MPO SELF-CERTIFICATION

Adoption of the 2020-2045 Santa Fe Metropolitan Transportation Plan Approved on May 28th, 2020 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically the development of the 2020-2045 Santa Fe Metropolitan Transportation Plan meets the requirements of 23 CFR 450.324 detailing the requirements of the MTP.

The MTP also meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630 with the inclusion of adopted Performance Targets of the Santa Fe MPO for Performance Measure 2 (Safety), Performance Measure 2 (State of Good Repair), Performance Measure 3 (System Performance), and Transit Asset Management. The MTP was developed by the Santa Fe MPO in accordance with the Santa Fe MPO Public Participation Plan and the Santa Fe MPO Title VI Plan. The Santa Fe MPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) The fiscal constraint required in 23 C.F.R. 450;

(2) 49 U.S.C. 5323(1), 23 U.S.C. 135, and 23 U.S.C. 450.220;

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1101{b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105{f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and U. S. DOT implementing regulation;

(6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and

(7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d).

June 12th, 2019

Anna Hansen, Chair- Santa Fe MPO TPB

Date

5/28/20

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Santa Fe MPO Metropolitan Transportation Plan 2020-2045

APPENDIX A: SHARED ELECTRIC SCOOTERS IN SANTA FE BEST PRACTICES AND RECOMMENDATIONS FOR THE MPO

The past few years have seen an exponential rise in the number of shared electric scooters deployed throughout the United States. From Los Angeles to Little Rock, more than 50 cities nationwide now have fleets of at least 150 scooters; just three years ago, they were nonexistent. As the impressive rider statistics—over 80 million trips in 2018 alone—continue to pile up, so do the concerns. Questions about the safety, accessibility, and equity of micro-mobility services have led dozens of local governments to take regulatory action, including some outright bans, on the industry, with at least 44 e-scooter bills introduced thus far across 26 states. Beyond this reactionary legislation, the rapid influx of micro-mobility devices nationwide is already influencing how many communities think about and address mobility; those that have yet to experience e-scooters on their streets need to start having discussions on how to adapt to this significant new trend in transportation, lest they risk falling behind and missing out on the opportunities it presents. Santa Fe recently adopted a resolution directing the City Manager to explore the suitability of a shared electric scooter program within the City. This paper has been prepared to document key considerations regarding e-scooters and the lessons learned from programs in other cities and provide a framework for the City to rollout a program of its own.

OPPORTUNITIES & POTENTIAL ISSUES

E-scooters and other micro-mobility devices offer a number of notable benefits that have gained them a positive reputation among the general public—a 2018 survey covering 11 major U.S. cities found over two-thirds of people support their adoption. The primary opportunities presented by e-scooters stem from their potential to reduce personal motor vehicle trips and mitigate the associated environmental and traffic-related concerns.

One of the most apparent benefits of e-scooters is their substantially smaller ecological footprint compared to a personal motor vehicle. E-scooters require a fraction of the energy to operate and don't consume fossil fuels, so any motor vehicle trip replaced by a scooter trip is a net reduction in emissions. Their overall impact on the environment, though, is dependent on the source of the electricity that powers them.

A robust and well-utilized e-scooter program can also help to alleviate traffic congestion, particularly in dense urban areas. Study of a 2018 pilot project in Portland, Oregon found that approximately half of all e-scooter trips replaced a motor vehicle trip, contributing to a substantial reduction in the number of vehicles on the road (over 700,000 e-scooter trips were taken over the three-month study period). When such large numbers of motor vehicles are being replaced by much smaller e-scooters, there is a natural freeing up of streetspace.

While most e-scooter trips are only a few miles at most in length, they can also help remove longer personal motor vehicle trips from the road by providing better transit connections. The "first and last mile" problem of covering the gap between a transit stop and an individual's unique origin/destination has been a challenging one to address for agencies throughout the world—e-scooters strategically corralled along transit lines offer an easy and efficient means for making these connections.

While e-scooters present a major opportunity for enhancing local transportation networks, a number of potential issues have also arisen as they have become more prevalent. Safety concerns, both for scooter

riders and for pedestrians, have been the main instigator behind a recent rush of regulatory action by communities across the country. Over 1,500 scooter-related injuries have been reported since fall 2017, with several fatal incidents capturing national media attention. While data on scooter crash rates and causes have not yet been thoroughly studied, some risks are evident: inexperience with operating e-scooters, lack of consistent riding etiquette, and conflicts with other modes. Helmet usage rates are also very low. And when ridden and/or parked on sidewalks, e-scooters present a hazard to pedestrians as well, particularly those with mobility impairments. Equity was another concern identified in the review of Portland's pilot study—historically disadvantaged portions of the city received a disproportionately low share of the total deployed scooter fleet.

LESSONS LEARNED & BEST PRACTICES

The first shared e-scooter program was launched by Bird in Santa Monica, California in 2017. Dozens of other communities have seen fleets deployed in the two years since, sometimes without any prior notification by the private operators. This rapid proliferation has allowed for the development of a substantive body of lessons learned and best practices as communities nationwide identify what does and does not work about their e-scooter programs.

To date, Portland has conducted one of the nation's most robust assessments of an e-scooter program. E-scooters were allowed in the city for a 120-day pilot period in 2018, during which city staff collected substantial amounts of data related to trip starts and ends, routes, usage by time-of-day, and safety. Following the end of the study, the data were analyzed, and the findings compiled into a technical report outlining lessons learned and recommendations for the future. Parameters of the regulatory framework established for the pilot included:

- A cap on the total number of scooters allowed from each private operator, with this number gradually increasing throughout the pilot period
- A requirement that each operator deploy 100 scooters every day in East Portland, a historically disadvantaged neighborhood
- Prohibition of riding e-scooters on sidewalks and park trails
- Mandate for all private operators to develop rider education materials

The rollout also coincided with a major public outreach campaign involving distribution of flyers, community events, and digital commenting tools. The collected data were supplemented by a user survey, polling, focus groups, and community feedback. Over 700,000 scooters trips were taken during the pilot, and the analysis concluded that e-scooters have the potential to advance Portland's goal of reducing personal motor vehicle usage. Several issues were also noted: sidewalk riding was a pervasive problem, particularly on higher-speed streets with no dedicated bike facilities, and the private operators did not fully comply with the city's permit requirements relating to equitable distribution and deployment locations. As a result of these findings, the city identified the need to conduct a second, longer pilot study involving more robust permitting, monitoring, and evaluation processes. The new permit outlines specific sets of evaluation criteria and incentives for each private operator.

Denver was one of the cities where private operators deployed scooter fleets without prior authorization in 2018. In response, city staff worked quickly with other stakeholders to establish micro-mobility policies and a one-year pilot program to study their suitability to Denver. The parameters of the pilot were mostly similar to those from Portland, with fleet size restrictions, an incentive for deployment in disadvantaged areas, and data collection requirements. One differing component was an initial rule that e-scooters be relegated to sidewalks. Community feedback led the city to reverse this rule with a follow-up ordinance requiring e-scooters to instead operate in the street. The city also prohibited scooter riding on the 16th Street Mall, a major pedestrian area, and some private operators have established geofences to disable their scooters there. Pending a final report on the pilot, Denver Public Works is anticipating implementation of a permanent micro-mobility program in fall 2019.

In response to the wave of communities that witnessed unauthorized deployment of e-scooters and the disjointed collection of regulations, the Los Angeles Department of Transportation developed a digital tool called the Mobility Data Specification (MDS) in 2018. Using location-based data, MDS allows cities real-time access to an array of data about individual micro-mobility devices including location, route history, and status; it has been hailed as a potentially powerful tool for informing transportation policy, monitoring adherence to permitting requirements, and improving equitable fleet distribution. Since LADOT developed this tool, it has expanded to dozens of other cities. Los Angeles also recently partnered with 15 other major US cities to form the Open Mobility Foundation, a nonprofit focused on addressing a number of urban transportation issues related to micro-mobility.

ALBUQUERQUE

In April 2019, Albuquerque established parameters for the first micro-mobility program in New Mexico—a one-year pilot program allowing a maximum of 750 e-scooters to "better understand the impact of e-scooters on our community and to protect the safety and well-being of Albuquerque residents and visitors." A permit application detailing the scope, stipulations, and data collection requirements of the program was released for interested private operators to review and respond to. The relatively expensive fee schedule, including a $12,000 permit fee, may have dissuaded the most well-known operators—Lime and Bird—from pursuing a permit; Zagster was ultimately selected as the sole vendor for the program, which officially launched on May 24th. Notable rules of the program for operators to follow include establishing designated stations for e-scooter parking, a 15 mile per hour speed limit, an education component to inform users about e-scooter regulations, and monthly reporting to the City on usage-related data. Additionally, e-scooters are banned from the University of New Mexico campus. Through the first three months of the pilot, over 40,000 trips have been logged on e-scooters in Albuquerque. Planning Director Brennon Williams has said that the program is placing minimal burden on city staff since the initial program development and negotiations with Zagster; no fines have yet been incurred by Zagster for violating its agreement, and through July no scooter-related injuries had been reported. A drop in usage was evident in July 2019, which may be partially attributable to excessive heat during that month.

A FRAMEWORK FOR SANTA FE

In May 2019, the City of Santa Fe imposed a one-year moratorium on shared e-scooters to provide time for an assessment of their suitability in the community and for the possible development of a pilot program. While the potential benefits of micro-mobility are impressive, there are also a number of related issues that must be considered and proactively addressed for a program to be effective. The pilot efforts and subsequent findings in other cities provide a wealth of data and examples for the City to draw on as it considers a program of its own. However, context is a key consideration as well—an effective pilot program in Santa Fe will not necessarily look the same as one in Portland or Denver. This section provides some considerations and recommendations related to a potential e-scooter program in Santa Fe.

PILOT PROCESS

Given Portland's decision to implement a second pilot program after the initial 120-day was deemed insufficient, it would be prescient for the City to start with a one-year pilot—this would allow for the collection of a robust amount of data and observation of seasonal trends in usage. Regarding data, interested private operators should be required to provide at least the following information to the City on a regular basis:

- Trip origins, destinations, and routes
- Average and maximum speeds
- Daily deployment locations
- Safety history
- Complaint history
- Customer demographics

The MDS developed by LADOT provides more detailed data specifications that may be referenced as the pilot is developed—the City may also consider involvement with the Open Mobility Foundation. Desired fleet sizes will require additional conversations about the potential impacts, but a gradually increasing maximum per operator is recommended to allow community members time to adapt to e-scooters. The City may also want to identify priority areas in underserved neighborhoods and either mandate or incentivize operators deploy a portion of their fleet in these areas.

The City should also partner with interested private operators in a public rollout at the onset of the pilot to educate the community about e-scooters, covering topics such as why they are being introduced and how they are to be ridden. Community meetings, flyers & signage, and social media could all be utilized. Surveys periodically throughout the pilot would also be helpful in understanding how residents feel about e-scooters once they are introduced and what they feel are the positive and negative elements of the program. Topics to consider asking about include:

- Opinions of e-scooters, both from users and observers
- What mode a user would have chosen for their trip had an e-scooter not been available
- Purpose of e-scooter trips (commuting, recreation, etc.)

When the pilot is complete, an in-depth analysis of all the collected data and feedback should be conducted and summarized in a report that details the results and identifies next steps for e-scooters in Santa Fe.

PERMITTING

The disorder and backlash seen after unauthorized e-scooter deployments in numerous cities highlights the need for a formal micro-mobility permitting process. The permit should clearly lay out the expectations of the program and requirements that each private operator must adhere to; a fine schedule is recommended to reduce the risk of noncompliance. Items common in the permit applications from other cities include:

- Fleet size
- Parking and riding regulations
- Data sharing
- Safety reporting process
- Required device specifications
- Equity plan, including service to underserved areas, accessibility for people with low-incomes and people without smartphones, and translation services

Identifying an appropriate maximum fleet size will ensure the City is not overwhelmed with e-scooters at the onset of the pilot program. Some cities have chosen to severely restrict the number of devices initially introduced—Cedar Rapids, Iowa, a city of approximately 130,000 people, allows only 30 e-scooters—while others have allowed several thousand. Albuquerque set a cap of 750 e-scooters for its one-year pilot. Permitting only a few dozen e-scooters likely would not provide the City sufficient observational data to understand their impact, but more than a few hundred would likely be excessive in a city of 85,000; somewhere between 150 and 250 e-scooters would be a sensible maximum fleet size for the City to consider. Appropriate fees for operators will also need to be determined. Typical ranges from other cities have been $100 - $300 for an application, $5,000 - $15,000 for a permit, and $30 - $80 for each e-scooter deployed. Some cities also have a per-trip surcharge.

Language could also be included in a permit application to incentivize or mandate targeted deployment of e-scooters in specific areas of Santa Fe. Other cities have taken this approach to ensure a portion of the overall e-scooter fleet is provided to historically disadvantaged neighborhoods. In Portland, operators were required to deploy at least 20% of their fleet in East Portland; a follow-up assessment found only of the three permitted operators complied throughout the pilot, though the others were close to the 20% mandate. Denver's pilot program included an incentive for operators to increase their fleet size from 250

to 350 if they committed to keep at least 100 e-scooters within designated "opportunity areas" — predominantly low-income and minority neighborhoods surrounding the downtown core. An interim evaluation of Denver's pilot project showed limited deployment in these "opportunity area," with the vast majority of e-scooters concentrated in the downtown core. Portland's mandate was more successful than Denver's incentives in getting e-scooters to underserved areas and is the recommended priority deployment model for Santa Fe; the Hopewell neighborhood southwest of downtown Santa Fe and downtown itself are areas of the City that could be considered to apply it towards.

USER REGULATIONS

There is still no definitive answer among the transportation community as to whether e-scooters should be ridden on sidewalks or on the street, though many cities are choosing to ban sidewalk riding. Denver recently passed an ordinance giving e-scooters the same rights and regulations as bicycles. This would be a fitting approach for Santa Fe, as it would prohibit sidewalk riding in the busy downtown core while also allowing scooter riders to operate off-street in further-out parts of the City where comfortable on-street bike facilities are lacking but adequate sidewalk infrastructure exists; where sidewalks are deficient or nonexistent, fees collected from the private operators could potentially be used to help fund improvements. The City's extensive network of trails presents another opportunity for accommodating e-scooters, as many of the trails have more-than-sufficient widths (10+ feet) for pedestrians, bicyclists, and scooter riders to comfortably operate amongst each other.

The roadways throughout Santa Fe present varying levels of comfort for on-street scootering. The differences between Cerillos Street and Agua Fria Street, two parallel roads running between the urban core and the airport, are a good example of this—St. Francis is a busy, fast-moving arterial with no dedicated bicycle facilities for a scooter rider to use, while Agua Fria is a calmer and slower street with bike lanes. Just like is done for bicycling, the City could consider identifying a network of preferred routes for scootering that, as much as possible, avoid arterials and their associated safety risks. In addition to Agua Fria, Alameda Street and Galisteo Street are examples of roadways that would provide nice on-street scootering connections from residential areas to destinations throughout Santa Fe.

The City could also consider identifying certain zones where e-scooters are banned entirely from operating through the use of geo-fencing technology. In other cities, this has typically been done in college campuses, pedestrian malls, and other areas with significant foot traffic—the busy Santa Fe Plaza stands out as an area where e-scooter riding may be particularly dangerous for both the riders and pedestrians. Geofencing has also been used to restrict operating speeds in certain areas—e-scooters are permitted to go up to 15 miles per hour within Los Angeles city limits but are automatically slowed to 5 miles per hour when entering Beverly Hills, and e-scooters are slowed from 15 to 8 miles per hour when entering the University of Texas campus in Austin.

In addition to clarifying where e-scooters can be ridden, clear parking guidelines/regulations are a critical element of a potential pilot program. Stationary e-scooters left in pedestrian areas can block transit stops, building accesses, and curb ramps. It is difficult to mandate that e-scooters be left in specified parking zones given their dockless nature, but there are several strategies available to encourage responsible parking behavior. Scooter corrals—paved areas marked as places to leave e-scooters and other micro-mobility devices—have been implemented in numerous cities, typically near transit stops and major destinations. Downtown, the New Mexico State Capitol complex, and Rail Runner stations would be logical locations for corrals in Santa Fe. Geofencing technology can also be used to prohibit people from leaving e-scooters in specific areas where they might be particularly hazardous to others.

Santa Fe MPO Metropolitan Transportation Plan 2020-2045

APPENDIX B: PUBLIC OUTREACH SUMMARY

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EXECUTIVE SUMMARY

On March 1, 2019, the Santa Fe Metropolitan Planning Organization (SFMPO) initiated steps to update the 2015-2040 Metropolitan Transportation Plan (MTP). A major component of the MTP is the development and implementation of a comprehensive public and stakeholder outreach program. The outreach program was initiated on July 1, 2019, and during the course of five months, the SFMPO conducted multiple individual stakeholder meetings, three strategic stakeholder meetings, a public open house, and a comprehensive survey in English and Spanish, garnering 661 survey respondents.

In accordance with 23 CFR 450.316, a metropolitan planning organization is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan. Under this requirement, SFMPOs must allow for:

- adequate public notice of public participation activities;
- review and comment at key decision points in the development of the MTP; and
- multiple, accessible participation formats, including electronic and in-person.

The SFMPO outreach team ensured that both grassroots communication and strategic online communication were utilized to disseminate information about the community's opportunity to participate in the survey and public open house. Furthermore, the project team developed marketing materials and advertisements in English and Spanish that were distributed on the SFMPO website, social media channels, transit outlets, and in a number of public locations, as well as at the public open house. Examples shown below.

Results from the stakeholder meetings, public open house, and survey are provided in the final section of this document.

TARGETED OUTREACH

Public and stakeholder outreach initiatives were planned in July 2019 and finalized in August 2019. The plan began through an analysis of previous and identified outreach strategies to underserved communities within the SFMPO planning area. Public engagement efforts met and surpassed the SFMPO Public Participation Plan requirements provided on the following page.

Through the outreach planning process, the SFMPO and its consultant team, developed a Gantt chart to identify each step within the outreach process. The Gantt chart is below.

PLANNING FOR PUBLIC PARTICIPATION

Public Participation Plan: MTP Update Requirements

Plan Objectives:

- Be developed in consultation with all interested parties.
- Focus on environmental justice and equity, specifically engaging minority populations and low-income populations.
- Ensure that the planning process and planning work products employ innovative visualization and other public engagement techniques to the maximum extent practicable.
- Provide interested parties with ample opportunities to offer ideas, suggestions, and other input on both the planning process and the content of any planning products.
- A schedule for workshops and other meetings shall be developed in consultation with a team selected to support the process to give interested parties opportunities to provide input to the plan.
- Provide for consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies regarding potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- Provide for systematic documentation and archiving of any input received.
- Ensure that all public information is available in electronic, accessible formats and means, as appropriate, to afford reasonable opportunity for public consideration.
- Provide for holding all public meetings at convenient, accessible locations and times.

OUTREACH DELIVERABLES

The SFMPO identified 10 key components for the outreach initiatives, which are outlined in the table below.

Deliverables	
1	Project kick-off – Outlining of deliverables and metrics
2	Development of outreach approach
3	Independent research to identify important areas to conduct stakeholder and public meetings and identify locations to advertise the meetings and survey
4	Development of a website optimization plan for social medial engagement, along with advertisements and fliers
5	Identification of at least 35 organizations to exchange information and post online/cross pollinate MTP information
6	Conduct up to five conference calls with identified influencers such as restaurant and tourism associations and community groups
7	Conduct up to three stakeholder meetings with identified influencer groups
8	Conduct one public open house in an easily accessible area
9	Launch a comprehensive online and print survey in English and Spanish, while providing important communications throughout the SFMPO area to encourage participation.
10	Completion of a public and stakeholder outreach summary

OUTREACH DISTRIBUTION

The strategic outreach plan for promotions and advertisements utilized diverse methods. A concerted effort was made to leverage social media and grassroots promotion of the public open house and survey.

Online outreach included promotional postings on the SFMPO website and social media including Facebook (SFMPO page, Santa Fe Bulletin Board, City of Santa Fe's page, and Mayor Alan Webber's page), Instagram, LinkedIn, Twitter, Nextdoor (both citywide and for City of Santa Fe, District 3), Santa Fe County Sustainability e-newsletter, and County Commissioner Anna Hansen's e-newsletter.

