



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday, January 25th, 2021 1:30 P.M.

AGENDA

SPECIAL PROCEDURES FOR VIRTUAL ATTENDANCE AND PUBLIC COMMENT:

In response to the State's declaration of a Public Health Emergency, the Mayor's Proclamation of Emergency, and the ban on public gatherings of more than five (5) people, this meeting will be conducted virtually using Zoom.

Attending on Zoom: Members of the public may attend the Zoom meeting on a computer, mobile device, or phone. The video conference link and teleconference number will be posted on the City of Santa Fe's Calendar of Events website at least seventy-two (72) hours before the meeting: <https://www.santafenm.gov/events>. The direct Zoom link is:

Topic: MPO Technical Coordinating Committee - Public Meeting
Time: Jan 25, 2021 01:30 PM Mountain Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/85309867480?pwd=bW5ub2FaeWVvZmwyUWZtcWQyU1plZz09>

Meeting ID: 853 0986 7480

Passcode: 801885

One tap mobile

+16699006833,,85309867480# US (San Jose)

+12532158782,,85309867480# US (Tacoma)

Public Comment:

- **By video:** A person attending the Zoom meeting by video conference (using a computer, mobile device, or smart phone) may provide public comment during the meeting. Attendees should use the "Raise Hand" function to be recognized by the chair to speak at the appropriate time.
- **By phone:** A person attending the Zoom meeting by phone may provide public comment during the meeting but **must** provide advance notice to MPO staff. Please contact Erick Aune (505-955-6664) ejaune@santafenm.gov no later than Monday, Nov. 16th, 2020, by 12PM and provide your **full name, address, and the phone number** you will be using to call in to the teleconference. Without your phone number, the chair will not be able to recognize you to speak at the meeting.
- **In writing:** A person may submit written public comments in advance of the meeting by email (ejaune@santafenm.gov), by U.S. Postal Service (City of Santa Fe, ATTN: Erick Aune/MPO Officer, PO Box 909, Santa Fe, NM 87504-0909), or by dropping off a comment at the physical drop box which will be located outside City Hall at the entrance to Land Use Lobby facing Marcy Street. Please include your full name and address, and identify the specific agenda item you are commenting on. To be included in the official record and considered at the hearing, written public comment **must** be received no later than Monday, November 16th, 2020 at 12PM.

Santa Fe MPO Technical Coordinating Committee

Monday, January 25th, 2021 1:30 P.M.

AGENDA

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from November 16th, 2020

1. Communications from the Public

2. Items for Discussion and Possible Action:

- A. Review and Recommend to “Release for 15 Day Public Comment” for 2020-2025 TIP Amendment 6 proposed project amendments – MPO Staff (Leah Yngve)
- B. Review and discussion of Proposed Projects for possible inclusion in the forthcoming 2022 -2027 draft Transportation Improvement Program (TIP) – MPO Staff (Leah Yngve)
- C. Presentation – NMDOT: Critical Urban Freight Corridors and MPO Coordination (Paul Sittig, NMDOT)

3 Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: February 22nd, 2021

Persons with disabilities in need of accommodations, contact the City Clerk’s office at 955-6520, five (5) working days prior to the meeting date. The Santa Fe MPO is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. The Santa Fe MPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Santa Fe MPO program, activity or service.

**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
MONDAY, NOVEMBER 16, 2020, 1:30 PM
VIA VIRTUAL ATTENDANCE**

A. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by, Brett Clavio, Chair, at 1:30 pm, on Monday, November 16, 2020, via virtual attendance.

B. ROLL CALL

MEMBERS PRESENT

Brett Clavio, Santa Fe County, Chair
Tony Mortillaro, NCRTD
Paul Kavanaugh, Santa Fe County
Neal Denton, City of Santa Fe
Noah Berke, City of Santa Fe
Ryan Ward, Santa Fe County
Romella Glorioso-Moss, City of Santa Fe
Tomas Martinez, City of Santa Fe
Javier Martinez, NMDOT
(3 vacancies)

MEMBERS ABSENT

Paul Kavanaugh

OTHERS PRESENT

Commissioner Anna Hansen
Erick Aune, MPO Officer
Leah Yngve, MPO Planner
Rosa Kozub, NMDOT
Ruth Hamilton
Joe Moriarty, NMDOT
Elizabeth Martin, Stenographer

