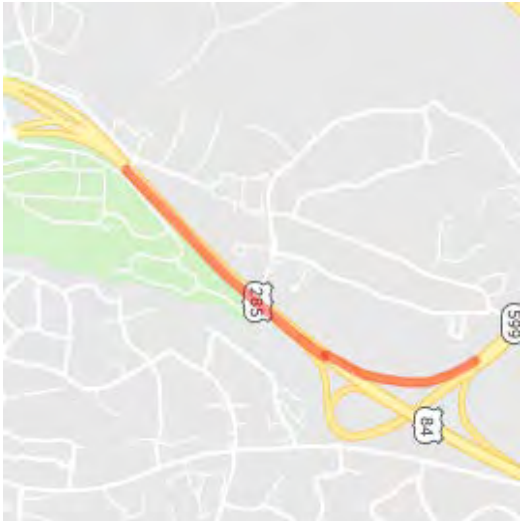
	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
PE	\$ 350,000					
Construction		\$ 800,000				
Total	\$ 350,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 1,150,000					

Scope

Lengthen SB on-ramp

Termini

TBD



NM 466 (St. Michael's)

[illegible]

Study, design and construction of the St Francis Dr/St Michaels Dr interchange; rail trail underpass design and underpass; pedestrian ADA improvements; road diet study, pavement preservation.

Interchange reconfiguration and bridge reconstruction

S100460

Guadalupe St. Reconstruction Road Diet

	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
PE		\$ 52,201				
Construction			\$ 4,150,000			
Total	\$ -	\$ 52,201	\$ 4,150,000	\$ -	\$ -	\$ -
						\$ 4,202,201

Scope
Lane reduction, Pedestrian and bicycle improvements, signalized intersection improvements, lighting and drainage accomodations. New signing and striping.

Termini

Guadalup St from Agua Fria to Pasea de Peralta

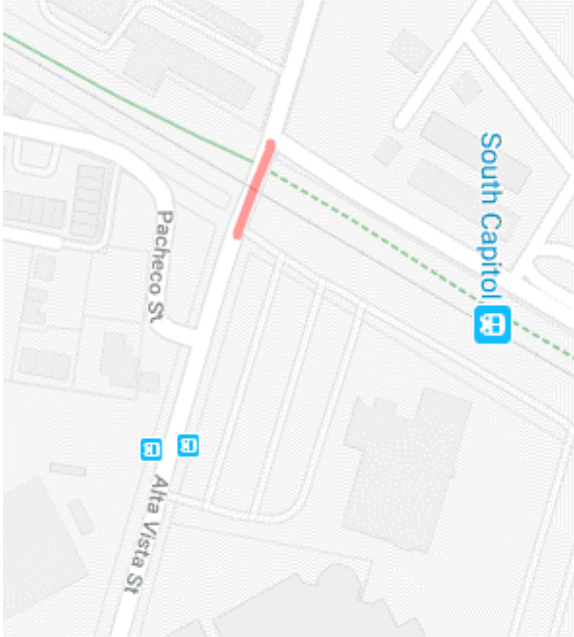


S100510
Alta Vista Street Crossing

	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction		\$ 97,000				
Total	\$ -	\$ 97,000	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 97,000					

Scope
Install lights and gates. Provide advance warning signage at existing sidewalk crossings on south side of Alta Vista Street for use as rail trail crossing.

Termini
Alta Vista/RR intersection.



S100520

I-25 Canoncito

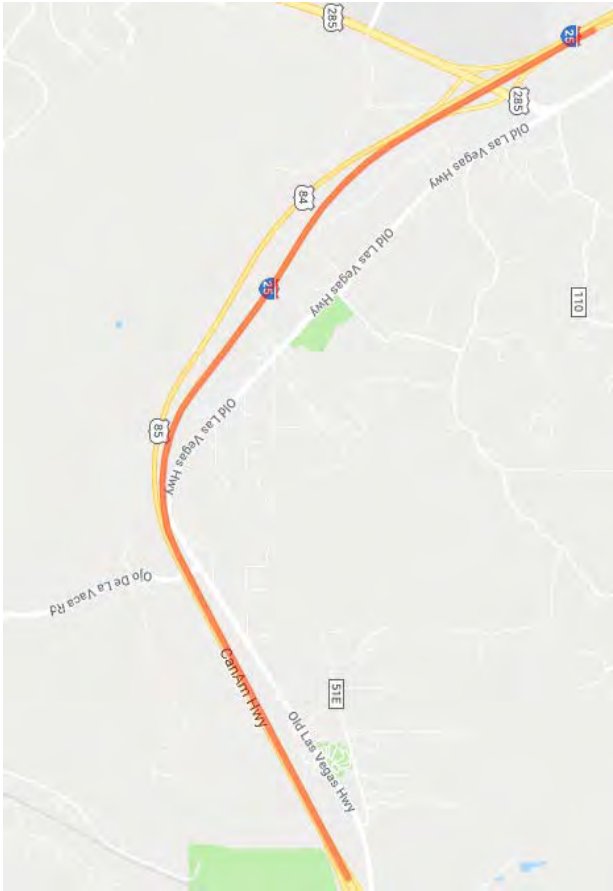
Federal Fiscal Year (FFY)						
	2018	2019	2020	2021	2022	2023
Construction	\$ 8,277,206					
Total	\$ 8,277,206	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 8,277,206					

Scope

Cold milling and HMA inlay of travel lanes and shoulders with replacement of existing guardrail to comply with current guardrail design requirements.

Termini

I-25 from Canoncito to Eldorado milepost 290.4 to 294.1 (3.7 mi).