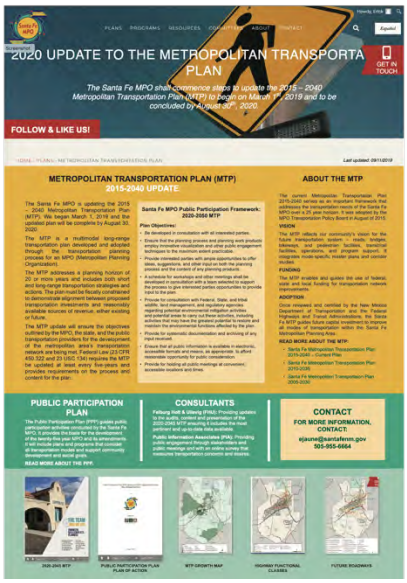
The SFMPO office staffed various tables throughout the metropolitan area, including Southside Farmers Market at Presbyterian Medical Center, Villa Theresa free clinic/SFPS Adelante, Southside Library, and South Capital Rail Runner Station.

Print advertisements were used as well:

- Santa Fe Trails advertisements on the buses – English and Spanish
- Rail Runner advertisement on their screens
- Quarter page flyer drop on Rail Runner seats – English and Spanish
- *Santa Fe Reporter*
  - Print ad
  - Online/print calendar addition for the public meeting
- *Santa Fe New Mexican*
  - Print ad in the Sunday Paper
  - Online banner ad
- City of Santa Fe News Release

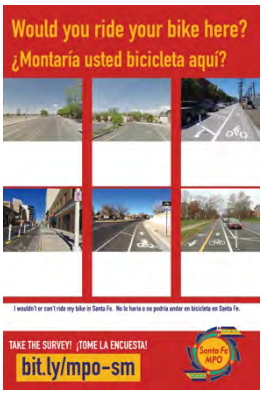
Flyers and surveys advertising the survey and public open house were distributed in English and Spanish to the following locations:

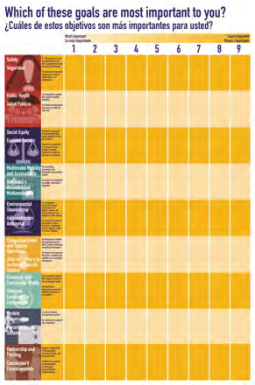
- City Parking Customer Service Desk
- City Water Office
- Southside Library
- La Farge Library
- Southside WIC Clinic
- Chainbreaker Collective
- Sirius Cycles
- San Isidro Church
- La Familia (flyers only)
- Genoveva Chavez Center (flyers only)
- Schools (flyers only):
  - El Camino Real Academy
  - Ramirez Thomas Elementary
  - Sweeney Elementary
  - Nina Otero Elementary
  - Capital High

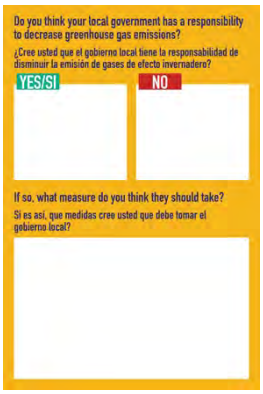
Website (Call-to-Action Banners and Dedicated Landing Page)	Social Media (18 Call-to-Action Content Posts for Facebook and Instagram)	Transit Posters / Advertisements and Postcards (Digital and Print)
	  	   

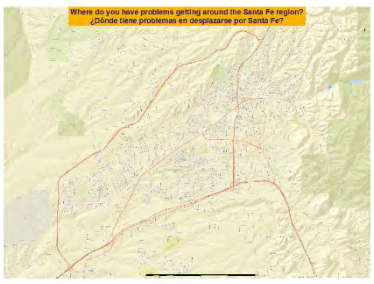
The project team maintained consistency in branding and messaging throughout the process. Interactive posters and guides were used to engage public open house participants.

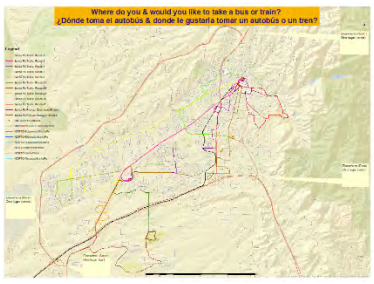
Public Open House
(Interactive Posters and Open House Guide)











PUBLIC AND STAKEHOLDER ENGAGEMENT

The table below provides an overview of key stakeholder and public engagement activities.

Outreach Activity	
Oct. 23	Stakeholder Meeting #1 9 a.m., Wednesday, October 23, 2019 Presbyterian Santa Fe Medical Center 4801 Beckner Road Number of Stakeholders: 3
Oct. 23	Stakeholder Meeting #2 2 p.m., Wednesday, October 23, 2019 Presbyterian Santa Fe Medical Center 4801 Beckner Road Number of Stakeholders: 5
Oct. 24	Stakeholder Meeting #3 10 a.m., Thursday, Oct. 24, 2019 SFMPO Office 500 Market Street, Suite 200 Number of Stakeholders: 12
Oct. 24	Public Open House 5:30 – 7:30 p.m., Thursday, Oct. 24, 2019 Presbyterian Santa Fe Medical Center 4801 Beckner Road Number of Stakeholders: 14
Sept. – Nov.	10 Individual Stakeholder Meetings Homewise, Chainbreaker Collective, Pueblo of Tesuque, NM Department of Health, Restaurant/Lodging Associations, State Climate Change Task Force, State Elective Vehicles, City ADA Coordinator, Christus St. Vincent Community Health, and Santa Fe Prevention Alliance

PUBLIC AND STAKEHOLDER MEETING LOCATIONS

The SFMPO held the three group stakeholder meetings and the public open house in accessible areas across the Santa Fe Metropolitan Planning Area as shown on the map below.

STAKEHOLDER IDENTIFICATION

The project team created a stakeholder database to identify public institutions, government agencies, non-profit organizations, businesses, and advocacy organizations that could be brought to the table to provide input, and to distribute information about the public open house and survey to their networks. The assistance provided by these organizations gave a necessary boost to survey distribution and completion. A complete list of entities in which the SFMPO reached out to is provided on the following page.

Organizations that attended stakeholder meetings include:

- Individual meetings: Homewise, Chainbreaker, Pueblo of Tesuque, NMDOH, Restaurant/Lodging Associations, State Climate Change Task Force, State Electric Vehicles, City ADA Coordinator, Christus St. Vincent Community Health, Santa Fe Prevention Alliance
- Group meetings: Santa Fe Trails, SFPS Sustainability, County DWI, County Commissioners, County Community Services, County Sustainability, City of Santa Fe Economic Development, Villa Therese Free Clinic, Santa Fe Conservation Trust, City of Santa Fe Sustainability, St. Elizabeth's Shelter, Falling Colors, City of Santa Fe Planning, Sierra Club

STAKEHOLDER LIST

Project information was distributed to the following organizations.

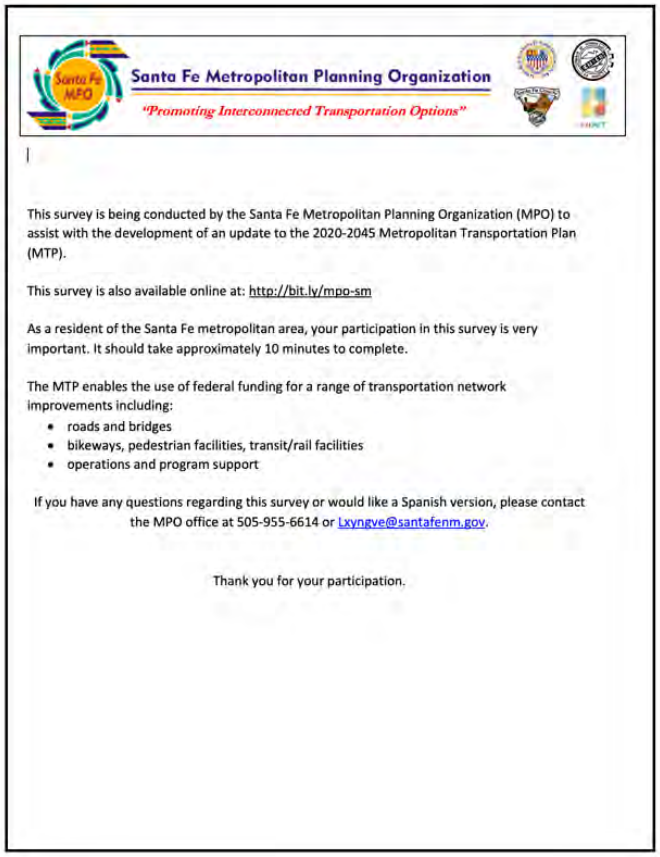
Sector	Organization	Sector	Organization
Business	Santa Fe Business Incubator	Non-Profit	Santa Fe Conservation Trust
Business	Leadership Santa Fe	Non-Profit	Earth Works Institute
Business	Santa Fe Green Chamber of Commerce	Non-Profit	NM Land Conservancy
Culture	Santa Fe Film Festival	Non-Profit	Semos Unlimited
Culture	Santa Fe Opera	Non-Profit	Santa Fe Project Access
Culture	Santa Fe Art Institute	Non-Profit	Interfaith Leadership Alliance of Santa Fe
Culture	Santa Fe Chamber Music Festival	Non-Profit	Santa Fe Indian Center
Culture	Center for Contemporary Arts of Santa Fe	Non-Profit	Boys and Girls Club of Santa Fe
Culture	City of Santa Fe Arts Commission	Non-Profit	Santa Fe Century Committee (bike race)
Culture	El Museo Cultural de Santa Fe	Non-Profit	Keep Santa Fe Beautiful
Education	Santa Fe Public Schools	Non-Profit	Chainbreaker Collective
Education	Santa Fe Community College	Non-Profit	Santa Fe Food Policy Council/Farm to Table
Education	St. John's College	Non-Profit	Santa Fe Food Depot
Education	New Mexico School for the Deaf	Non-Profit	The Life Link
Education	Santa Fe Indian School	Non-Profit	New Mexico Health Equity Partnership
Faith-Based Org.	First Presbyterian Church of Santa Fe	Non-Profit	Earth Care
Healthcare	Indian Health Service Hospital	Non-Profit	St. Elizabeth's Shelter Services
Healthcare	Sangre de Cristo Community Health Partnership	Non-Profit	Interfaith Shelter
Healthcare	Presbyterian Community Health	Non-Profit	Esperanza Shelter
Healthcare	Christus St. Vincent; Ambulatory Services and Care	Non-Profit	Bike SF
Healthcare	Villa Therese Clinic	Professional	AARP
Healthcare	La Familia Medical Center	Public	Vista Grande Public Library
Healthcare	Christus St. Vincent Community Health	Public	Santa Fe Public Libraries
Non-Profit	Historic Santa Fe Foundation	Public	City of Santa Fe Public Works
Non-Profit	New Mexico Heritage Preservation Alliance	Public	City of Santa Fe Parks and Rec
Non-Profit	Santa Fe Railyard Community Corporation	Public	Santa Fe Police Department
Non-Profit	Railyard Stewards		
Non-Profit	Searchlight	Public	City of Santa Fe Community Services
Non-Profit	Santa Fe Community Foundation	Public	City of Santa Fe Economic Development
Non-Profit	Supporting Women Across Nations	Public	City of Santa Fe Sustainability
Non-Profit	Santa Fe Animal Shelter and Humane Society	Public	Santa Fe County Sustainability
Non-Profit	Climate Change Leadership Institute (CCLI)	Public	New Mexico Climate Change Task Force
Non-Profit	Partners in Education Foundation	Public	Homewise
Non-Profit	New Mexico Healthier Weight Council	Public	NMDOH Health Promotion
Non-Profit	Impact DWI	Public	SF County Fire Dept
Non-Profit	Adaptive Sports Program NM	Public	SF County Sheriff's Dept
Non-Profit	Challenge New Mexico	Public	SF Fire Dept
Non-Profit	Cornerstones Community Partners	Public	Santa Fe County Human Services
Non-Profit	Girls, Inc. of Santa Fe	Social	Kiwanis Club of Santa Fe
Non-Profit	New Vistas	Social	Rotary Club of Santa Fe
Non-Profit	United Way of Santa Fe County	Tourism	Greater Santa Fe Restaurant Assoc.
Non-Profit	Santa Fe Watershed Association	Tourism	Santa Fe Lodging Association

SURVEY IMPLEMENTATION

The MTP public survey was open between September 25, 2019, and November 21, 2019, in English and Spanish. Hard copies of English and Spanish surveys were available at the SFMPO office, the City Water Office, the Southside and La Farge Libraries, the Southside WIC Clinic, Chainbreaker Collective, Sirius Cycles, and San Isidro Church (Attachment A: Survey).

A total of 661 individuals participated in the survey; 15 individuals submitted hard copies.

The online survey was advertised through the SFMPO website, social media, and MPO stakeholders. The MPO used unique stakeholder sector bit.ly links to track how online survey respondents accessed the survey based on the link they used.



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"

This survey is being conducted by the Santa Fe Metropolitan Planning Organization (MPO) to assist with the development of an update to the 2020-2045 Metropolitan Transportation Plan (MTP).

This survey is also available online at: http://bit.ly/mpo-sm

As a resident of the Santa Fe metropolitan area, your participation in this survey is very important. It should take approximately 10 minutes to complete.

The MTP enables the use of federal funding for a range of transportation network improvements including:

- roads and bridges
- bikeways, pedestrian facilities, transit/rail facilities
- operations and program support

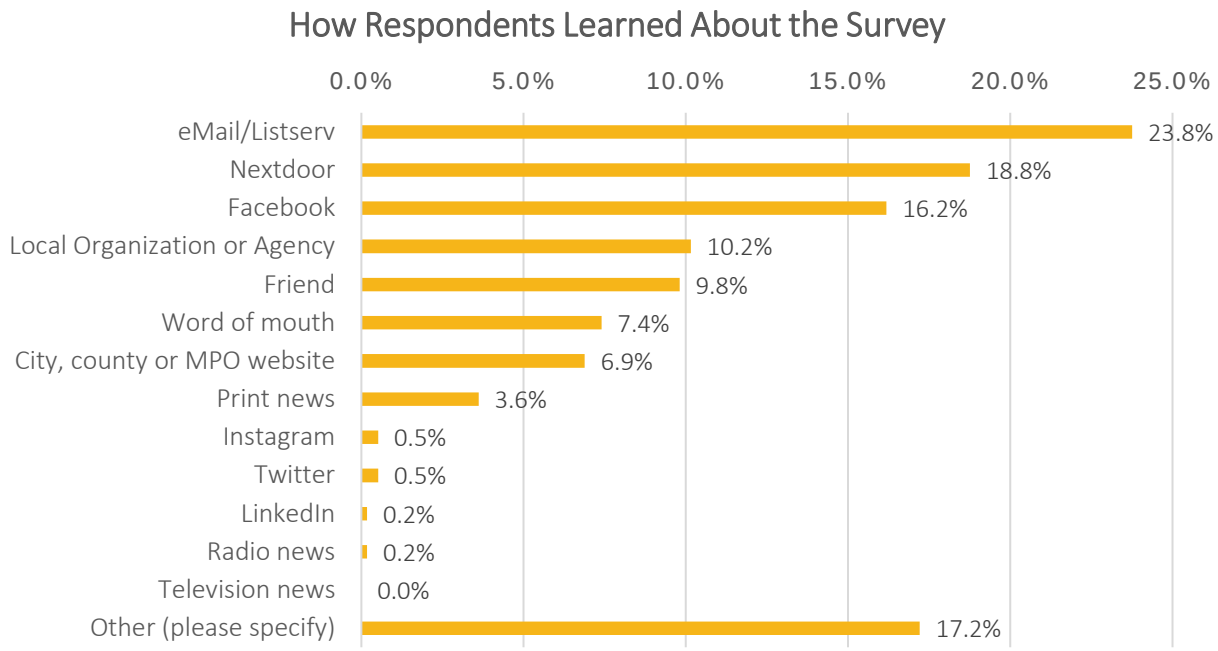
If you have any questions regarding this survey or would like a Spanish version, please contact the MPO office at 505-955-6614 or Lxyngve@santafenm.gov.

Thank you for your participation.

HOW RESPONDENTS ACCESSED THE SURVEY

Stakeholder Sectors	Responses	
Restaurant/Lodging Associations	2.5%	16
Business	0.2%	1
Education	0.5%	3
Social Media and Print Advertisements	74.1%	478
Public Sector/Government	21.6%	139
Non-profit	1.2%	8

The survey also asked respondents how they heard about the survey. Several survey participants ended the survey before reaching this question; the following chart reflects the 581 responses.



Many survey respondents specifically described how they learned about the survey, including:

- Flyers dropped on the Rail Runner seats
- Advertisements on the Santa Fe Trails buses
- Their school or workplace
- Communication from elected officials and local stakeholders
- Flyers and posters in public places

SURVEY DEMOGRAPHICS

The average survey participant may best be described as a white female between the ages of 50-69. Although survey results indicate that approximately 65 percent of respondents are white and non-Hispanic and that 18 percent are Hispanic or Latino, 74 survey respondents opted to not complete the demographic portion of the survey. Demographic responses for gender, age, and race and ethnicity are compared to City of Santa Fe demographics.

GENDER

Answer Choices	Survey Responses		City of Santa Fe
Male	37.0%	213	47.6%
Female	57.5%	331	52.4%
I prefer not to answer	5.0%	29	-
Other (please tell us your preference)	0.6%	3	-

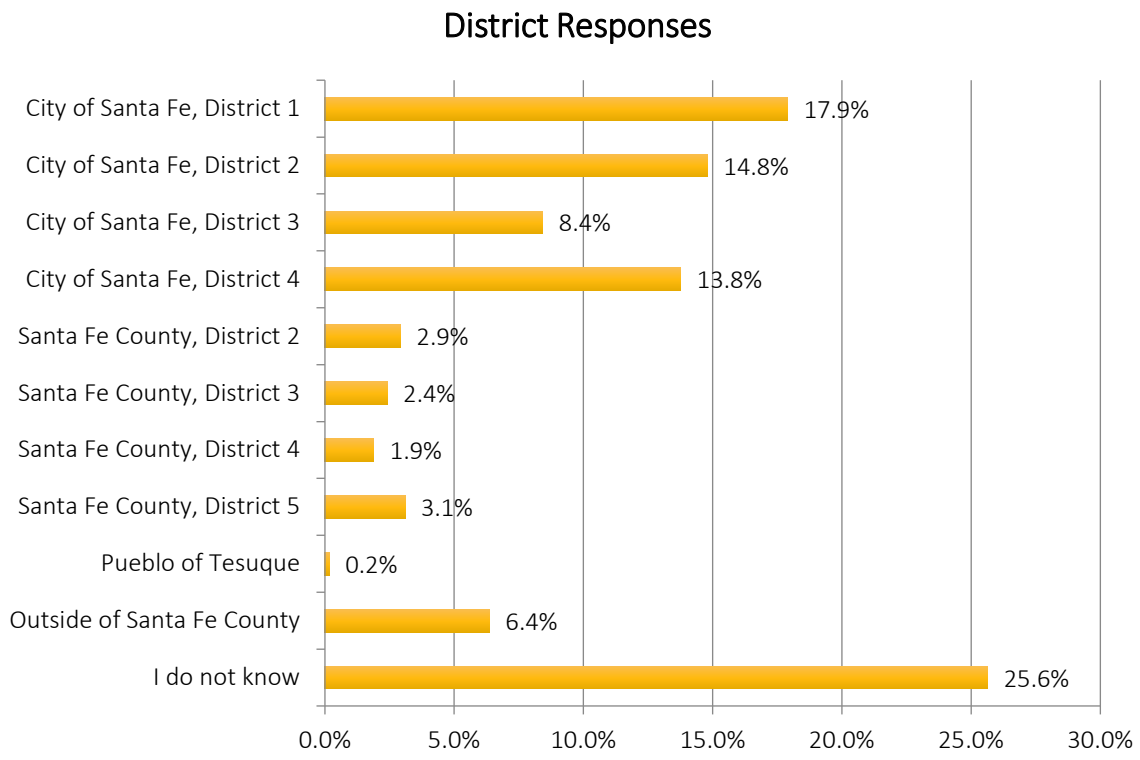
AGE

Answer Choices	Survey Responses		City of Santa Fe
Under 18	2.3%	13	22.0%
18-29 years old	5.6%	32	11.6%
30-39 years old	14.6%	84	12.9%
40-49 years old	13.2%	76	12.4%
50-59 years old	21.0%	121	13.8%
60-69 years old	25.7%	148	14.4%
70 years or older	13.7%	79	12.8%
I prefer not to answer	4.0%	23	-