C. APPROVAL OF AGENDA

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

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

**D. APPROVAL OF MINUTES
AUGUST 24TH, OCTOBER 1ST AND OCTOBER 26TH**

MOTION A motion was made by Mr. Mortillaro, seconded by Mr. Ward, to approve the minutes of August 24th as presented.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

MOTION A motion was made by Mr. Martinez, seconded by Mr. Berke, to approve the minutes of October 1st as presented.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

MOTION A motion was made by Mr. Berke, seconded by Mr. Tomas Martinez, to approve the minutes of October 26th as presented.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

1. COMMUNICATIONS FROM THE PUBLIC

None.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

**A. REVIEW AND RECOMMEND FOR APPROVAL SELF CERTIFICATE
FOR 2020-2025 TIP AMENDMENT 5**

Ms. Yngve reviewed the staff memo in the meeting packet.

There were no questions.

MOTION A motion was made by Mr. Tomas Martinez, seconded by Mr. Ward, to recommend for approval the self certificate for 2020-2025 TIP Amendment 5.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

B. REVIEW AND RECOMMEND FOR APPROVAL SELF CERTIFICATE FOR AMENDMENT #1 TO THE 2020-2045 METROPOLITAN TRANSPORTATION PLAN TO INCLUDE BISHOP'S LODGE ROAD - ROAD CONSTRUCTION PROJECT

Mr. Aune reviewed the staff memo in the meeting packet.

There were no questions.

MOTION A motion was made by Mr. Berke, seconded by Mr. Javier Martinez, to recommend approval of the self certificate for Amendment #1 to the Metropolitan Transportation Plan to include Bishop's Lodge Road - Road Construction Project.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

C. REVIEW AND RECOMMEND FOR APPROVAL SELF CERTIFICATE FOR ADOPTION OF UPDATED NMDOT PERFORMANCE MEASURE (1) SAFETY

Ms. Burnham reviewed the staff memo in the meeting packet.

Mr. Berke asked how often they add or remove target measures.

Ms. Burnham answered that the first three are measures we have to do. NMDOT chooses the performance measures. We are on target for three of the five, but not the other two.

Mr. Berke said this data comes from the City and State Police and UNM cleans

the data and that process takes two years. We will not know where we are for this time for two years.

Ms. Burnham said that is correct.

Ms. Glorioso-Moss said you said this performance measure is based on the entire State's numbers not just the MPO.

Ms. Burnham said yes, they are all based on the entire State.

Chair Clavio commented that there are proactive measures being taken by the State and locally.

MOTION A motion was made by Mr. Berke, seconded by Mr. Ward, to recommend approval of the Self Certificate for adoption of the updated NMDOT Performance Measure (1) Safety.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Romella Glorioso-Moss, yes; Tomas Martinez, yes; Javier Martinez, yes.

**D. REVIEW AND RECOMMENDATION FOR APPROVAL FOR ADOPTION
OF 2022 - 2027 SANTA FE MPO TRANSPORTATION PROGRAM
“CALL FOR PROJECTS” AND “ADOPTION SCHEDULE”**

Ms. Yngve reviewed the staff memo in the meeting packet.

Chair Clavio commented that the STBG program includes funding for additional items. That opens up the door for a lot of nontraditional highway projects.

Mr. Berke asked who submits the proposals for projects and how detailed do they need to be.

Mr. Aune answered that the process does not restrict who can apply. Typically it is the Public Works Department on both ends.

Mr. Berke said we have the Traffic Engineer position vacant at this time. He is wondering if there will be enough time, given this time line, to coordinate this. The timelines are at a Federal and State level.

Mr. Aune said at the State level, but with Federal guidelines.

Ms. Glorioso-Moss said she would bring this up at the staff meeting tomorrow.

Mr. Moriarty said the TLPA handbook is a good resource for Federal requirements.

Ms. Glorioso-Moss left the meeting.

Mr. Berke asked that the MPO reach out as soon as we get a Traffic Engineer.

MOTION A motion was made by Mr. Berke, seconded by Mr. Javier Martinez, to recommend the approval for adoption of 2022-2027 Santa Fe MPO Transportation Improvement Program “Call for Projects” and “Adoption Schedule”.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Tomas Martinez, yes; Javier Martinez, yes.

E. REVIEW AND RECOMMENDATION FOR APPROVAL OF 2021 ANNUAL MPO TCC AND TPB MEETING CALENDAR

Ms. Burnham reviewed the proposed calendar in the meeting packet.