S100530

CR51 Canoncito Railroad crossing

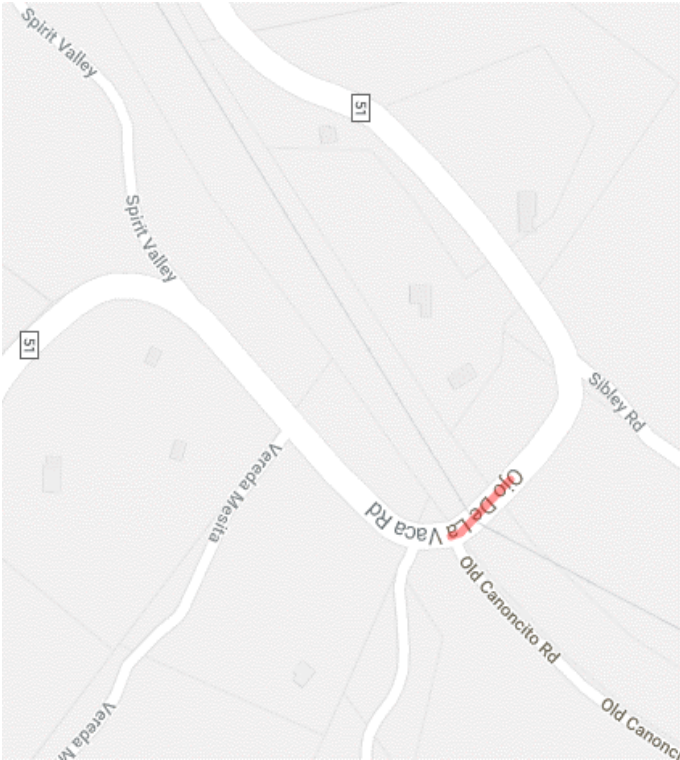
	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction	\$ 173,000					
Total	\$ 173,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 173,000					

Scope

Install new crossing flasher lights and gate arms with constant warning train detection.

Termini

CR51 from milepost 1.5 to 1.6 (.1 mi).



S100540

I-25 Bridges Preventative Maintenance

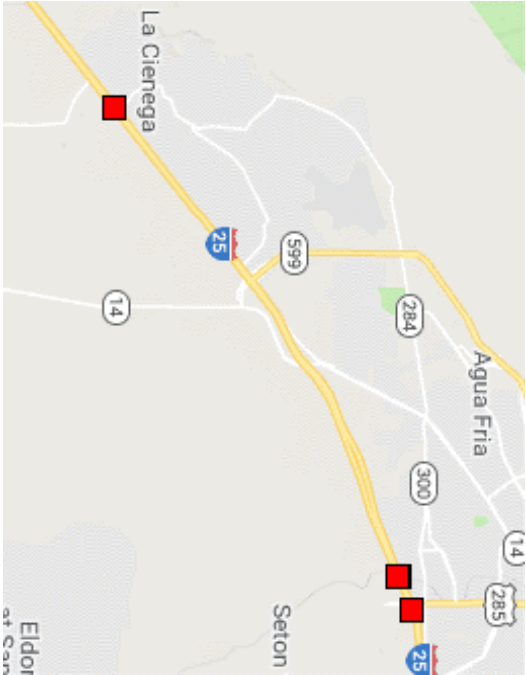
	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction	\$ 820,000					
Total	\$ 820,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 820,000					

Scope

Bridge preservation

Termini

I 25 from I 25 at La Cienega to Bridge 9423 milepost 0 to .07 (.07 mile), I 25 from NB I 25 to Bridge 7501 milepost 281.98 to 282.04 (.06 mile), I 25 from SB I 25 to Bridge 7502 milepost 281.98 to 282.04 (.06 mile), NM 466 from NM 466 to Bridge 7509 milepost 3.62 to 3.7 (.08 mile)



S100570

Cerrillos Rd and Second St

	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction	\$ 820,000					
Total	\$ 820,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 820,000					

Scope

Intersection, ADA, and bus stop improvements

Termini

Intersection of Cerrillos Rd and Second St.



S100580

NM599 Intersection with Via Veteranos

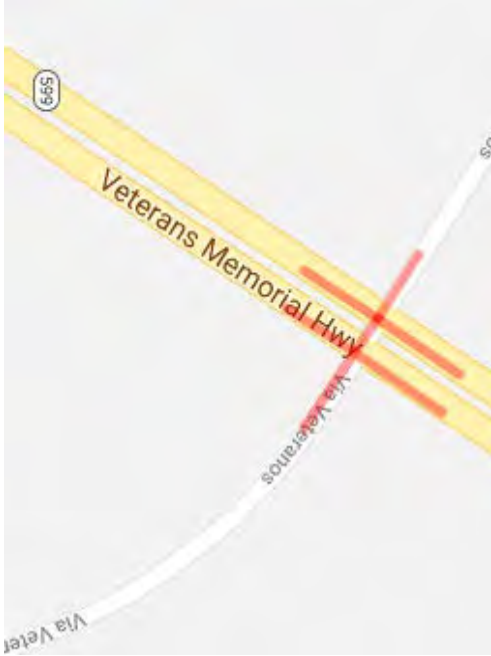
	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction	\$ 500,000					
Total	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost	\$ 500,000					

Scope

Intersection safety improvements

Termini

Intersection on NM 599 at NM 599 and Via Veteranos



S100590

I-25 Frontage Bridge

	Federal Fiscal Year (FFY)					
	2018	2019	2020	2021	2022	2023
Construction						\$ 749,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749,000
Total Cost	\$ 749,000					

Scope

Bridge Preservation. Remove Lead Paint, Rust From Girders, Back walls/Retaining walls, Repaint I 25 Bridge 07373 07374 07375

Termini

I 25 Bridge 07373, I 25 Bridge 07374, I 25 Bridge 07375