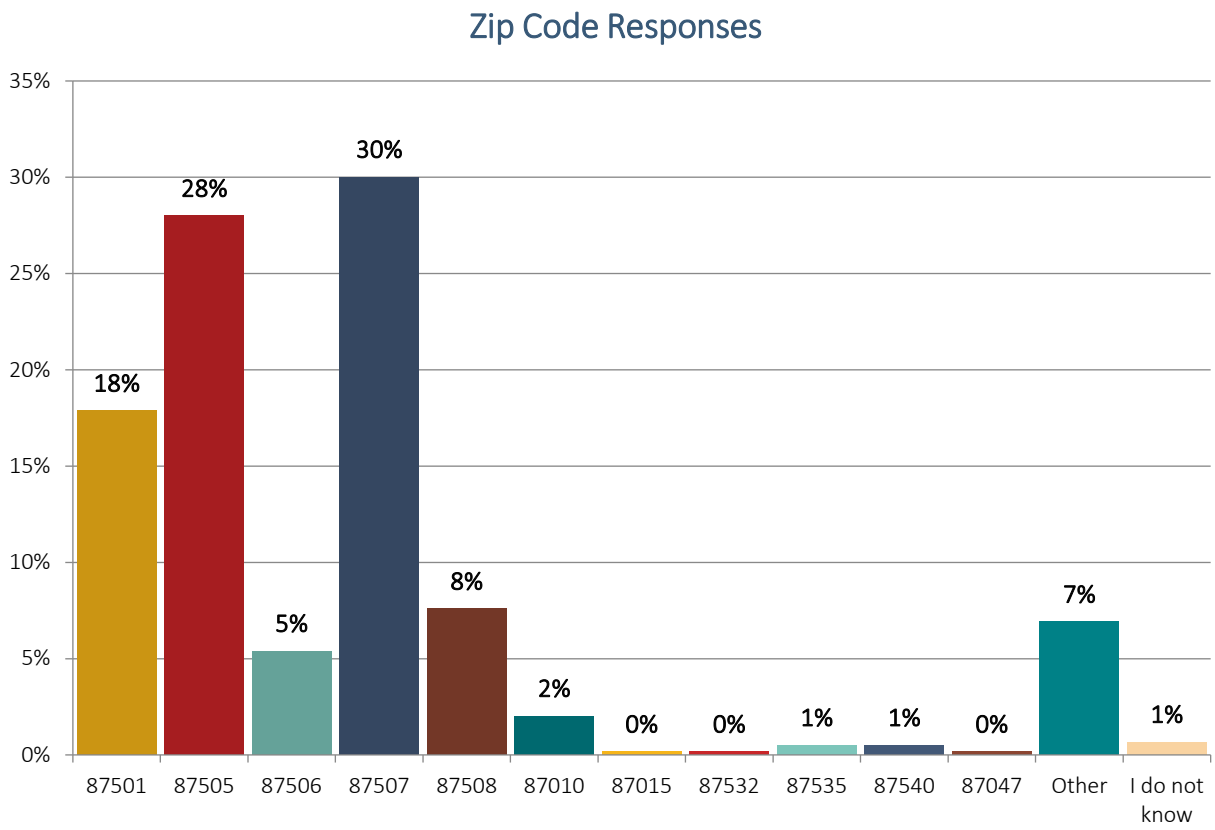
RACE AND ETHNICITY

Answer Choices	Survey Responses		City of Santa Fe
White, Non-Hispanic	65.4%	384	40.0%
Hispanic or Latino	19.3%	113	54.7%
Native American	2.2%	13	2.1%
Black or African American	0.7%	4	1.6%
Asian / Pacific Islander	1.0%	6	1.3%
I prefer not to answer	9.9%	58	-
Other (please specify)	1.5%	9	0.3%

Respondents were asked in which city district and/or county district they reside. As predicted, many (more than 30%) respondents did not know in which district they live. Therefore, we also asked in which zip code they reside. Only three individuals stated that they did not know in which zip code they reside. For those individuals who were able to identify their districts, an estimated 43 percent live in city districts 1, 2 and 4, as depicted in the chart, below.

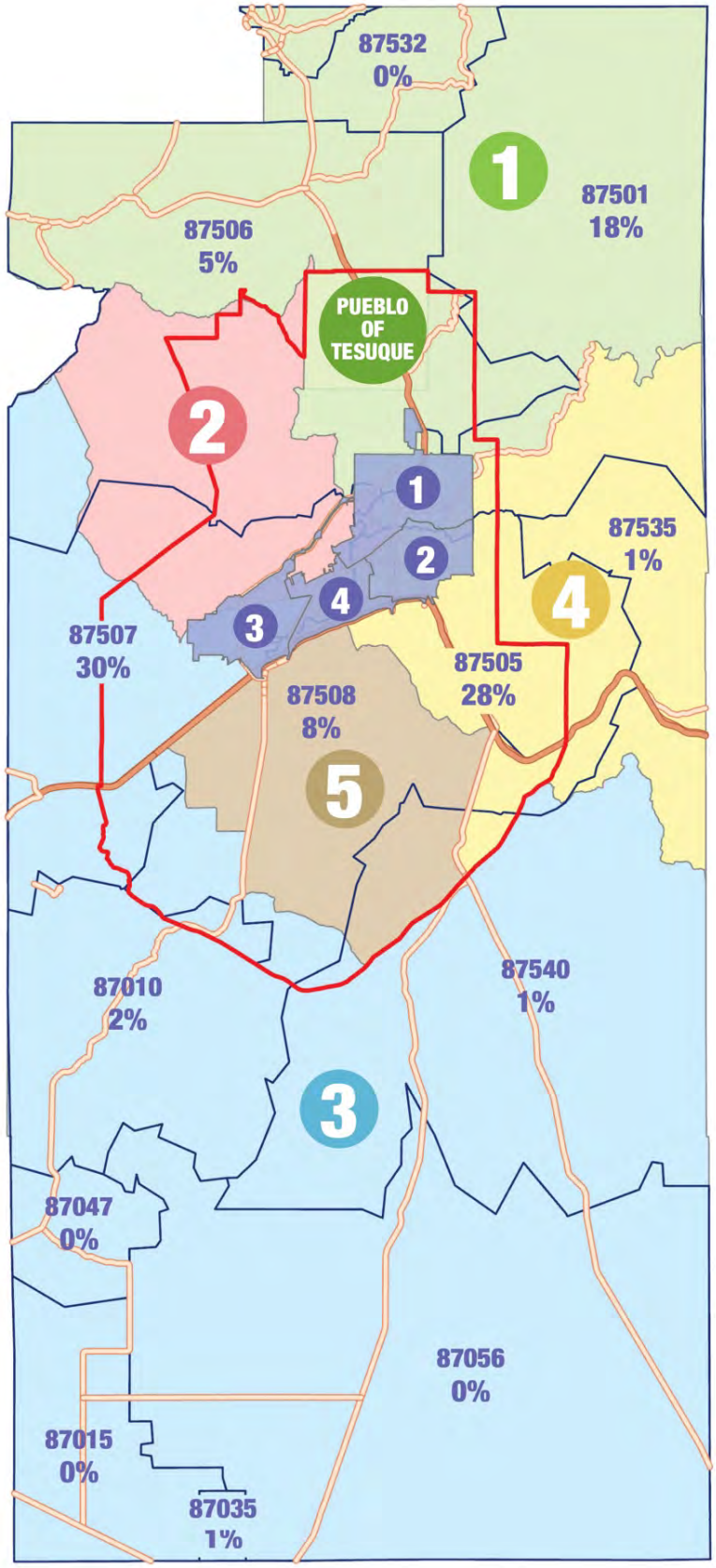


A majority of survey respondents live in the areas of 87501, 87505 and 87507, as shown in this chart.



Six-point-two (6.2%) percent of respondents do not live in Santa Fe County, and the majority of respondents live in the City of Santa Fe.

The Santa Fe Metropolitan Planning Area encompasses many overlapping geographic and political boundaries. The map on the following page displays the boundaries with the MTP survey response.



SANTA FE MPO MTP SURVEY RESPONSE

CITY OF SANTA FE DISTRICTS

1	16.52%
2	13.77%
3	7.57%
4	13.08%

SANTA FE COUNTY DISTRICTS

1	2.58%
2	2.93%
3	1.89%
4	1.72%
5	2.75%

PUEBLO OF TESUQUE

.17%

OUTSIDE SANTA FE COUNTY 6.20%

ZIP CODES BOUNDARIES

MPO BOUNDARY

OUTREACH SUMMARY AND ANALYSIS

A primary purpose of the strategic outreach program was to accurately identify public perceptions and needs related to the MTP goals. The nine goals and descriptions are provided below.

Safety: A safe and secure transportation system for motorized and non-motorized users.

Congestion Relief and System Operations: An efficient and reliable transportation system that is poised to leverage emerging technologies.

Public Health: A transportation system that supports healthy lifestyles.

Economic and Community Vitality: A transportation system that supports economic and community vitality.

Social Equity: Equitable investments in transportation that enable quality of life for all residents.

System Preservation: A well-maintained transportation system.

Multimodal Mobility and Accessibility: An accessible, connected, and integrated transportation system.

Partnership and Funding: Regional collaboration in transportation planning, funding, and implementation.

Environmental Stewardship: A transportation system that protects and enhances the natural, cultural, and built environment and mitigates climate change.

This section is divided into three types of outreach: stakeholder meetings input, public open house input, and survey input.

STAKEHOLDER MEETING INPUT

This section is a summary of stakeholder perspectives from meeting transcripts and notes provided by the stakeholders (Attachment B: Guiding Questions for Stakeholder Meetings).

TRENDS/ISSUES

- Incentives to use alternatives forms of transportation
- Engage institutions to help identify solutions
- More travel options needed in town for homeless
- Need more choices and options for public transportation
- Dependable, accessible transportation is not available for all.
- Greater availability of transit hours and stops
- Opportunity for on-demand service
- Contradicting policies (regarding transportation planning)
- Need more staff to drive city buses
- The stigma of public transportation
- Danger of riding bike
- Transportation flexibility for working parents
- The perception of bikes not being safe for children
- Urban sprawl

WHERE SHOULD FUNDING BE SPENT?

- Effective, efficient transportation
- Affordable housing
- On-demand transit system
- Public and private partnerships
- Pay increase for bus drivers
- Increase electric vehicles
- Invest in charging infrastructure
- Urban planning both mixed-use and green preservation
- Transform St. Michaels to a three-lane walkable or into Main Street
- Lending library with bikes for children
- Training for people who need help
- Connect all of Santa Fe with bikes
- More multimodal trails

TAKEAWAYS

- Accessibility is a key to transportation service. Participants identified accessibility by the number of stops, frequency of stops and location of stops by public transportation. Accessibility also means infrastructure that allows for an ease of use of biking and walking and the number of available parking spaces downtown.
- More transportation options need to be studied and considered.
- Transit system needs to increase either through on-demand services or additional stops and frequency. Access to public transportation needs to be increased.
- Consideration of multi-modal trails
- Land use and transportation must go hand-in-hand.
- Participants recommended that the city and county consider the exploration of new technologies that may improve public transportation and utilization.
- Improve or enhance the bikeway infrastructure to allow for ease of continuity.
- Enhanced coordination among existing resources and agencies – continued collaboration.
- Need public outreach education about existing transit availability and how to use it effectively.
- Need more free or discounted parking/shuttle services in downtown Santa Fe.

ANALYSIS

Common themes emerged throughout each stakeholder meeting. A primary concern for business owners, employees, and constituents alike, is that not all residents live near their places of employment; therefore accessible and frequent public transportation is essential. Because the City of Santa Fe is a tourism destination, many people are in the hospitality business. The tourism and lodging industries do not operate on a traditional Monday through Friday, 8 a.m. to 5 p.m. workweek, so employees who do not have dependable transportation cannot work the hours needed in this industry. Shift changes for multiple restaurants and hotels occur at similar times, so there may be an opportunity to coordinate transit service with these hours.

Some of the stakeholders were not at all familiar with the public transportation options, therefore improved promotion for the services was recommended. Parking is a serious issue in downtown Santa Fe for restaurant and lodging staff. A prevailing thought was that increased accessibility and frequency of public transportation, combined with an increase in public transportation marketing, could provide great benefit. In addition to expanding public transit, shuttles or additional parking spaces were recommended for the downtown area.

There continues to be a concern among bikers with traveling along routes near busy interchanges and roadways, such as Cerrillos Road. Furthermore, educators believe that young people should have encouragement for bike utilization.

GOALS OF PRIMARY IMPORTANCE TO STAKEHOLDERS

While Multimodal Mobility and Accessibility rose to the top of importance among the SFMPO goals, **all** nine goals were identified at one level or another by stakeholders.

PUBLIC OPEN HOUSE INPUT

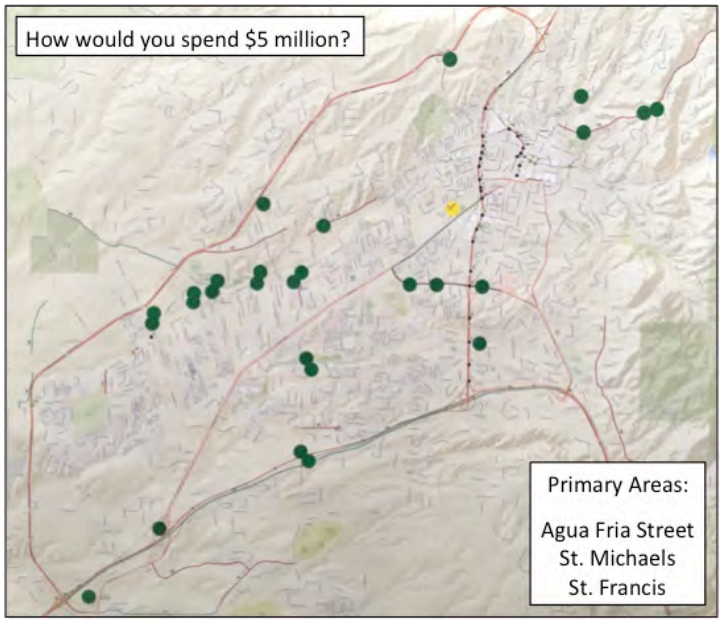
Information provided in this section is from written public commentary (Attachment D: Transcribed Public Open House Comments).

TRENDS/ISSUES

- Connectivity and safety for pedestrians, cyclists and transportation facilities
- Improved signal and traffic operations on major thoroughfares and highways
- Improved livability through better coordinated transportation and land use policies
- Big buses but small ridership due to lack of accessibility
- Funnel bikes directly to river path to keep bikes off road
- Need ways to entice people to walk, bike or use public transportation
- More connections for the train
- More promotion of the train/buses
- More trains southbound in the morning and northbound in the afternoon
- Additional, smaller zero emissions buses travelling more routes, more frequently
- Either make alternative modes of traffic easy and cheap or make auto traffic much worse and expensive
- Alternative energy and better transit to get cars off the roads
- Encouragement to use pedestrian and bike for more trips
- More regulation/surveillance of industry and taxes on emissions
- Teach drivers best driving skill to save on vehicle expenses
- Climate change is an important issue for a majority of the public open house attendees.

WHERE SHOULD FUNDING BE SPENT?

A map was provided at the public open house so that attendees could mark the areas in which funding should be spent. Participants indicated that issues need to be addressed along Agua Fria Street and in a couple areas south of Cerrillos Road. Details are provided in this image.

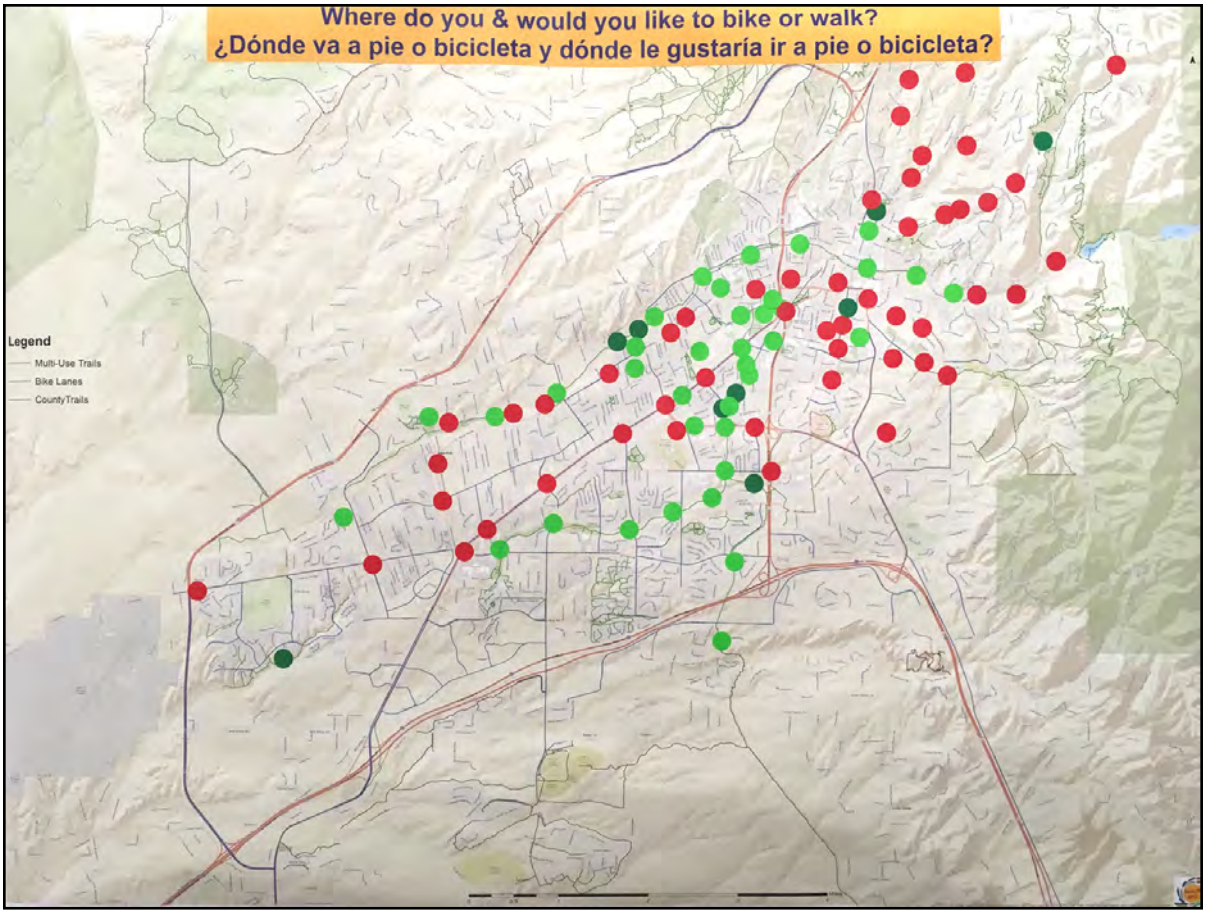


TAKEAWAYS

- Roadway infrastructure is of key importance.
- Enhanced availability of public transportation during off-peak hours.
- Creation of ways to encourage people to walk, bike or use public transportation, more.

ANALYSIS

As with the stakeholder groups, Multimodal Mobility and Accessibility emerged as key goals. The image below captures more than 50 areas in which attendees currently walk/bike (green) or would like to bike or walk (red).

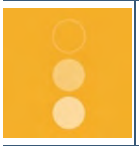
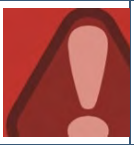
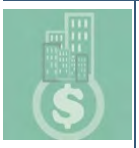
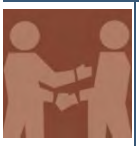
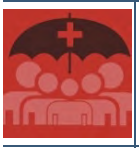


GOALS OF PRIMARY IMPORTANCE TO STAKEHOLDERS

Public open house participants were asked to rank the goals by importance from 1 to 9 with 1 being the most important. The table on the following page summarizes their rankings. The most important goals identified by the public open house participants are Social Equity, Multimodal Mobility and Accessibility, and Congestion Relief. The numbers within the cells represent the number of people who selected and identified a particular goal as being important followed by a weighted overall ranking. For example, Multimodal Mobility and Accessibility was listed as the top goal by three people and has an overall weighted score of 66.

Goal Identification by Public Open House Attendees

1 = Most Important 9 = Least Important

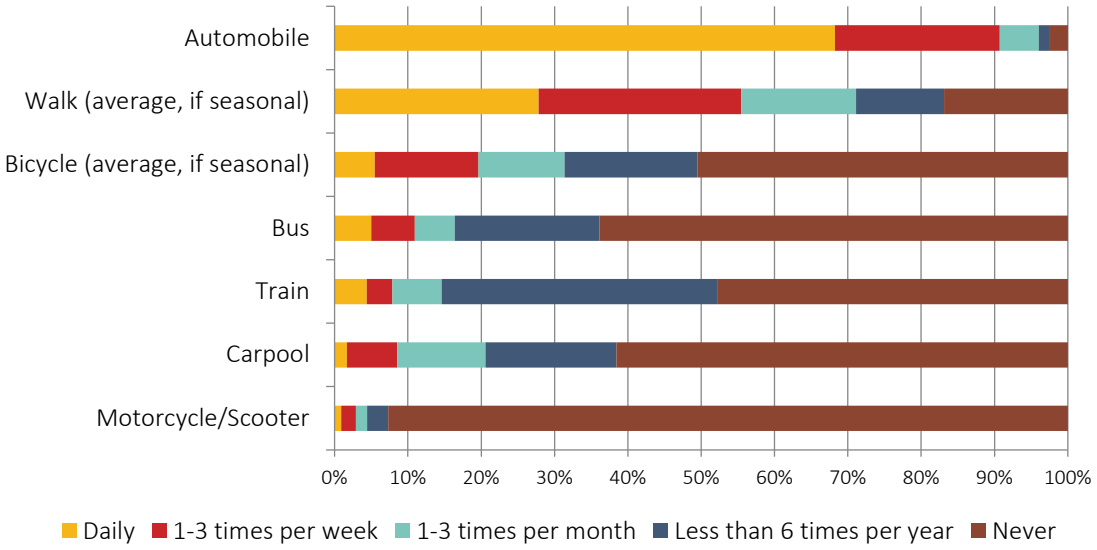
	Goal	1	2	3	4	5	6	7	8	9	Score
	Social Equity	1	4	1	3	1			1		73
	Multimodal Mobility and Accessibility	3	1	2		1	3				66
	Congestion Relief and System Operations	1	1	2			3		3	2	51
	Safety	1	1		2	3	1			1	49
	Economic and Community Vitality		2	1	1	2		1	1		44
	Partnership and Funding					2	2	4	2	1	35
	Public Health	1		2	1				1	2	33
	Environmental Stewardship	2		1				1	1	2	32
	System Preservation	2						2	2	1	29

SURVEY RESULTS

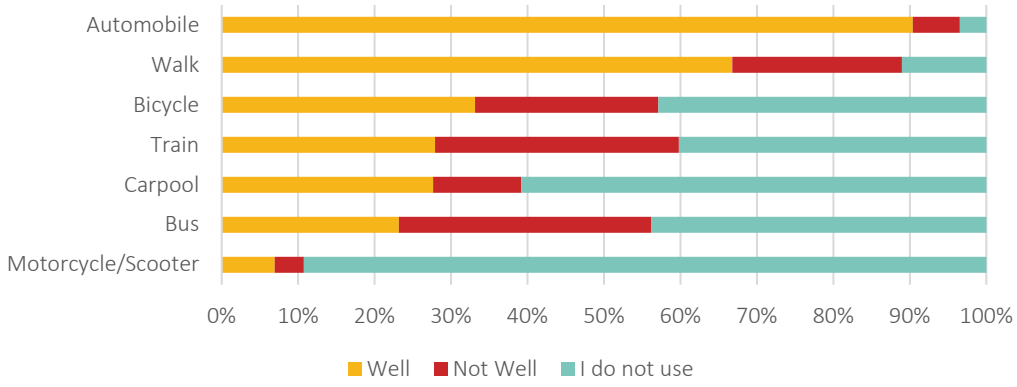
Six-hundred and sixty-one (661) individuals answered at least one survey question and 581 completed the survey. The following charts and graphs describe the survey responses.

TRANSPORTATION CHOICES

Survey Question: Tell us how often you use EACH of these types of transportation to get to work, play or shopping.



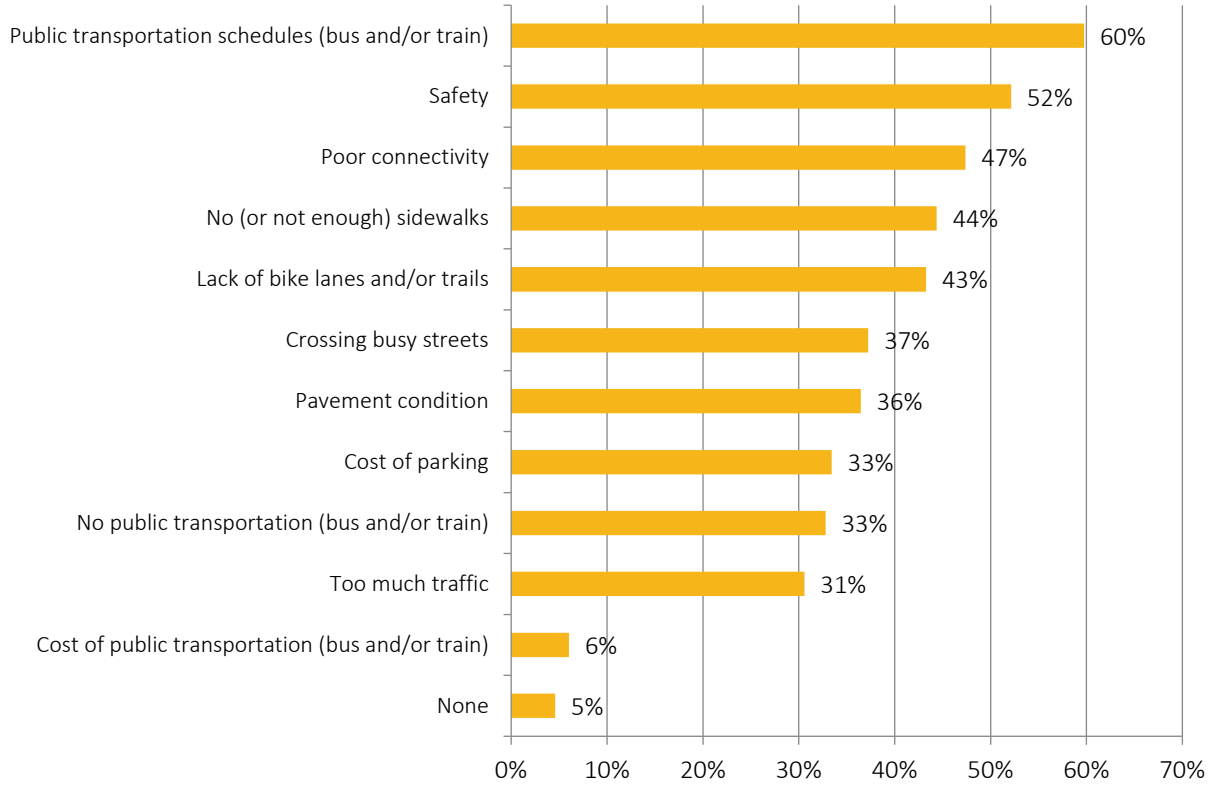
Survey Question: How well does the current transportation system meet your needs?



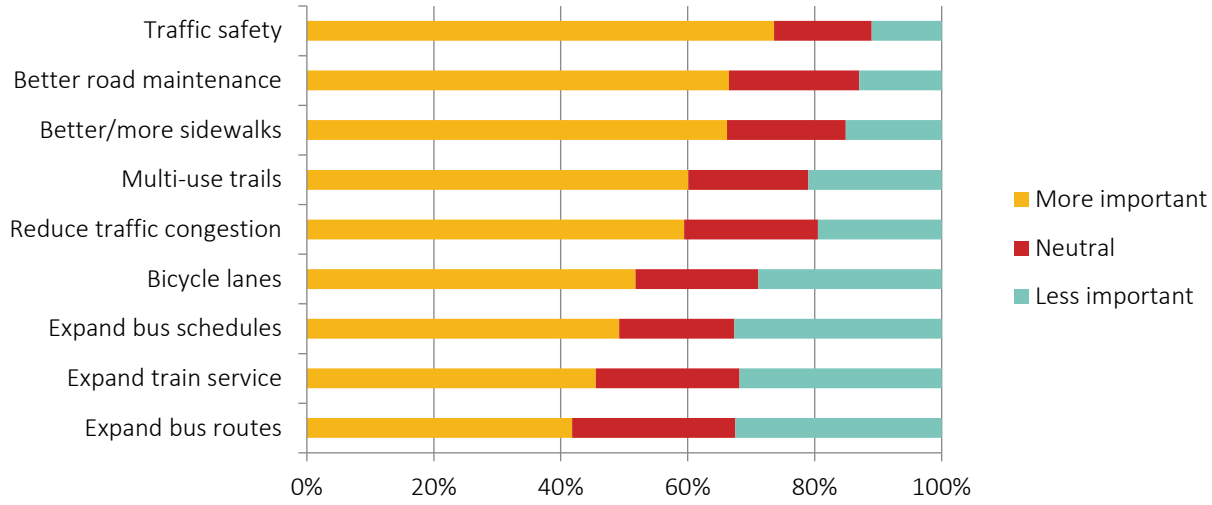
The above responses reveal that the automobile is the dominant form of transportation in Santa Fe and the system performs well for automobiles. However, many people use forms of transportation other than an automobile and are less satisfied with how well the system works for those modes.

As expected given the high level of satisfaction with automobile use, many of the challenges and important issues identified in the following questions focus on multimodal options such as transit, walking, and biking.

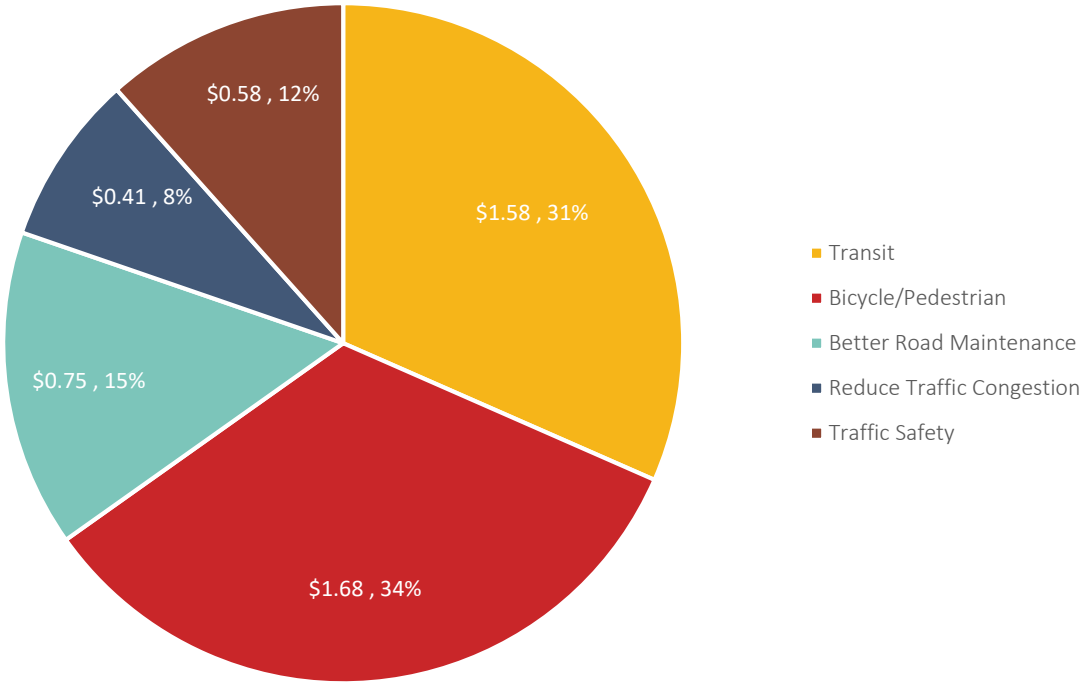
Survey Question: Which of the following barriers influence you the most when considering transportation options? Check all that apply.



Survey Question: How important are these transportation improvements to you?



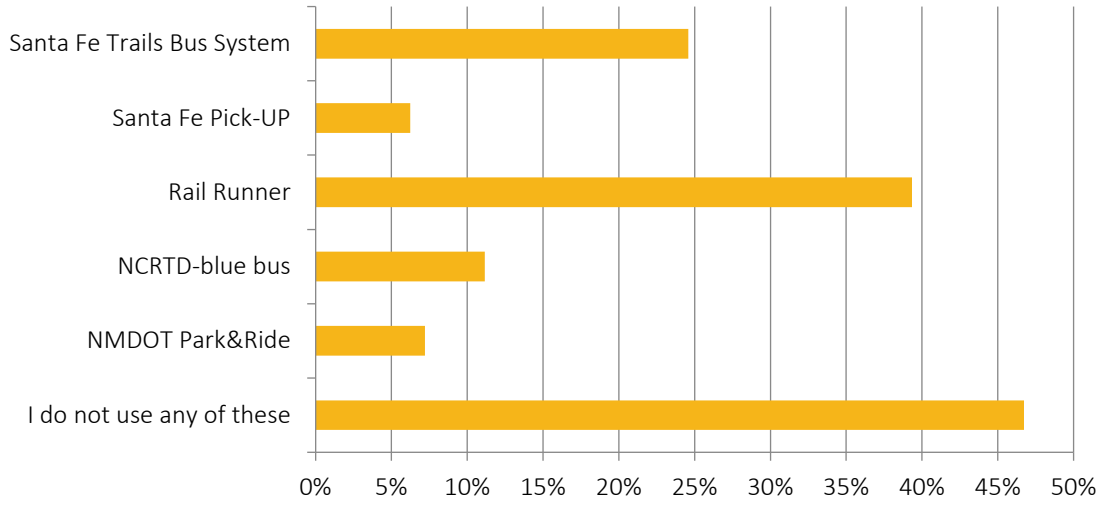
Survey Question: If you had $5 million available to spend on the transportation network, where would you spend it?



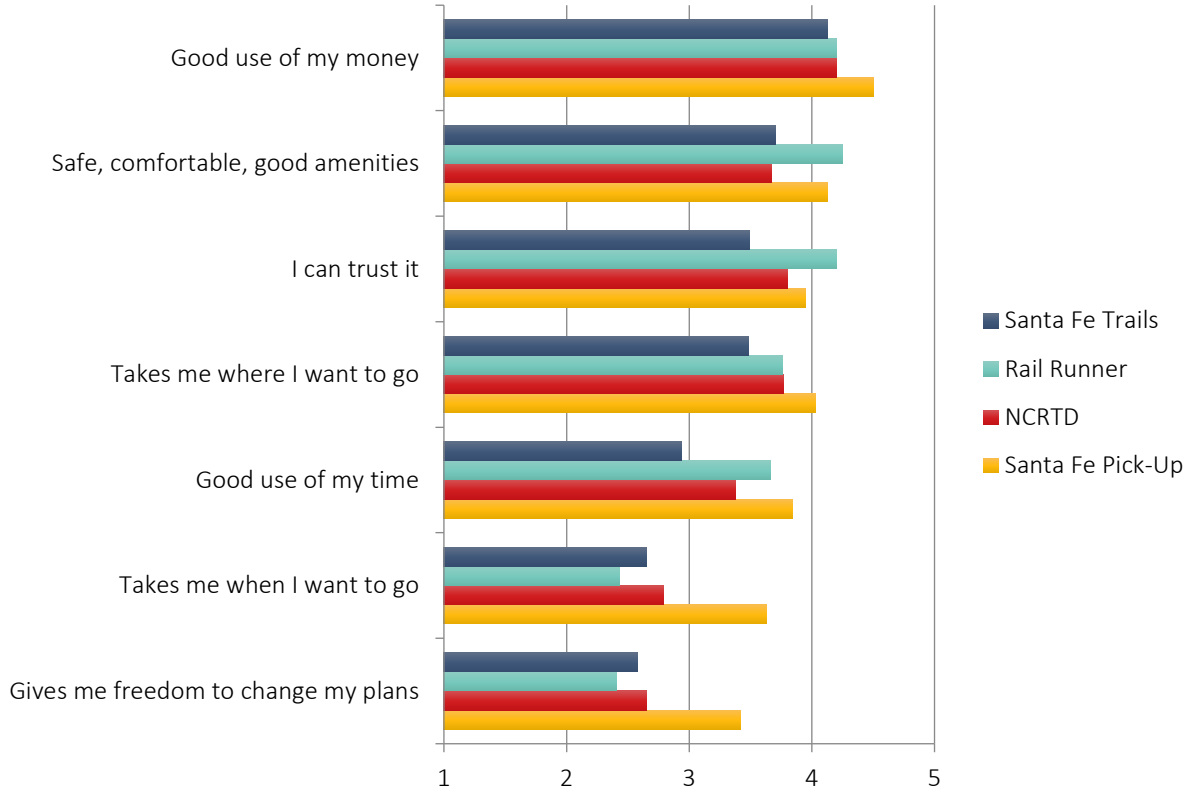
TRANSIT SATISFACTION

A series of survey questions explored participant views and experiences with regional transit options.

Survey Question: Do you currently use one of these forms of public transportation?



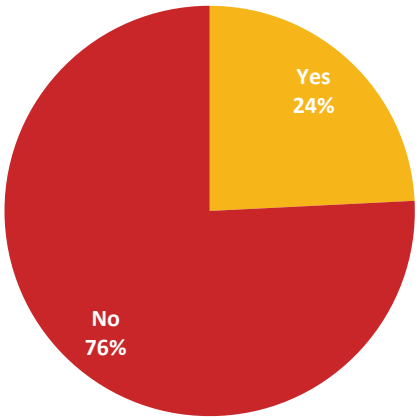
Survey Question: Please describe your experience with regional transit systems. Please rate from 1=Poor to 5=Excellent.



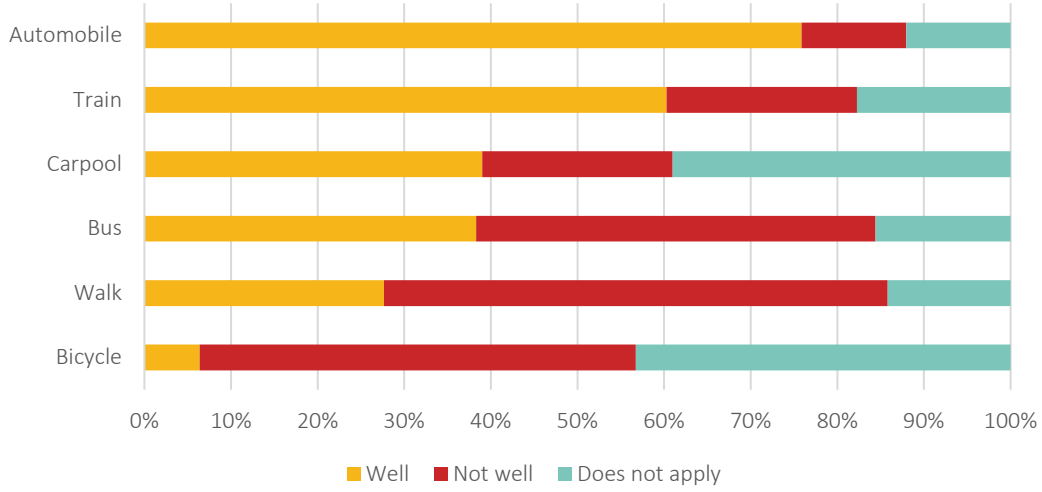
QUALITY OF LIFE

A series of questions solicited views on quality of life.

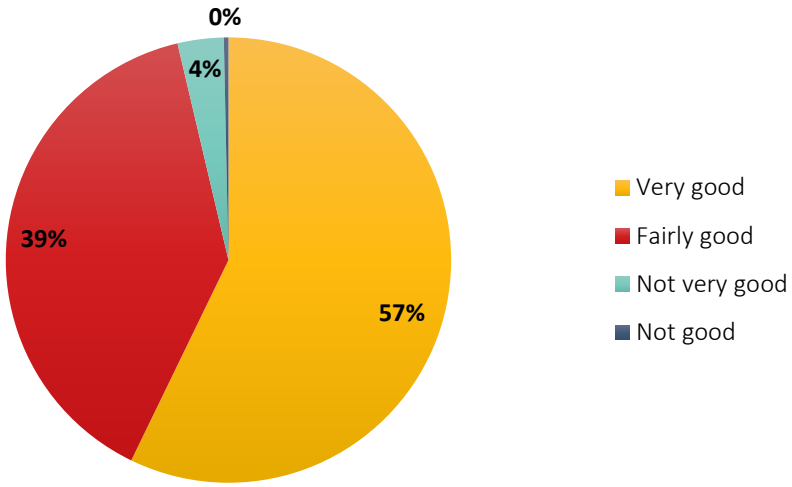
Survey Question: Would you consider yourself to be someone with special needs or disabilities, or do you know someone with special needs or disabilities?



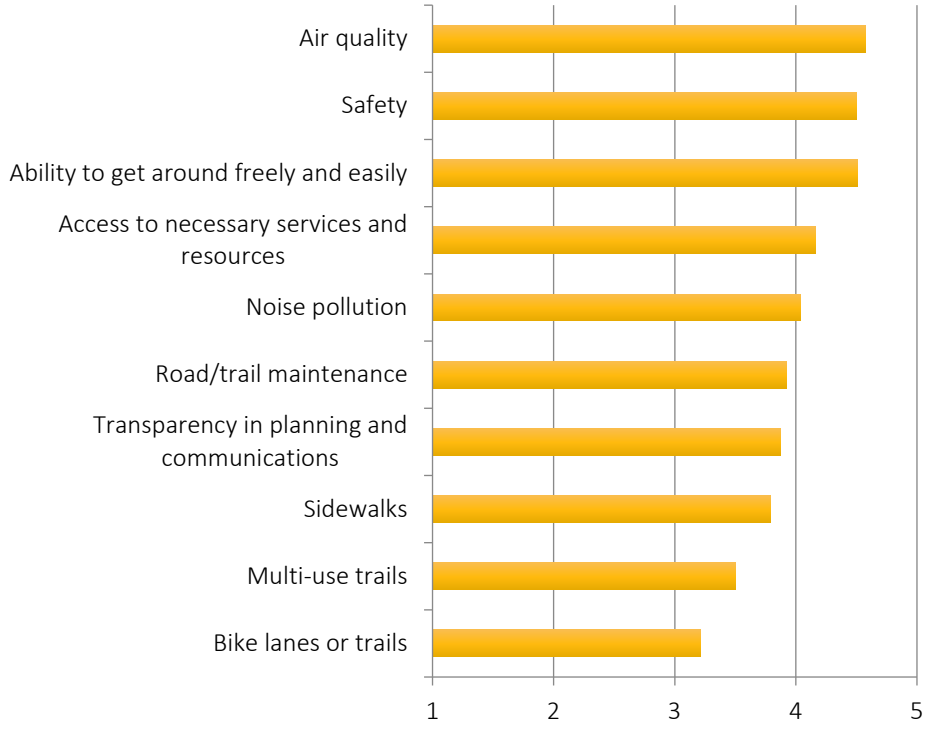
Participants that responded yes to the above question were asked: "How well does the transportation network work for someone with special needs or disabilities?"



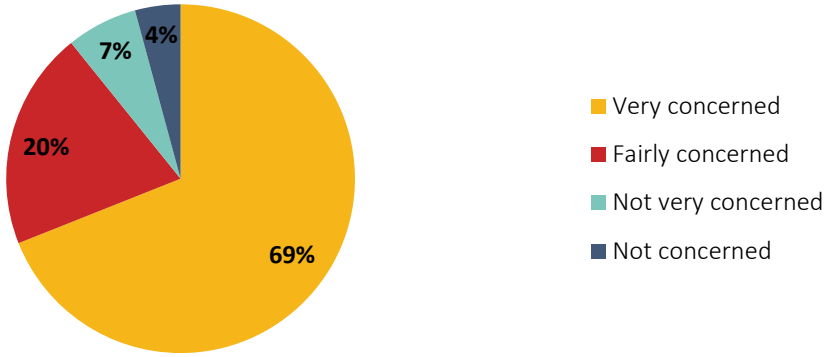
Survey Question: How is your overall quality of life today?



Survey Question: Tell us which of the following contributes to your quality of life – your physical and mental well being and enjoyment of the community you live in. Please rate from 1=Least Important to 5=Most Important.

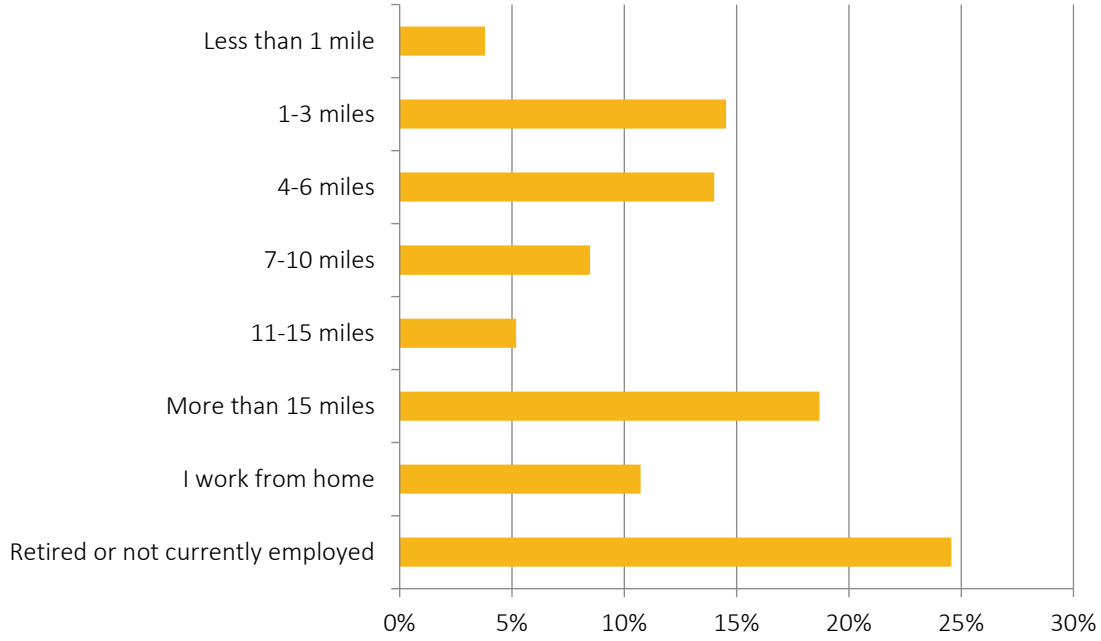


Survey Question: Transportation is one of the leading contributors to greenhouse gases and climate change. How concerned are you about climate change and the transportation choices available to you?

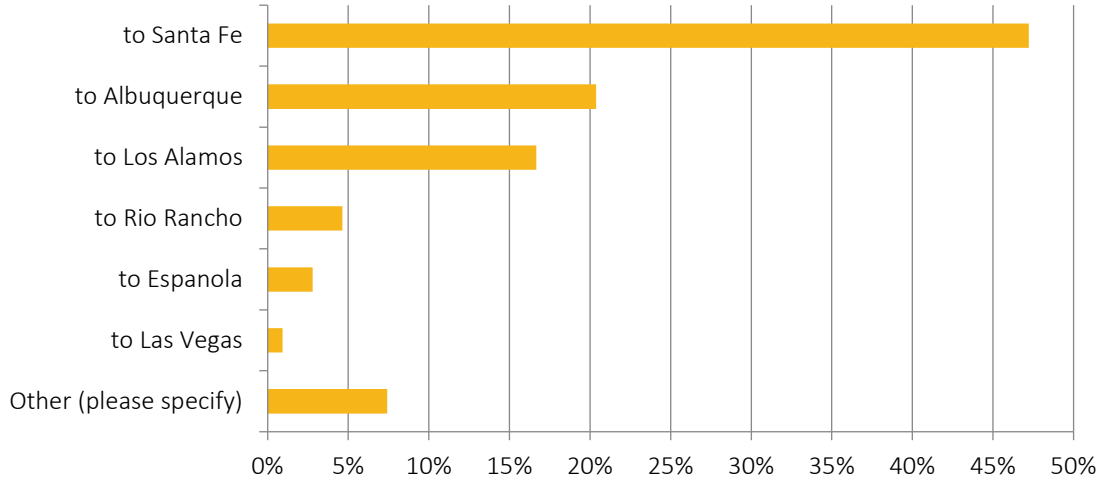


COMMUTER PATTERNS

Survey Question: How far do you commute to your place of work or school?

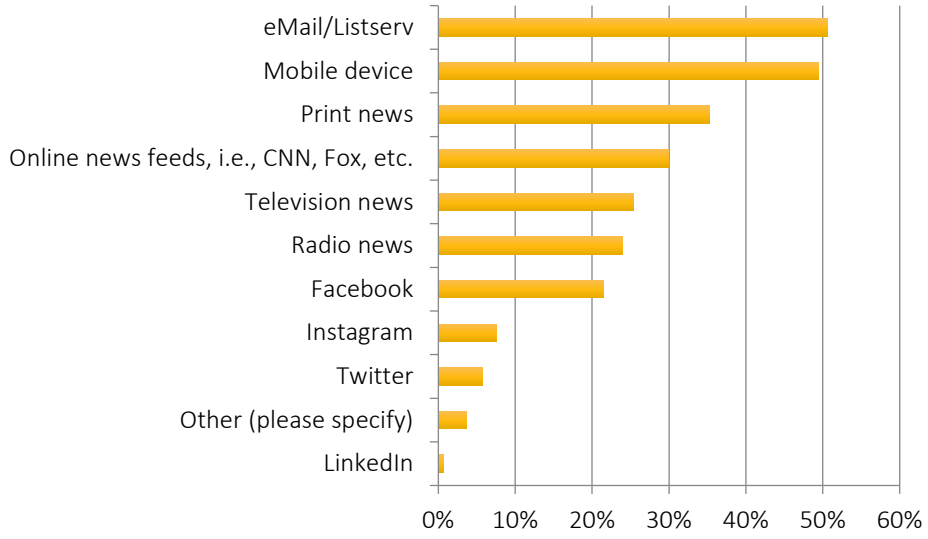


Respondents who responded that they commuted more than 15 miles were asked where they commute to:

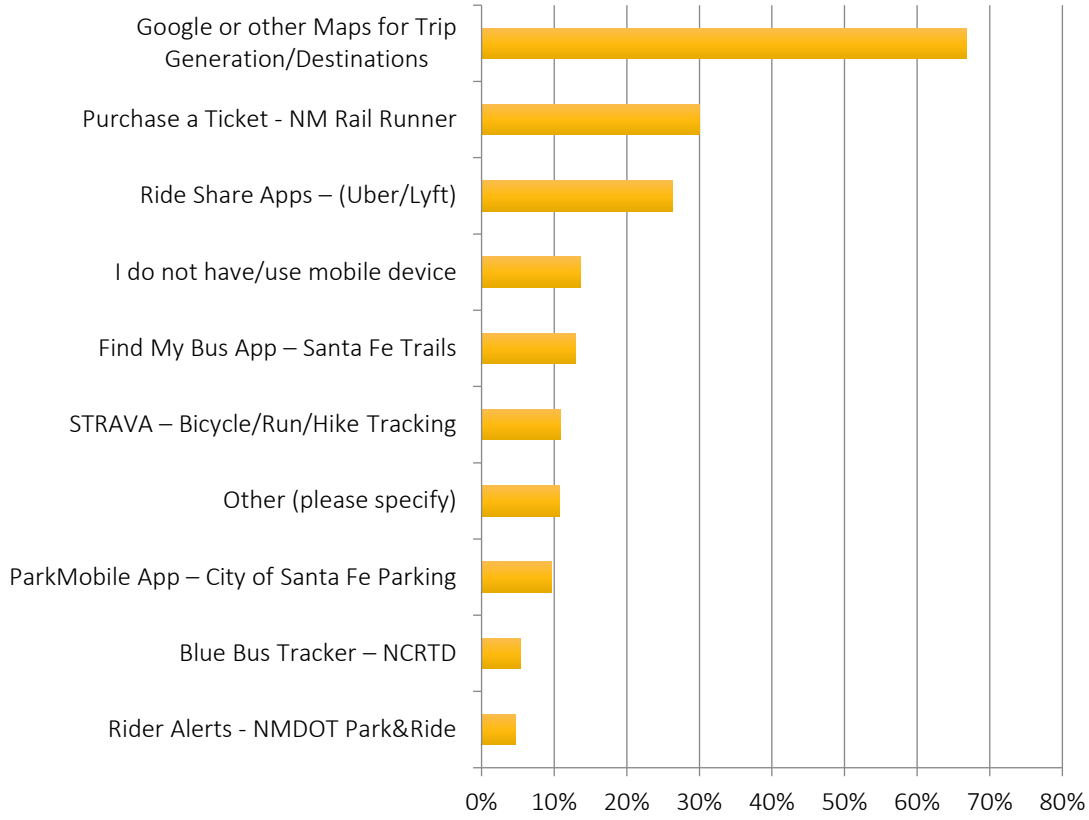


COMMUNICATION PREFERENCES

Survey Question: How do you prefer to receive information? Check all that apply.



Survey Question: How do you utilize your smart phone/mobile device to aid your transportation choices? Check all that apply.



OPEN-ENDED SURVEY RESPONSE SUMMARY

Many survey questions allowed a written open response and the final survey question gave survey respondents an opportunity to share any additional comments. These open-ended responses can be grouped into seven major areas of interest or concern as follows.

1. RAIL RUNNER

Comments about the Rail Runner focused on the need for an expanded train schedule throughout the day and on evenings and weekends and faster express service between Albuquerque and Santa Fe.

One respondent requested a pricing structure dedicated to locals, including a round-trip or day pass. Another noted the need for working outlets for phone chargers at the stations. Several requested food and beverage service/cart on the train.

2. BUS ROUTES AND STOPS

Respondents asked for more stops, citing long walks to their nearest stop; clear signage listing the bus numbers that stop at a particular stop; and that trees near stops be trimmed. Another asked that more trees be planted around bus stops. Safety was another concern, specifically the area along Cerrillos. One respondent requested better lighting and shelters at bus stops.

The use of buses by minors for transportation to school was mentioned by several respondents, citing concerns for safety and connections between routes. One respondent asked for bus bicycle racks that accommodate wider bicycle tires, especially in winter. Another expressed concern for bus driver safety and protection from harassment. Others requested an expanded schedule, including a night bus.

3. BICYCLES AND PEDESTRIANS

Bicycle and pedestrian lanes were requested for many areas of the city. Respondents cited concerns for safety, traffic relief, and convenience of walkers, commuters and recreational bicyclists. Some requested additional bicycle lanes on existing roads, while others requested multimodal lanes physically separate from vehicular traffic. One respondent stated the ideas of many:

"Santa Fe needs more/better road maintenance and many more bike trails, particularly from the southside into town."

Respondents requested additional trails and bridges to connect more parts of the city.

Pedestrian concerns included safety, disrepair of sidewalks, weeds on medians, litter, and safe pedestrian crosswalks, especially at busy intersections.

4. SAFETY

Safety was a major issue for many respondents. In addition to concerns about bicyclists and pedestrians in heavy vehicular traffic, respondents had a varied list of safety concerns and possible solutions, including:

- Reflective tape on poles in/near bike lanes
- Road repairs/improvements (Camino Tres Arroyos)
- Repairs to crumbling sidewalks
- Regular removal of goatheads (weeds) which can cause flat bicycle tires
- Homeless (pedestrian/bus rider concern at night)

Many respondents expressed concern about drivers being in such close proximity to pedestrians and bicyclists and recommended:

- Stricter enforcement of speed limits
- Enforcement of hands-free device law for drivers (to increase attention to pedestrians and bicyclists)
- Driver education campaigns
- Flashing yellow left turn lights

Many specific areas, roads, and intersections were identified by respondents as dangerous to people walking, biking, and driving.

5. ACCESSIBILITY

Accessibility and accommodations were requested for:

- Hearing-impaired
- Wheelchair access
- Senior citizens (need for accessible, safe transportation options)
- Minor children traveling alone (connecting bus routes)
- Language (Spanish, Native American, sign language interpreters/signage)

One respondent noted that some of the new curb cuts for wheelchairs are obstructed by telephone poles.

6. POLLUTION/AIR QUALITY

Pollution and air quality are a concern for many of the respondents. One complained about bus pollution, but most encouraged the use of *more* buses and trains. Several mentioned the lack of emissions requirements on vehicle inspections. Suggestions to curb emissions included an incentive program, reducing the number of drive-through restaurants, and reducing the time spent idling at red lights. Others suggested electric buses, electric vehicle charging stations, and an electric trolley.

There were also requests for a walkability master plan, smaller buses on routes or at times of day when there are fewer riders, and planting more trees around bus stops.

Several respondents complained about litter on streets and air pollution from existing plants.

7. OTHER

Some responses were unique and did not fit into the other groups. These comments and suggestions stated needs for road repairs, construction of connector roads, more parking downtown, and more public restrooms downtown.

One respondent recommended increased land use around existing transportation hubs. Several requested more services and restaurants on the south side. Others criticized the Route Shout program and suggested that the cost of calling the city for a ride was too expensive for those with lower or fixed incomes. Greater access to public transportation in low-income areas was requested by several, as was a safe, affordable taxi or Uber alternative.

Many respondents expressed their thanks for being included in the survey. They appreciated the opportunity to share their ideas for ways to improve transportation in and around Santa Fe.

ATTACHMENTS

ATTACHMENT A: SURVEY

This survey is being conducted by the Santa Fe Metropolitan Planning Organization (MPO) to assist with the development of an update to the 2020-2045 Metropolitan Transportation Plan (MTP).

This survey is also available online at: http://bit.ly/mpo-sm

As a resident of the Santa Fe metropolitan area, your participation in this survey is very important. It should take approximately 10 minutes to complete.

The MTP enables the use of federal funding for a range of transportation network improvements including:

- roads and bridges
- bikeways, pedestrian facilities, transit/rail facilities
- operations and program support

If you have any questions regarding this survey or would like a Spanish version, please contact the MPO office at 505-955-6614 or Lxyngve@santafenm.gov.

Thank you for your participation.

HOW YOU GET AROUND

1. Tell us how often you use EACH of these types of transportation to get to work, play or shopping.

	Daily	1-3 times per week	1-3 times per month	Less than 6 times per year	Never
Bus	☐	☐	☐	☐	☐
Bicycle (average if seasonal)	☐	☐	☐	☐	☐
Walk (average if seasonal)	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Automobile	☐	☐	☐	☐	☐
Motorcycle/scooter	☐	☐	☐	☐	☐
Carpool	☐	☐	☐	☐	☐

2. How well does the current transportation system meet your needs?

	Very well	Fairly well	Not very well	Not at all	I do not use
Bus	☐	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Automobile	☐	☐	☐	☐	☐
Motorcycle/scooter	☐	☐	☐	☐	☐
Carpool	☐	☐	☐	☐	☐

YOUR TRANSPORTATION CONCERNS

3. Which of the following barriers influence you the most when considering transportation options? (Check all that apply.)

☐	No public transportation (bus and/or train)	☐	No (or not enough) sidewalks
☐	Cost of public transportation (bus and/or train)	☐	Too much traffic
☐	Cost of parking	☐	Pavement condition
☐	Public transportation schedules (bus and/or train)	☐	Lake of bike lanes and/or trails
☐	Poor connectivity	☐	Safety
☐	Crossing busy streets	☐	None

Other (please specify): _____

_____

4. How important are these transportation improvements to you? (Please circle: 1=Least important to 5=Most important)

	Least Important				Most Important
Expand bus rotes	1	2	3	4	5
Expand bus schedules	1	2	3	4	5
Expand train service	1	2	3	4	5
Traffic safety	1	2	3	4	5
Bicycle lanes	1	2	3	4	5
Multi-use trails	1	2	3	4	5
Better road maintenance	1	2	3	4	5
Reduce traffic congestion	1	2	3	4	5

Share any additional comments: _____

_____

_____

5. If you have $5 million available to spend on the transportation network, where would you spend it?
(You may allocate all the funds to one project or divide the $5M between the projects.)

	Fill in the amount below (up to $5 million total):	
I would spend	$	on expanding bus routes.
I would spend	$	on expanding bus schedules.
I would spend	$	on expanding train service.
I would spend	$	on traffic safety.
I would spend	$	on bicycle lanes.
I would spend	$	on multi-use trails.
I would spend	$	on better/more sidewalks.
I would spend	$	on better road maintenance.
I would spend	$	on reducing traffic congestion.

6. Do you currently use one of these forms of public transportation?
(Check all that apply.)

☐	NMDOT Park & Ride	☐	Rail Runner
☐	Santa Fe Trails Bus System	☐	Santa Fe Pick-Up
☐	NCRTD-blue bus	☐	I do not use any of these

Answer questions 7 through 11 ONLY for the forms of public transportation you checked above.

7. Please describe your experience with NMDOT Park & Ride.
(Please rate from 1=Poor to 5=Excellent.)

	Poor				Excellent
Takes me where I want to go	1	2	3	4	5
Takes me when I want to go	1	2	3	4	5
Good use of my time	1	2	3	4	5
Good use of my money	1	2	3	4	5
Safe, comfortable, good amenities	1	2	3	4	5
I can trust it	1	2	3	4	5
Gives me freedom to change my plans	1	2	3	4	5

Share any additional comments: _____

_____

8. Please describe your experience with Santa Fe Trails bus system.
(Please rate from 1=Poor to 5=Excellent.)

	Poor				Excellent
Takes me where I want to go	1	2	3	4	5
Takes me when I want to go	1	2	3	4	5
Good use of my time	1	2	3	4	5
Good use of my money	1	2	3	4	5
Safe, comfortable, good amenities	1	2	3	4	5
I can trust it	1	2	3	4	5
Gives me freedom to change my plans	1	2	3	4	5

Share any additional comments: _____

_____

9. Please describe your experience with NCRTD.

(Please rate from 1=Poor to 5=Excellent.)

	Poor				Excellent
Takes me where I want to go	1	2	3	4	5
Takes me when I want to go	1	2	3	4	5
Good use of my time	1	2	3	4	5
Good use of my money	1	2	3	4	5
Safe, comfortable, good amenities	1	2	3	4	5
I can trust it	1	2	3	4	5
Gives me freedom to change my plans	1	2	3	4	5

Share any additional comments: _____

_____

10. Please describe your experience with the Rail Runner.

(Please rate from 1=Poor to 5=Excellent.)

	Poor				Excellent
Takes me where I want to go	1	2	3	4	5
Takes me when I want to go	1	2	3	4	5
Good use of my time	1	2	3	4	5
Good use of my money	1	2	3	4	5
Safe, comfortable, good amenities	1	2	3	4	5
I can trust it	1	2	3	4	5
Gives me freedom to change my plans	1	2	3	4	5

Share any additional comments: _____

_____

11. Please describe your experience with Santa Fe Pick-Up.
(Please rate from 1=Poor to 5=Excellent.)

	Poor				Excellent
Takes me where I want to go	1	2	3	4	5
Takes me when I want to go	1	2	3	4	5
Good use of my time	1	2	3	4	5
Good use of my money	1	2	3	4	5
Safe, comfortable, good amenities	1	2	3	4	5
I can trust it	1	2	3	4	5
Gives me freedom to change my plans	1	2	3	4	5

Share any additional comments: _____

12. Would you consider yourself to be someone with special needs or disabilities, or do you know someone with special needs or disabilities?

☐ Yes

☐ No

13. If you answered yes to question 12, how well does the transportation network work for someone with special needs or disabilities?

	Very well	Fairly well	Not very well	Not at all	I do not use
Bus	☐	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Automobile	☐	☐	☐	☐	☐
Motorcycle/scooter	☐	☐	☐	☐	☐
Carpool	☐	☐	☐	☐	☐

Share any additional comments: _____

QUALITY OF LIFE

14. How is your overall quality of life today?

- ☐ Very good
- ☐ Fairly good
- ☐ Not very good
- ☐ Not good

15. Tell us which of the following contributes to your quality of life – your physical and mental well-being and enjoyment of the community you live in.

(Please circle: 1=Least important to 5=Most important)

	Least Important				Most Important
Access to necessary services and resources	1	2	3	4	5
Ability to get around freely and easily	1	2	3	4	5
Bike lanes or trails	1	2	3	4	5
Sidewalks	1	2	3	4	5
Multi-use trails	1	2	3	4	5
Air quality	1	2	3	4	5
Road/trail maintenance	1	2	3	4	5
Safety	1	2	3	4	5
Transparency in planning and communications	1	2	3	4	5

Other (please specify): _____

16. Transportation is one of the leading contributors to greenhouse gases and climate change. How concerned are you about climate change and the transportation choices available to you?

- ☐ Very concerned
- ☐ Fairly concerned
- ☐ Not very concerned
- ☐ Not concerned

TELL US ABOUT YOURSELF

17. What is your zip code (primary residence)? _____

Which City or County District do you live in? (optional) _____

If you do not know your zip code or district, please provide the closest major cross streets to your home:

_____

18. How far do you commute to your place of work or school?

☐	I work from home
☐	Retired or not currently working
☐	Less than 1 mile
☐	1-3 miles
☐	4-6 miles
☐	7-10 miles
☐	11-15 miles
☐	More than 15 miles

19. If you commute more than 15 miles, tell us where you commute to:

☐	to Albuquerque
☐	to Bernalilo
☐	to Espanola
☐	to Las Vegas
☐	to Los Alamos
☐	to Rio Rancho
☐	to Santa Fe

Other (please specify): _____

20. Gender

- ☐ Male
- ☐ Female
- ☐ I prefer not to answer

Other (please tell us your preference): _____

21. Age

- ☐ Under 18
- ☐ 18-29 years old
- ☐ 30-39 years old
- ☐ 40-49 years old
- ☐ 50-59 years old
- ☐ 60-69 years old
- ☐ 70 years or older
- ☐ I prefer not to answer

22. Race & Ethnicity

- ☐ White, Non-Hispanic
- ☐ Hispanic or Latino
- ☐ Native American
- ☐ Black or African American
- ☐ Asian / Pacific Islander
- ☐ I prefer not to answer

Other (please specify): _____

COMMUNICATION

23. How do you prefer to receive information?

(Check all that apply.)

☐	Mobile device	☐	Online news feeds, i.e., CNN, Fox., etc.
☐	Twitter	☐	Television news
☐	LinkedIn	☐	Radio news
☐	Facebook	☐	Print news
☐	Instagram	☐	eMail/Listserv

Other (please specify): _____

24. How do you utilize your smart phone/mobile device to aid your transportation choices?

(Check all that apply.)

☐	I do not have/use mobile device	☐	Ride Share Apps – (Uber/Lyft)
☐	Find My Bus App – Santa Fe Trails	☐	Purchase a Ticket - NM Rail Runner
☐	Blue Bus Tracker - NCRTD	☐	Google or other Maps for Trip Generation/Destinations
☐	ParkMobile App – City of Santa Fe Parking	☐	STRAVA – Bicycle/Run/Hike Tracking
☐	Rider Alerts – NMDOT Park&Ride		

Other (please specify): _____

25. How did you hear about this survey?

(Check all that apply.)

☐	City, county or MPO website	☐	Print news
☐	LinkedIn	☐	eMail/Listserv
☐	Facebook	☐	Friend
☐	Twitter	☐	Local Organization
☐	Instagram	☐	Nextdoor
☐	Television news	☐	Word of mouth
☐	Radio news		

Other (please specify): _____

26. Would you like to keep informed of the progress of the Santa Fe Metropolitan Transportation Plan update and other local transportation planning efforts?

☐ Yes

☐ No

If yes, please write your email address: _____

Personal email addresses will not be shared with external groups.

27. We welcome any additional comments you would like to share: _____

Thank you for your time!

Join us at the PUBLIC MEETING!
Thursday, October 24, 5:30 - 7:30 PM
Presbyterian Santa Fe Medical Center
4801 Beckner Road, Santa Fe
For questions, call 505•955•6614

Learn more: www.santafempo.org

Facebook | Twitter | Linkedin | Instagram

ATTACHMENT B: GUIDING QUESTIONS – STAKEHOLDER MEETINGS

GUIDED QUESTIONS SET #1: SAFETY, MOBILITY AND ACCESSIBILITY

- When you think of transportation in Santa Fe County, what is the first thing that comes to mind? Why?
- Which type of transportation do you rely on most? Explain.
- What alternative forms of transportation do you use? Why?
- What do you consider to be the most important forms of transportation in Santa Fe County? Why?
- Excluding the use of your automobile, what are the most important public transportation services in Santa Fe County?
- What is the biggest barrier to you and your family when it comes to transportation? Why?
- Excluding the use of your automobile, what are the most accessible forms of transportation? Why? What is not accessible? Why?

  (Accessible = Easy to use, easy to find, ample locations)
- Excluding the use of your automobile, what are the safest forms of transportation? Why? Is there any transportation service you consider unsafe? Why?

  (Safety examples may include feeling safe within the mode of transportation itself and roadways, bikeways, stops, etc., are well lit and secure.)

GUIDED QUESTIONS SET #2: GOALS, VISION AND PLANNING

- If you could identify one initiative that you consider the most important of any transportation initiatives in Santa Fe County, what would it be? Explain.
- What do you consider to be the Top 3 items the Santa Fe MPO should address? Why?
- What do you consider to be a "healthy" transportation system? How important is a transportation system that supports a healthy lifestyle to you and your family? What steps would you take to expand a healthy transportation system?
- Does the current transportation system get you where you need to go? Does it get others you know (friends, family, colleagues) where they need to go? What would you do to improve it?
- What are the three biggest things we should take away from today's discussion?

ATTACHMENT C: OPEN HOUSE – WRITTEN, PUBLIC COMMENTARY

OCT. 24, 2019

- Connectivity and safety for pedestrians and cyclists and their transportation facilities
- Improved signal and traffic operations on major thoroughfares and highways
- Improved livability through better coordinated transportation and land use policies
- Try doing surveys/public feedback sessions at a grocery store, city gym (GCCC), brewery or other out of the ordinary location
- Give fewer options for ranking goals. Nine options are probably too many.
- For transit projects indicate project dollar amounts to give perspective on how far $1 million would actually go
- There are people who care about making Santa Fe a more accessible city
- 2015 MTP project list $15 million – why not funnel bikes directly to river path to keep bikes off road?
- I think since many people do not walk or ride their bikes; they are not aware of how driving habits affect others
- How can we 'drive' to balance out quality and experience of transport?
- Santa Fe's bus system is severely limited by the number and location of transfer stations
- The limited coverage provided throughout the city
- The inadequate frequency of bus runs. Why are our busses so large when ridership appears to be relatively small? I've seen statistics on numbers of riders but haven't seen anything on average numbers of riders for each bus trip. Rather than add new roads/wider roads for vehicles, why not invest the money in better mass transportation?
- More connections for the train, especially for those of us going to Aba every day
- More promotion of the train/busses, etc. Santa Feans are not used to public transportation
- More trains southbound in A.M. and northbound in P.M.
- More, smaller zero emissions busses travelling more routes, more frequently
- Either make alternative modes of traffic easy and cheap or make auto traffic much worse and expensive
- Alternative energy and better transit to get cars off the roads
- Encouragement to use pedestrian and bike for more trips reducing SOV use and emissions
- More regulation/surveillance of industry and taxes on emissions
- More marketing to convince people to take public transportation and also make them aware of it
- Teach drivers best driving skill to save on gas/brakes/etc.

ATTACHMENT D: TRANSCRIBED PUBLIC OPEN HOUSE COMMENTS

Santa Fe MPO Metropolitan Transportation Plan 2020-2045

APPENDIX C: SCENARIO PLANNING WORKSHOP

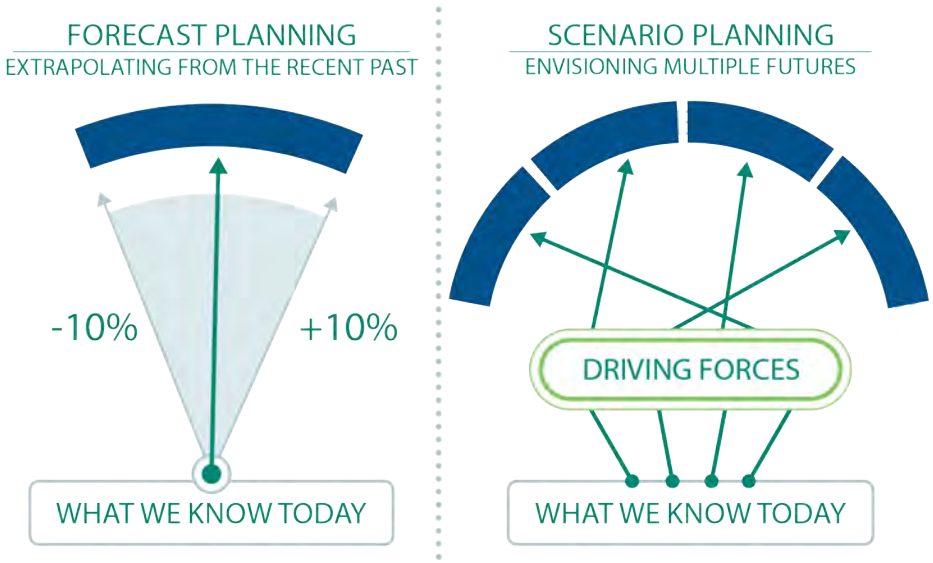
ATTENDEES

- Brian Kreimendahl, Bike Santa Fe
- Catherine Rivard, Bike Santa Fe
- Liz Camacho, City of Santa Fe
- Eli Isaacson, City of Santa Fe
- Lee Logston, City of Santa Fe
- John Romero, City of Santa Fe
- Greg Smith, City of Santa Fe
- Teresita Gonzales, Community Member
- Tim Harville, Falling Colors
- Joe Hay, Falling Colors
- Brooke Hunter, Falling Colors
- Sean Serrano, Falling Colors
- Rachel Wexler, NMDOH
- Joseph Moriarty, NMDOT
- Shannon Glendenning, NMDOT
- Tim Rogers, Santa Fe Conservation Trust
- Brett Clavio, Santa Fe County
- Neal Denton, Santa Fe PUD
- Carlos Gemora, Santa Fe PUD

SCENARIO PLANNING OVERVIEW

The November 12, 2019 workshop began with an overview of scenario planning and the intent of the workshop.

Traditional forecast planning projects a future by extrapolating from the recent past and what is known today. Scenario planning is a tool for foresight that improves perception by creating memories of the future and learning by imagining the years ahead. Scenario planning provides a structured environment to alter assumptions about the future, discover blind spots, and identify new opportunities.



Scenarios are "tools for foresight – discussions and documents whose purpose is not a prediction or a plan, but a change in the mindset of the people who use them." – Arie DeGeus

The scenario planning workshop was conducted to better imagine the range of influence that disruptive and emerging technologies may have on the future of mobility in Santa Fe.

WORKSHOP OBJECTIVES

The goal of the session was to:

- Imagine the range of influence of unknown forces and the impacts of disruptive and emerging technologies
- Identify common themes and strategies for integration into the Metropolitan Transportation Plan

METROPOLITAN TRANSPORTATION PLAN OVERVIEW

A high-level overview of the purpose and context of the MTP was provided to participants:

- Federal Requirement for Metropolitan Planning Organizations (MPOs)
- Every five years must plan for at least a 20-year time horizon
- Evaluate needs and priorities of the region
- Establish a Fiscally Constrained Plan
- Identify and track performance measures

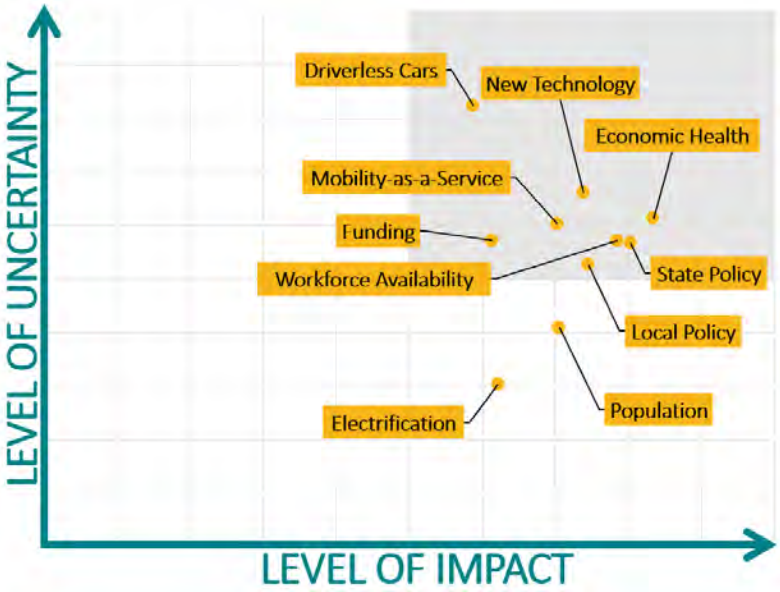
SANTA FE MTP DRAFT GOALS

The draft MTP goals were given a high-level review and a copy was provided to all participants to inform the scenario planning exercise.

SAFETY: A safe and secure transportation system for motorized and non-motorized users.	**PUBLIC HEALTH:** A transportation system that supports healthy lifestyles.	**SOCIAL EQUITY:** Equitable investments in transportation that enable quality of life for all residents.
MULTIMODAL MOBILITY AND ACCESSIBILITY: An accessible, connected, and integrated transportation system.	**ENVIRONMENTAL STEWARDSHIP:** A transportation system that protects and enhances the natural, cultural, and built environment and mitigates climate change.	**CONGESTION RELIEF AND SYSTEM OPERATIONS:** An efficient and reliable transportation system that is poised to leverage emerging technologies.
ECONOMIC AND COMMUNITY VITALITY: A transportation system that supports economic and community vitality.	**SYSTEM PRESERVATION:** A well-maintained transportation system.	**PARTNERSHIP AND FUNDING:** Regional collaboration in transportation planning, funding, and implementation.

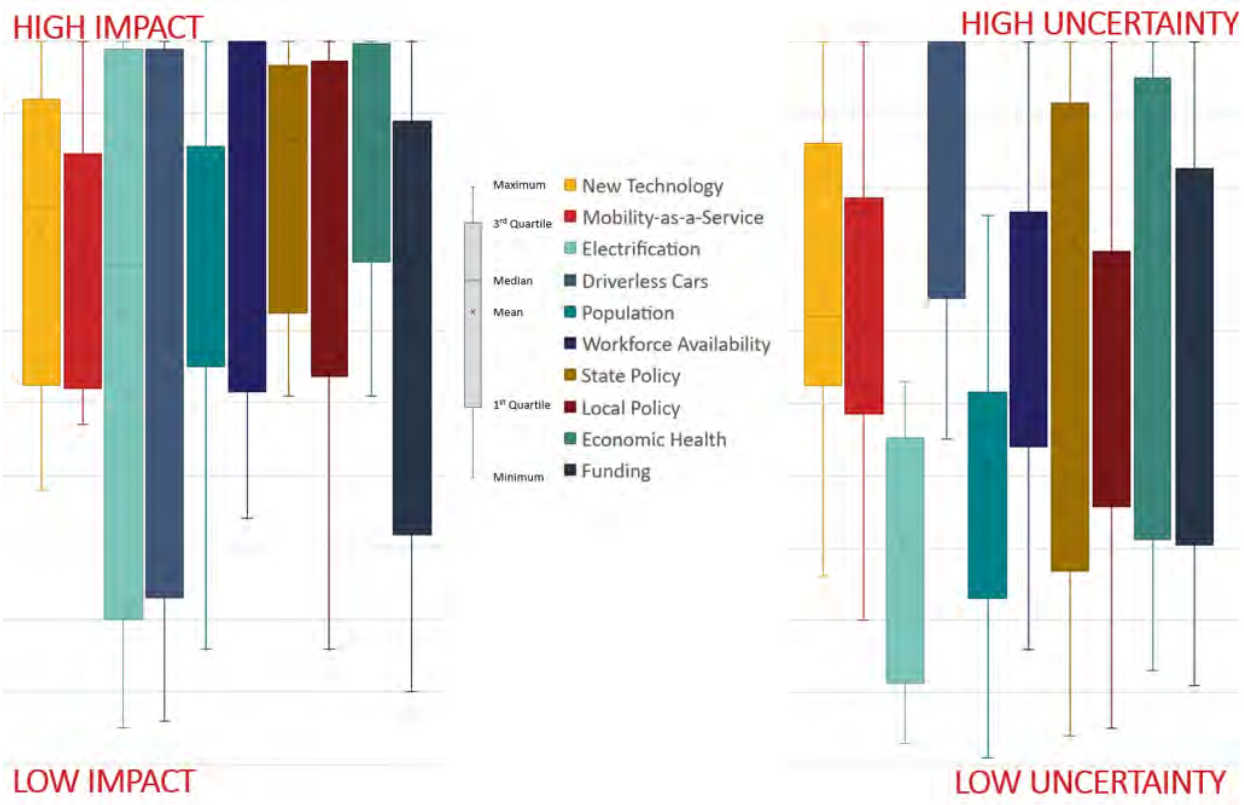
DRIVING FORCES

The pre-workshop survey asked participants to consider several key trends/forces that may impact transportation and mobility in Santa Fe. We asked for input on the level of potential impact of and uncertainty associated with mobility as a service, transportation electrification, driverless cars, demographic shifts, policy implications, and the economy.



Plotting the average values of the responses received for impact and uncertainty of the surveyed trends/forces revealed that driverless cars has the highest level of uncertainty, while economic health has the potential to have the highest impact.

The graphs below summarize survey results showing the range of responses received from participants. The graph shows the minimum, first quartile, median, mean, third quartile, and maximum values for the response received. The larger the box, the greater the range in responses for the given category. For example, the impact of electrification received a wide range of responses ranging from low impact to high impact, whereas the uncertainty of electrification was shown to have a greater level of agreement that there was low uncertainty surrounding electrification. Similarly, driverless cars received a wide range of responses for the potential impact of the technology but a higher level of agreement that the uncertainty surrounding the technology is high.



The survey also inquired about other driving forces and key trends that participants thought would impact the future of transportation and mobility in Santa Fe. Survey responses included transportation mode preferences, environmental impacts and climate change, preferences for experiences vs. things, neighborhood autonomy, oil and gas prices, work/employment trends and zoning, land use and development codes.

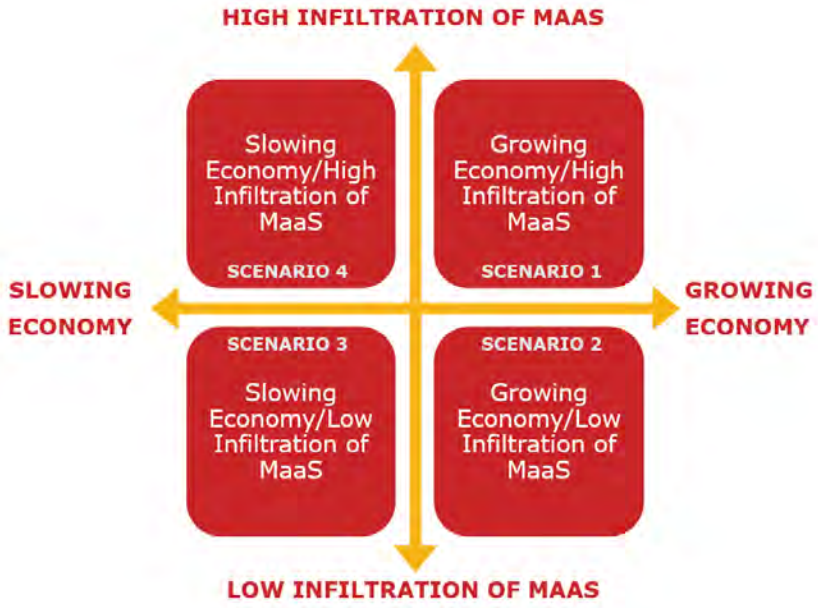
SCENARIOS

For the scenario planning exercise, two of the key forces/trends were selected from the survey that helped capture a wide range of potential futures. The scenarios looked at (1) health of the economy and (2) infiltration of mobility-as-a-service (MaaS).

These two forces/trends were selected to explore the intersection of economic health (a trend that is predominantly outside the control of the SFMPO) and MaaS (a trend on which the SFMPO could have a high degree of influence). MaaS options have the potential to serve as a platform for some of the other key trends/forces, such as electrification, driverless vehicle technologies, etc.

The two trends were plotted on intersecting axes to explore the range of potential scenarios:

- Economic Health: Growing Economy vs. Slowing Economy
- Infiltration of Mobility-as-a-Service: High Infiltration of MaaS vs. Low Infiltration of MaaS



Participants were given examples of how transportation technologies are changing the way that people and goods are moved and how citizens engage with transportation and mobility options. Potential MaaS options to consider in the scenarios include car-share, ride-hailing, bike share, e-scooter, and other programs that may emerge as new mobility options.

Participants were asked to think about how MaaS options may materialize in various scenarios and to give due consideration to complementary technologies, including the potential for vehicle automation to target shared mobility vs. private mobility, electrification of fleets vs. private vehicles, and to help identify strategies to ensure that the spectrum of citizen mobility needs are met.

Participants were split into four groups, and attendees from the same office were asked to join different groups. Each group was given a scenario to explore and a brief narrative of their assigned scenario to set the stage for small group discussion. Summaries of the scenario descriptions follow.

SCENARIO 1 – GROWING ECONOMY/HIGH INFILTRATION OF MAAS

A growing economy and public acceptance of MaaS makes Santa Fe an attractive market for a variety of MaaS options including, but not limited to, dockless bikes, e-scooters, ride-hailing, automated shuttles, carshare, and other products that may not exist today. Citizens do not feel a strong affinity for owning a personal vehicle, prioritizing convenience and comfort over ownership.

SCENARIO 2 – GROWING ECONOMY/LOW INFILTRATION OF MAAS

Population prefers being in private vehicles reflecting that private ownership provides the greatest degree of independence. There is low demand for MaaS options, and private providers view Santa Fe as a risky market for investment. A growing economy provides a steady revenue stream for the City to invest in transportation infrastructure and Santa Fe has invested in a well-connected bike/ped network and high-quality transit service.

SCENARIO 3 – SLOWING ECONOMY/HIGH INFILTRATION OF MAAS

A slowing economy creates a financial strain on budgets. A growing percentage of the population cannot afford to own a car, generating a demand for alternative transportation and mobility options. MaaS options include bike share, e-scooters, automated shuttles, ridesharing/ride-hailing, carshare, and more. The constrained economic environment reduces the ability of public and private sectors to unilaterally meet demand for mobility options.

SCENARIO 4 – SLOWING ECONOMY/LOW INFILTRATION OF MAAS

A slowing economy leads many to adopt a business-as-usual approach. The City continues to plan, invest, and build infrastructure as it has been for years and private companies are offering service only when conditions and incentives reduce risk. People may not be able to afford a car, but the number of transportation options does not differ greatly from those offered today.

SMALL GROUP DISCUSSION – GROUND RULES

Participants were given four ground rules for small group discussion to encourage collaborative discussion. Ground rules were:

- Suspend your disbelief in possible futures
- Don't get caught up in how the scenario came to pass
- Identify opportunities and strategies to maximize benefits
- Potential negative impacts are NOT foregone conclusions – How can potential pitfalls be avoided?

SMALL GROUP DISCUSSION – OPPORTUNITIES & IMPLICATIONS

The four scenario groups were given a scenario-specific Opportunities & Implications worksheet and encouraged to consider:

- How could the conditions in your group's Scenario impact Santa Fe?
- What opportunities does your scenario present?
- What pitfalls do you want to be sure to avoid?

The worksheet included prompts related to several MTP Goals. The worksheet responses recorded on each group's worksheet are summarized in Table 1.

TABLE 1. OPPORTUNITIES & IMPLICATIONS WORKSHEET SUMMARIES

	Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
Aging Population & Ensure Social Equity	▪ Subsidies for those who can't afford ▪ Opportunity to not have older folks driving ▪ Electric assist pedal bike – challenges from hills, new conflicts, uncertainty, unpaved roads ▪ Electric assist pedal bike – opportunities to provide health options for old folks, variety, chauffeur systems ▪ Laws may change ▪ The increase in amount of choices causes conflicts because some people don't approve or don't know the other choices ▪ There is a lack of clear regulation ▪ Wide spectrum of options tailored to different demographic needs and choices from shuttle services to electric pedal assist bikes	▪ Low MaaS good for 16–65, increase transit to support others ▪ Autonomous shuttles/buses ▪ Opportunity to increase quality of transit to compete – capital for infrastructure, funding for services	▪ Collaborate with private companies to provide transit/transit-like services to fill in gaps in assistance programs and avoid high costs of public transit programs ▪ Automated services could help the aging population but may also remove the ability of a driver to aid those who need it and reduced customer service ▪ Bring services (e.g., virtual doctor's appointments, grocery delivery, etc.) to those who need it; however, could reduce community feel and isolating	▪ Federal funding for public transit and roadways (new and maintenance) ▪ Low cost of educating young people about the value of biking/transit
Environment & Climate Change	▪ Electrification doesn't reduce tailpipes but especially having option to decrease cars ▪ Dependent on technologies – parking, increases traffic ▪ E-bikes/bike share likely to have positive impact ▪ Reduce carbon emissions ▪ All bike shares will have a positive impact	▪ Electric vehicles will reduce impacts of gas ▪ Subsidies for electric vehicle charging ▪ Better trails ▪ More car-free zones – downtown triangle	▪ Decreased ability to afford/use a car provides opportunities to promote health through walking and biking	▪ Less vehicles on the road because bike/ped infrastructure has grown using federal funds

	Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
Urbanization & Suburbanization	▪ Support infill development ▪ May impact demographic shifts ▪ Affordability ▪ Need to shift funding because currently it comes from the gas tax polluters ▪ Increase equity if public sector is involved ▪ Could be great for attracting younger population from Espanola or Rio Rancho	▪ Electric vehicles will reduce impacts of gas ▪ Subsidies for electric vehicle charging ▪ Better trails ▪ More car-free zones – downtown triangle ▪ Mixed-use neighborhoods to counter sprawl	▪ Opportunity to deregulate land use codes	▪ Opportunity to better plan for future growth ▪ Cost of living is more attainable, decreases housing pressure ▪ Household budget/costs decreases and requires enhancement of public transportation ▪ Less focus on growth and more focus on maintenance
Mobility-as-a-Service	▪ Encouragement for social equity in public road infrastructure ▪ Opportunities for private partnerships like bike share ▪ Bike share would be good and doesn't have to come at the cost of public transportation and it's good not to be early adopters because it might be first gen tech ▪ Bike share is private sector no matter how much you like government – maybe government can give subsidies	▪ Effect of on-street design – difference between rural and urban ▪ Provides independence for drivers, not others	▪ Opportunities for private companies to provide more efficient services and public sector to provide guidance/regulations to ensure quality ▪ Try private pilot programs, be ahead of the curve, regulate the curve	▪ Make location decisions based on availability of existing transit systems – move toward TOD-style development
Leveraging Emerging Technologies	▪ Land use may play a role – opportunity for bicycle-oriented development ▪ Increase density ▪ Zero parking minimums ▪ Development at a pedestrian scale ▪ Small city as a test bed to try low investments		▪ Promote sustainable programs that help low-income companies like Blue LA – a low-income car share program	▪ Finding new efficiencies in the technologies currently used ▪ City leverages natural advancements in mobility tech

	Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
MTP Goals	▪ Need to give authority to traffic planners because engineering execution cuts back and lessens the effectiveness of mobility plans	▪ Last mile support for transit/bikes ▪ Autonomous neighborhoods	▪ Support private investment through collaboration to meet goals	▪ Reduction in funding leads to less new construction – could plan for slow down and build systems ▪ Transition to focus on enforcement and education

SMALL GROUP DISCUSSION – DEVELOPING STRATEGIES & POLICIES

Following the Opportunities & Implications discussion, the groups were given a Strategies & Policies worksheet and asked to think of scenarios as different hands of cards that they have been dealt, and strategies or ways to play their hand.

The worksheets were designed to build on the Strategies & Policies worksheet. The worksheet responses recorded on each group's worksheet are summarized in Table 2.

TABLE 2. STRATEGIES & POLICIES WORKSHEET SUMMARIES

	Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
Aging Population & Ensure Social Equity	▪ Rules to ensure different modes can co-exist ▪ Dockless seems easier – licensing for private with maintenance standards, rules, legal oversight	▪ Upgrade public transit from good to great ▪ Transit signal priority ▪ Mixed-use neighborhoods/nodes to reduce trips and trip length ▪ First/last mile support for public transit, bikes, peds	▪ Weighting transportation investments according to number of people who benefit – County approach is more effective than City approach ▪ Allocation of funds to vulnerable populations ▪ Youth engagement to design a system they want and keep them from moving away	▪ Continue to advance zoning and amend to promote dense, mixed use development • Require developers to make connections • Focus on enforcement and engagement and education • Make investments in areas that rely on transit/ pedestrians

	Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
Environment & Climate Change	▪ Need to shift funding – toll roads, taxing electrical cars, taxes for center, tax higher emissions ▪ Better relationships between engineers and planners – infrastructure planners/engineers thinking about the variety ▪ Proportional tax for density or for efficiency		▪ Prioritize funding for alternative and active transportation with MaaS providing supplemental options ▪ Discourage SOVs ▪ Regulation of alternative fuel vehicles ▪ Incentivize business to provide showers, bike parking, reduced parking and/or encourage telecommuting – public sector could lead by example	▪ Public schools take leadership role – education campaigns for public transit (community services ▪ Promote TOD through zoning ▪ Create new incentive structure to get people using transit
Current Policies & Regulations		▪ Financing/taxes favor large-scale, non-mixed used development that does not support transit or maintenance of infrastructure	▪ NMDOT does not have an equity directive ▪ Growth management policies	
Land Use, Zoning & Development Codes	▪ Consider additional density incentives within existing and potentially new overlay districts	▪ More walkable streets and neighborhoods – mixed-use at walkable scale	▪ Deregulation of zoning to increase density – provide minimum density requirements instead of maximum density requirements ▪ Increase density allowances, decrease or eliminate minimum parking requirements ▪ Aligning shared use with land use and density regulations ▪ Allow vending in the ROW	▪ Promote density/mixed-use development – encourage locations near transit

	Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
Contingency Plan	▪ Need to find a way that lower income individuals without credit cards can access private mobility options ▪ When multiple types of mobility exist, there are safety and cost concerns		▪ Remove over burdensome regulations – flexible/efficient regulation to accommodate regulatory uncertainty	
Mobility-as-a-Service	▪ Have specialists in different types of mobility who have a budget and can be accountable for the execution of programs – need to be empowered and have authority (have engineers take a test) ▪ Coordinator for pedestrian/variety – budget/accountable with authority (accountability test)	▪ Upgrade public transit from good to great ▪ Transit signal priority ▪ Mixed use neighborhoods/nodes to reduce trips and trip length ▪ First/last mile support for public transit, bikes, peds	▪ Definitions for new technologies (e.g., bike share, car share) at the state and local level	▪ Make existing systems more efficient by re-prioritizing investment
Leverage Emerging Technologies	▪ Subsidize private companies to do things and government makes it accessible ▪ Put more obstacles to the center of the city ▪ Regulations for driverless cars ▪ Safety policies ▪ Subsidizing carshare		▪ Public-private partnerships ▪ Focus funds on equity and accessibility – have values inform the regulatory climate	▪ Smart City/IoT/Modeling to help us understand where efficiencies can be found ▪ Investment in advanced data collection regarding elements that inform transportation, land use decisions, and MaaS (e.g., user data, land use data, policy data, etc.)
MTP Goals	▪ Diversity funding to avoid reliance on gas tax to pay for infrastructure ▪ Need to reduce reliance on oil & gas	▪ VMT tax to replace gas tax ▪ Road diets – friction is good on roads		▪ Re-visit and re-analyze our existing transit system – linking and efficiencies ▪ Transit on demand

REPORT OUT & TESTING OF STRATEGIES

At the end of the workshop, each group was asked to identify the top three strategies that they felt would most increase the likelihood of success under their Scenario. All groups were given the opportunity to ask questions about the other groups' strategies and assumptions. The top strategies reported for each Scenario are summarized in Table 3.

After each of the four groups presented their top strategies, the larger group worked together to test the strategies by asking:

- Which strategies are common among all scenarios?
- Which strategies would be beneficial in one scenario but detrimental in another?

Strategies identified as beneficial across all scenarios are highlighted in BLUE and those that may be limited to a subset of scenarios are highlighted in YELLOW in Table 3.

TABLE 3. TOP STRATEGIES

Scenario 1 – Growing Economy/High MaaS	Scenario 2 – Growing Economy/Low MaaS	Scenario 3 – Slowing Economy/High MaaS	Scenario 4 – Slowing Economy/Low MaaS
Mobility Experts to provide education and ensure effective execution and don't let people slip through the cracks.	Increase support for public transit – complete first-/last-mile connections and incentivize shift with time benefits (transit signal priority).	Engage youth to help develop a transportation system that they want and will keep them in Santa Fe to strengthen the economy and build a system for future users.	Education/enforcement – partnering with public schools to educate on safety and availability of public transit/public services and facilitate a cultural shift.
Provide effective regulations for safety.	Mixed-use land use patterns, create nodes to support non-auto transportation, connect nodes with transit, bike, ped options to reduce vehicle trips	Provide flexible and efficient regulations to be able to support new technologies and reduce likelihood of unintended negative consequences.	Burn zoning code – incentivize density, tax policies, market preference/culture.
Public-private partnerships with subsidies for low-income since it is assumed that there is not as much transit as there is today.			
Incentivize density, minimize parking, discourage SOVs and sprawl.	Use road diets and trails (for commuting and recreation) to incentivize transit/bike/ped options by creating friction to slow traffic CAUTION: Slow economy scenarios may need lower cost options.	Land use policy reform to promote density and land use flexibility, reduce trips, support MaaS by allowing vending in the ROW, support itinerant vendor permits, etc. CAUTION: Regulation is likely nuanced based on the economic environment.	Use technology that is known and learn from best practices from other states to create efficiencies in what we have.
Develop alternative funding mechanisms to diversify (not just the gas tax) – tolling, taxing, etc. CAUTION: Taxing may not be supported in a slow economy.			

Santa Fe MPO Metropolitan Transportation Plan 2020-2045

APPENDIX D: COMPREHENSIVE LIST OF PROPOSED SANTA FE COUNTY PROJECTS

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
4	4	SFCCD	S100122 - SE Connector and Avenida Del Sur East Extension to SE Connector-Construct.	Bike, walk		SFCCD- C		$2,300,000
W	10	SFCCD	S100630 - Arroyo Hondo Trail Segment 2: Construct Segment 2 of the Arroyo Hondo Trail 1.2 miles.	Bike, walk				
X	11	SFCCD	S100640 - Arroyo Hondo Trail Segment 3: Construct Segment 3 of the Arroyo Hondo Trail. 1.6 miles Engineering for connection to Richards Avenue.	Bike, walk				
Q	17	Tesuque Village	Bishops Lodge Road RSA + road, bicycle, pedestrian, ADA, and transit improvements.	Bike, walk, transit			340	$4,000,000
64	17	Tesuque Village	Analyze Bishops Lodge and Tesuque Valley Roads for traffic calming measures in the transition areas between the higher and lower speed zones when traffic enters the valley and the traditional historic community area.	Bike, walk	RSA			
65	17	Tesuque Village	Assess the condition of Bishops Lodge Road, including roadway surface, edge treatments, bike lanes, and drainage facilities within the right-of-way for recommendations on the rehabilitation of all deficient or dangerous roadway sections.	Drive/ Ped/ Bike	RSA			

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APPENDIX E: PERFORMANCE TARGET REPORTING

New Mexico Metropolitan Planning Organizations
Performance Based Planning and Programming & Target Reporting

The New Mexico Planning Procedures Manual (PPM) was amended March 13, 2019 to include a new chapter *NMDOT Planning Procedures Manual: Performance Based Planning and Programming/Target Setting Procedures*. This reporting format will provide consistency and assure implementation of federal reporting requirements.

MPO: **Santa Fe Metropolitan Planning Organization, Santa Fe, NM**

Performance Measures for Public Transportation Agency Safety Plan (PTASP)

Preamble: Public Transportation Agency Safety Plan
The Federal Transit Administration (FTA) issued the Public Transportation Agency Safety Plan (PTASP) rule (49 CFR 673) in July 2018. This rule requires public transportation systems which receive FTA Urbanized Area Formula Grants (Section 5307 funds) to develop safety plans that include safety performance targets and the processes and procedures to implement Safety Management Systems. The first PTASPs are due December 31, 2020 and must be updated every four years. In New Mexico this includes ABQ Ride, Rio Metro Regional Transit District (RMRTD), North Central Regional Transit District (NCRTD), Santa Fe Trails, Farmington-Red Apple Transit, and Las Cruces RoadRunner Transit. At the time of the development of this MTP, the PTASP by both Santa Fe Trails and NCRTD are under development. Once the two agencies finalize their PTASPs the MPO will incorporate them into this document. It is likely that due to the level of detailed information in each agencies' Public Transportation Agency Safety Plan, Santa Fe MPO will incorporate, by reference, the two transit agencies' plans.

Public Transit Safety Performance Target: TBD
To be determined
MPO adopted Santa Fe Trails' target – **Yes/No** See referenced PTASP. MPO adopted NCRTD's target - **Yes/No** See referenced PTASP. For MPO's adopting the transit agency's targets, reporting shall be undertaken by the transit agency with reports to the MPO and NMDOT Transit & Rail Division. The quadrennial update of the target shall be undertaken by the transit agency in coordination with the MPO and in consultation with NMDOT Transit & Rail Division (next due tbd).
MPO adopted separate target – **Yes/No** For MPOs adopting a separate target, the MPO must explain the rationale and methodology for the separate target. MPO methodology, if applicable:
MPO Progress Report if adopting separate target:

New Mexico Metropolitan Planning Organizations
Performance Based Planning and Programming & Target Reporting

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Target Report - Performance Measure #1 Safety **Target for FFY 2020**

Preamble: Annual Federal Safety Targets
PM #1 Safety Target: This document addresses the federal requirement to establish annual targets for five specific safety performance measures. For the PM #1 safety target the MPO chose to adopt the state target developed by NMDOT. NMDOT used various methodologies and assumptions to develop the targets to conform to federal requirements. Although these targets may not seem to be aggressive enough to improve safety, it must be noted that these are annual targets and there is little time to implement projects and strategies over a one-year period which would show any significant improvement in the target from year to year. NMDOT, Santa Fe MPO and all local and tribal agencies are committed to improving safety for all transportation modes.

Target for Number of Total Fatalities: 401.9
MPO adopted NMDOT target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31st).
MPO adopted separate target – **No** For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:
MPO Progress Report if adopting separate target:

Target for Number of Serious Injuries: 1,074.2
MPO adopted NMDOT target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31st).
MPO adopted separate target – **No** For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:
MPO Progress Report if adopting separate target:

Target for Rate of Fatalities: 1.429
MPO adopted NMDOT target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31st).
MPO adopted separate target – **No** For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:
MPO Progress Report if adopting separate target:

Target for Rate of Serious Injuries: 3.820
MPO adopted NMDOT target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31st).
MPO adopted separate target – **No** For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:
MPO Progress Report if adopting separate target:

Target for Number of Nonmotorized Fatalities and Serious Injuries: 204.0
MPO adopted NMDOT target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT.For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31st).
MPO adopted separate target – **No** For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:
MPO Progress Report if adopting separate target:

New Mexico Metropolitan Planning Organizations
Performance Based Planning and Programming & Target Reporting

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Target Report - Performance Measure #2 Infrastructure and System Performance
National Highway System (NHS) Pavement and Bridges 2-Year & 4-Year Targets

Per federal law, NMDOT is required to establish 2-year and 4-year targets for each performance area. MPOs are required to adopt only 4-year targets. The 2-year targets adopted by NMDOT are shown here for informational purposes.

Percentage of Bridges on the NHS in "Good" Condition: 2-yr Target for 2019 is 36.0% & 4yr Target for 2021 is 55%
MPO adopted NMDOT 4-year target – **No** For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **Yes** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable: The explanation of events leading to the development of this performance measure is documented on the following webpage: https://santafempo.org/programs/transportation-performance-management/. Per the recommended modifications from NMDOT's Bridge Management Engineer the following "Bridge Conditions" were modified and approved by the Santa Fe MPO Transportation Policy Board to include a Santa Fe MPO Planning Area level percentage for the 4-year targets.
MPO Progress Report on 4-Year Target Due October 1, 2022
The bridge condition information report for the bridges within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
Progress Report:

Percentage of Bridges on the NHS in "Poor" Condition: 2-yr Target for 2019 is 3.3% & 4yr Target for 2021 is 6%
MPO adopted NMDOT 4-year target – **No** For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **Yes** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable: The explanation of events leading to the development of this performance measure is documented on the following webpage: https://santafempo.org/programs/transportation-performance-management/. Per the

recommended modifications from NMDOT's Bridge Management Engineer the following "Bridge Conditions" were modified and approved by the Santa Fe MPO Transportation Policy Board to include a Santa Fe MPO Planning Area level percentage for the 4-year targets.

MPO Progress Report on 4-Year Target Due October 1, 2022

The bridge condition information report for the bridges within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).

Progress Report:

Percentage of Interstate Pavement on the NHS in "Good" Condition:
2-yr Target for 2019 is 57.3% & 4yr Target for 2021 is 59.1%

MPO adopted NMDOT 4-year target – **Yes**
Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).

MPO adopted separate 4-year target – **No**
MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used.
Target methodology report, if applicable:

MPO Progress Report on 4-Year Target Due October 1, 2022

The pavement condition information report for the Interstate highways within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).

Progress Report:

Percentage of Interstate Pavement on the NHS in "Poor" Condition:
2-yr Target for 2019 is 4.5% & 4yr Target for 2021 is 5.0%

MPO adopted NMDOT 4-year target – **Yes**
Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).

MPO adopted separate 4-year target – **No**
MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used.
Target methodology report, if applicable:

MPO Progress Report on 4-Year Target Due October 1, 2022

The pavement condition information report for the Interstate highways within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).

Progress Report:

Percentage of Non-Interstate Pavement on the NHS in "Good" Condition: 2-yr Target for 2019 is 35.6% & 4yr Target for 2021 is 34.2%
MPO adopted NMDOT 4-year target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **No** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable:
MPO Progress Report on 4-Year Target Due October 1, 2022
The pavement condition information report for the non-Interstate NHS highways (regardless of ownership) within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
Progress Report:

Percentage of Non-Interstate Pavement on the NHS in "Poor" Condition: 2-yr Target for 2019 is 9.0% & 4yr Target for 2021 is 12.0%
MPO adopted NMDOT 4-year target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **No** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable:
MPO Progress Report on 4-Year Target Due October 1, 2022
The pavement condition information report for the non-Interstate NHS highways (regardless of ownership) within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
Progress Report:

New Mexico Metropolitan Planning Organizations
Performance Based Planning and Programming & Target Reporting

The New Mexico Planning Procedures Manual (PPM) was amended March 13, 2019 to include a new chapter *NMDOT Planning Procedures Manual: Performance Based Planning and Programming/Target Setting Procedures*. This reporting format will provide consistency and assure implementation of federal reporting requirements.

MPO: **Santa Fe Metropolitan Planning Organization, Santa Fe, NM**

Target Report - Performance Measure #3 System Performance, Freight, Congestion and Air Quality 2-Year & 4-Year Targets

Per federal law, NMDOT is required to establish 2-year and 4-year targets for each performance area. MPOs are required to adopt only 4-year targets. The 2-year targets adopted by NMDOT are shown here for informational purposes.

Percentage of Person-Miles Traveled on the Interstate System that are Reliable: 2-yr Target for 2019 is 96.1% & 4yr Target for 2021 is 95.1%
MPO adopted NMDOT 4-year target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **No** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable:
MPO Progress Report on 4-Year Target Due October 1, 2022
The data required for the Interstate System within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
Progress Report:

Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable: 2-yr Target for 2019 is 90.4% & 4yr Target for 2021 is 90.4%
MPO adopted NMDOT 4-year target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **No** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable:
MPO Progress Report on 4-Year Target Due October 1, 2022
The data required for the non-Interstate NHS within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment

strategies, applicable target achievement discussion (for next 4-year target).
Progress Report:

Index of the Interstate Sys. Mileage providing for Truck Travel Times that are Reliable: 2-yr Target for 2019 is 1.14 & 4yr Target for 2021 is 1.15
MPO adopted NMDOT 4-year target – **Yes** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1st of even years).
MPO adopted separate 4-year target – **No** MPOs adopting a separate 4-year target must commit to their own *quantifiable* target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable:
MPO Progress Report on 4-Year Target Due October 1, 2022
The data required for the truck travel times on the Interstate System within the MPO area for the 4th year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
Progress Report:

Annual Hours of Peak-Hour Excessive Delay per Capita: Not Applicable
MPO adopted NMDOT 4-year target – **n/a** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. This applies only to urbanized areas of more than 1 million population that are also in nonattainment or maintenance for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

Percent of Non-Single Occupancy Vehicle (non-SOV) Travel: Not Applicable
MPO adopted NMDOT 4-year target – **n/a** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. This applies only to urbanized areas of more than 1 million population that are also in nonattainment or maintenance for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

On-Road Mobile Emissions Reduction: Not Applicable
MPO adopted NMDOT 4-year target – **n/a** Refer to https://santafempo.org/programs/transportation-performance-management/ for documentation from NMDOT. New Mexico is included in the list of states required to establish targets and report performance for on-road mobile source emissions. This measure is limited to air quality nonattainment or maintenance areas, which in New Mexico applies exclusively to Sunland Park, Anthony, and southern Doña Ana County which is within the El Paso Metropolitan Planning Area.

The Transit Asset Management (TAM) Performance targets adopted by the Transportation Policy Board on November 30th, 2017 are details in Fig ##. Newer targets are detailed in 2018 TAM Plans released by Santa Fe Trails, and the NMDOT regarding NCRTD. These documents can be found at https://santafempo.org/plans/public-transit-master-plan/.

Figure 1. TAM Targets Adopted by the TPB

TRANSIT	ASSET CLASS	GOAL	TARGET	MEASUREMENT
	Vehicles Revenue	Decrease vehicle degradation • Monitor trends on equipment and perform time change on common wear components • Maintain tools and equipment in shop	Reduce the # of vehicle hour/downtime by 12% Increase life expectancy of vehicles by a minimum of 2 years above FTA recommendations.	# of Hours/Downtime
	Vehicles Non-Revenue	N/A	N/A	N/A
	Equipment (Shelters/Service Equipment)	Reduce # of bus shelter and service equipment degradation • Routine training of personnel • Proactive preventative maintenance	Prolong equipment life expectancy by 10%	# of shelter/service equipment replacement annually
	Facilities	Reduce facility depreciation • Routine & proactive preventative maintenance	Prolong facility depreciation by 8%	Annual # of routine and proactive maintenance completed
	Customer Service	Improve customer service • Keep customers informed and improve response time • Increase community engagement participation	Reduce # of customer complaints by 10%	# of customer complaints # of community engagement events

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
V	22	SFCCD	Arroyo Hondo Trail Segment 1.	Bike, walk			308	
H	26	SFCCD	Rancho Viejo Boulevard Bike Lanes (PER).	Bike		SFCCD- F	321	$1,000,000
Y	30	Agua Fria	Santa Fe River Trail – From Siler South to San Ysidro Crossing.	Bike, walk				
Z	31	Agua Fria	Santa Fe River Trail - From Caja del Oro Grant Road to San Felipe Road.	Bike, walk				
J	32	SFCCD	Bike Lane Loop: Richards, A Van Nu Po, Avenida del Sur	Bike			323, 325, 328	
67	33	Tesuque Village	Develop on-road bike lane for limited section on Bishops Lodge Road for southbound vehicles to pass cyclists biking up the steep climb from the entrance at Bishop's Lodge Resort to the top of the hill.	Bike	RSA/ PER		340	
2	40	SFCCD	Avenida Del Sur West Improvement and Extension- Construct.					$3,675,000
49	44	Tesuque Village	Tesuque Village Road Bike Lanes: Extend bike lanes from the Tesuque Pueblo Fire Department to the Pueblo of Tesuque boundary (Combine PER w/ Bishops Lodge Road).	Bike				$1,650,000
U	48	Agua Fria	West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes.	Bike				
10	51	Tres Arroyos del Poniente	Los Suenos Trail & La Vida Lane Road Improvements (PER).				318	$3,000,000
11	53	Tres Arroyos del Poniente	Los Suenos Trail Extension (combine PER w/ #10).				318	$3,000,000
D	55	Tres Arroyos del Poniente	Caja del Oro Grant Road extension to NM 599 (PER).		2	NW- D		$3,000,000

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
R	59	Santa Fe Foothills	Old Santa Fe Trail Bike Lanes from El Gancho to Two Trails.	Bike			322	
8	62	La Tierra, Jacona	La Tierra-Jacona access, alternate arterial (PER).					$500,000
E	67	Airport District	Bridge: NM 599 Frontage Road - Paseo de River over Santa Fe River (PER) NMDOT project cooperation.			NW- x		$4,300,000
1		Agua Fria	Agua Fria St./Henry Lynch Road Intersection/Roundabout PER + Construction.					$130,000
3		Eldorado, SFCCD	Avenida Vista Grande Extension- west branch extension to NM 14 (PER)* (+ #24).					$500,000
5		Valle Vista	Comanche Dr. Improve and extend from NM 599 Frontage to NM14 (PER)* Combine PERs w/ #F&G.			SW- F		$5,100,000
9		Valle Vista	New Arterial Road from I-25/La Cienega Interchange – NM 14 (PER).					
12		SFCCD	NM 14 Widening Study (PER).					
13		Conejo	Old Agua Fria Road Extension (PER).					
14		SFCCD	Old Galisteo Road network extension (PER).			SFCCD- M, H, K		$3,500,000
15		SFCCD, Conejo	Bike Lanes- Rabbit Road West Shoulder Improvements from Entrada De Santiago to Old Pecos Trail [per RSA (NMDOT per NE/SE*)].	Bike		SFCCD- B		
16		SFCCD	Rabbit Road west extension to Richards Avenue (PER).			SFCCD- B		
17		SFCCD	Richards Avenue Corridor Intersection Improvements from I-25 to Avenue to Avenida Del Sur (Study).		PER			

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
18		Airport District	Caja Del Rio Road-Paseo Real Collector (PER/location study).			NW- C, H, G		$3,500,000
19		Agua Fria	Rufina Street/Lopez Lane Intersection/Roundabout PER + Construction.					
21		Arroyo Hondo	Seton Village-SFCCD connector (PER).					
24		Eldorado, SFCCD	Avenida Vista Grande Extension North branch extension to Avenida del Sur/SE Connector (PER) * (+ #3)					$500,000
50		La Tierra	Camino La Tierra (CR 77) bike lanes from Wildflower Drive to Las Campanas Drive.	Bike				
51		Las Campanas	Bike lanes on Las Campanas Drive from Camino La Tierra to Caja Del Rio Road.	Bike				
63		Tesuque Village	Conduct BLR road survey (visual analysis) to map cultural resources, important scenic features including heritage trees, tree canopies, existing roadway widths and rights-of-way to be used in context sensitive design recommendations for road improvements.	Bike, walk	Internal			
68		Tesuque Village	Widen Tesuque Village Road to add shoulders north of Tesuque to US 285/84 (MPO 2019 Bike Plan).	Bike				
69		Tesuque Village	Develop pedestrian circulation and parking plan for the village core area to include crossings between the elementary school, the Village Market and post office, RTD bus stops, and the sites, if known, for the future community center and passive park.	Walk	RSA/ PER			

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
70		Tesuque Village	Re-establish access to Santa Fe National Forest via Forest Road 415 from Griego Hill Road/SF County Road 72C.		PER/EIR			
71		La Cienega, La Cieneguilla	Complete the Western loop multi-use trail that extends west from NM 599/Airport Road to La Cienega and CR 54/I-25. Construct Santa Fe River Greenway Trail: NM 599 to La Cieneguilla, Segment VII.	Walk, bike			283	
72		SFCCD	Complete the Spur Trail.	Walk, bike				
73		SFCCD, Eldorado	Complete the Rail Trail.	Walk, bike				
76		NMDOT, Agua Fria, Airport, Tres Arroyos, Tano, Las Campanas, La Tierra, City	Work with and coordinate with the MPO and NMDOT staff on the 2018 NMDOT Study to reprioritize intersection improvements for the NM 599 corridor. (Continue to improve interchanges.)					
77		City, Airport District	CR 56 “Paseo Real”/ Santa Fe River wildlife crossing improvements. Work with city.		PER			
78		NMDOT, Tres Arroyos, Agua Fria	Coordinate with NMDOT on safety improvement to Via Veteranos/NM 599 (ongoing).					
79		Agua Fria	Study the need/feasibility for traffic calming measures on Agua Fria Road, Lopez Lane, and San Ysidro Crossing.		RSA			
81		Agua Fria, City	Bus stop improvements and access on Agua Fria Road- Coordinate with MPO, SF Trails.	Transit				
82		Agua Fria	Conduct pedestrian safety and access assessment of CR 62 “Caja del Oro” between Santa Fe River and Romeo Park. (Done: ADA Transition Plan.)	Walk	ADA			

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
83		Agua Fria	Conduct pedestrian safety and access assessment of Lopez Lane between Rufina and Agua Fria. (Done: ADA Transition Plan.)	Ped	ADA			
84		Agua Fria	Assess Agua Road rights-of-way and, where feasible, widen to include shoulders.	Bike	PER			
85		Agua Fria	Conduct pedestrian circulation and safety assessment for intersecting roads on Agua Fria Road.	Walk	RSA			
86		SFCCD	Study Dinosaur Trail to assess any traffic impacts from completion of the NE/SE Connector project.					
87		SFCCD	County planning staff work with the MPO, Santa Fe Trails, and the Community College to extend hours of transit service to coincide with class schedules Monday through Saturday.	Transit				
88		SFCCD	Complete sections of sidewalk or side paths to provide a continuous sidewalk/side path on Avenida Del Sur to Richards Avenue.	Walk	Public Works			
89		SFCCD	County staff work with Santa Fe School staff on evaluating an additional mid-block crossing on Avenida Del Sur at Amy Biehl School and installing a pedestrian activated beacon(s).	Walk	Public Works			
90		Countywide	Complete segments of trails, sidewalks, or side paths, which are on bus routes.	Transit, walk, bike				
91		La Cienega, La Cieneguilla	Widen Paseo Real to add bike lanes (Priority 3 in SGMP).	Bike				
92		La Cienega	Widen Los Pinos Road to add bike lanes (Priority 3 in SGMP).	Bike				

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
93		La Cienega, La Cieneguilla	Paseo Real and Los Pinos Road should be assessed for safety concerns: sharp or blind curves, vehicles traveling at higher than posted speeds, washouts and erosion, and Fire/EMS access; and either through the Transportation Advisory Committee, or in consultation with area residents, develop a prioritized list for improvements.		RSA			
94		Tres Arroyos del Poniente	Widen, pave, and provide bike lanes on CR 62 "N. Caja Del Oro Grant Road" from NM 599 North Frontage Road to Caja Del Rio.	Bike	PER			
95		Canoncito, Glorieta	NCRTD Service/paratransit for Canoncito/Glorieta area residents.	Transit				
96		Sunlit Hills	Provide on-road bike lanes for Nine Mile Road to establish a bike lane network that connects to the City of Santa Fe bike lane network, the Rail Trail, and development southeast of the city.	Bike				
97		Sunlit Hills, Seton Village	Provide on-road bike lanes for Arroyo Hondo Road/Seton Village Road loop.	Bike				
98		Eldorado	Provide on-road bikes lanes for Avenida Amistad/ Avenida del Monte Alto.	Bike				
99		Eldorado	Provide on-road bikes lanes for Avenida Vista Grande.	Bike				
100		Eldorado	Provide on-road bikes lanes for Avenida Eldorado.	Bike				
101		Galisteo Basin	Develop a one mile trail segment in the US 285 corridor area that connects the US 285 termini for the Rail Trail, the planned Galisteo Basin recreation trail, and the Old Lamy Trail.	Bike, walk				

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
102		Galisteo Basin	Establish a designated parking area on the west side of US 285 at the trailhead for the Rail Trail.					
103		San Marcos, Galisteo	Construct on-road bike lanes on Camino Los Abuelos from NM 14 to NM 41.	Bike				
112		San Marcos	San Marcos Community Plan District, NMDOT, and Santa Fe County staff monitor the intersection of CR 45 "Bonanza Creek Road," NM 14, and CR 44 "Shenandoah Trail" for changing traffic conditions that may trigger the need for additional intersection improvements.		PER			
113		NMDOT, Eldorado	Monitor development and pedestrian activity adjacent to US 285, at Avenida Vista Grande/US 285, Avenida Amistad/US 285, and other intersections, as needed, to assess the need for pedestrian improvements at crossing or alongside US 285.	Walk	RSA			
114		NMDOT, Eldorado	The US 285 South Corridor Plan district and County staff continue to coordinate and work with NMDOT on access permits and improvements in the US 285 right-of-way, including lighting, landscaping, and signage to ensure consistency with the Corridor Plan.		Internal			
115		Galisteo, Eldorado	NM Central/ Kennedy RR Line: Trail from Eldorado to Galisteo.	Bike, walk	PER			
A		SFCCD	College Drive Extension (or Meador Lane Extension: Part of NE/SE?).					
B		SFCCD	Oshara Bypass (PER).					
C		Airport District	Caja del Rio / Airport Road Connector (PER).		2	NW- A, B		$3,433,647

SGMP/ Future Rd Network Number	MTP Priority #	Community	Name / Description	Multimodal Elements	Phase/ Type	IBA #	ICIP #	Construction Estimate
F		Valle Vista	Valle Vista Boulevard extension and new connector road (NM 599 Frontage Road to Future Commanche Road Extension) (PER).			SW-B, C		$1,400,000
G		Valle Vista	Louis Drive extension (PER).			SW- D		$517,000
I		SFCCD	Richards Avenue Bike Lanes (Separated) (PER).	Bike		SFCCD- D	337	$1,000,000
K		SFCCD	Sunshine Mesa		3			$903,923
L		SFCCD	Old Galisteo Way / Meador Lane.		3			$2,505,461
M		SFCCD	Campus Road Extension.		3			$1,553,003
N		SFCCD	Dinosaur Trail Bike Lanes.	Bike	3			$1,000,000
O		SFCCD	San Antonio Peak Extension.		3			$639,538
P		SFCCD	College Drive extension.		3			$1,143,885
S		Agua Fria	Construct Sidewalk along Lopez Lane from Rufina to Agua Fria.	Walk			327	
T		Agua Fria	San Ysidro Crossing CR 68A Bike, Ped Lanes/ Bridge (PER).	Bike, walk			324, 1056	

Terms:

ADA = Americans with Disabilities Act
ICIP = Infrastructure Capital Improvement Plan
SFCCD = Santa Fe Community College District
EIR = Environmental Impact Report
PER = Preliminary Engineering Report
SGMP = Sustainable Growth Management Plan
IBA = Infrastructure Buildout Analysis
RSA = Road Safety Audit