There were no questions.

MOTION A motion was made by Mr. Ward, seconded by Mr. Tomas Martinez, to recommend for approval the 2021 annual MPO TCC and TPB meeting calendar.

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Tomas Martinez, yes; Javier Martinez, yes.

F. RELEASE FOR 30 DAY PUBLIC COMMENT: AMENDMENT #2 TO THE 2020-2045 METROPOLITAN TRANSPORTATION PLAN TO INCLUDE AN UPDATED “FUTURE ROADWAY MAP AND LIST

Ms. Yngve reviewed the staff memo in the meeting packet.

Chair Clavio asked if there was any participation from Tesuque Pueblo on projects.

Ms. Yngve said she met with Edward Escudero before he left and we do have a Highway Corridor Study that they requested on the map.

MOTION A motion was made by Mr. Berke, seconded by Mr. Tomas Martinez, to release for 30 day public comment Amendment #2 to the 2020-2045 Metropolitan Transportation Plan to include an updated "Future Roadway Map and List".

VOTE The motion passed on a roll call vote as follows:

Brett Clavio, yes; Tony Mortillaro, yes; Neal Denton, yes; Noah Berke, yes; Ryan Ward, yes; Tomas Martinez, yes; Javier Martinez, yes.

3. MATTERS FROM THE MPO STAFF

Mr. Aune thanked everyone for their participation at this meeting to make a quorum. Unless something comes up we will not need to meet again until January and will skip the December meeting. Thank you to staff for providing all the details today.

Chair Clavio thanked Mr. Aune and his staff for their hard work.

4. MATTERS FROM TCC MEMBERS


None.

**5. NEXT MEETING
JANUARY 25, 2021**

6. ADJOURN

There being no further business before the Committee the meeting adjourned at 2:15 pm.

Brett Clavio, Chair



Elizabeth Martin, Stenographer



Santa Fe MPO Staff Report

Technical Coordinating Committee: January 25, 2021

Matter of Approval: Release 2020-2025 TIP Amendment 6 for Public Review

Background:

Formal amendments to the Transportation Improvement Program (TIP) occur every quarter for additions of new projects to the TIP or significant project changes. Amendment 6 to the 2020-2025 TIP is following the below schedule:

SFMPO - Call for Amendment Proposals	1/04/2021
SFMPO – Deadline for Submittal of Amendment Proposals	1/18/2021
SFMPO – TCC Amendment Review	1/25/2021
SFMPO – Release for Public Review	1/28/2021
SFMPO – Close of 15 Day Public Review	2/11/2021
SFMPO – TCC Review Public Comment and Recommendation	2/22/2021
SFMPO – TPB Public Hearing and Approval	2/25/2021

The proposed amendments are:

TIP ID	Agency	DOC	Project Title	Type	Change
S100470	City of Santa Fe	20-06	St. Michael's Dr. Rail Trail Pedestrian Crossing/Underpass	Safety	Design was changed to 2021 and funding to 2024



Santa Fe MPO Staff Report

Technical Coordinating Committee: January 25, 2021

Matter of Discussion: FFY 2022-2027 TIP Proposals

Background:

The MPO released a call for FFY 2022-2027 TIP proposals on November 16th, 2020. We received seven proposals from both the City of Santa Fe and Santa Fe County. The FFY 2022-2027 TIP development is following the below timeline:

SFMPO – Call for Project Proposals	11/16/2020
SFMPO – Deadline for Submittal of Proposals	12/16/2020
SFMPO – TCC Reviews Proposals	1/25/2021
SFMPO – MPO works with NMDOT to create a draft TIP	
SFMPO – TCC Approves for 30 day Public Review	4/26/2021
SFMPO – Close of 30 day Public Review	5/26/2021
SFMPO – TCC Review Public Comment and Recommendation	6/22/2021
SFMPO – TPB Public Hearing and Approval	6/25/2021

The proposed projects are:

Project Name	Lead Agency	Cost
St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000
Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities	City of Santa Fe	\$4,500,000
Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,548,085
Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes	Santa Fe County	\$2,250,000
Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po	Santa Fe County	\$5,027,000
Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians	City of Santa Fe	\$1,800,000
Arroyo Chamiso Crossing	City of Santa Fe	\$5,000,000

See included spreadsheet for full project evaluations using the MTP evaluation framework.

DRAFT - PROJECT PRIORITY LISTING FOR TCC REVIEW - DRAFT

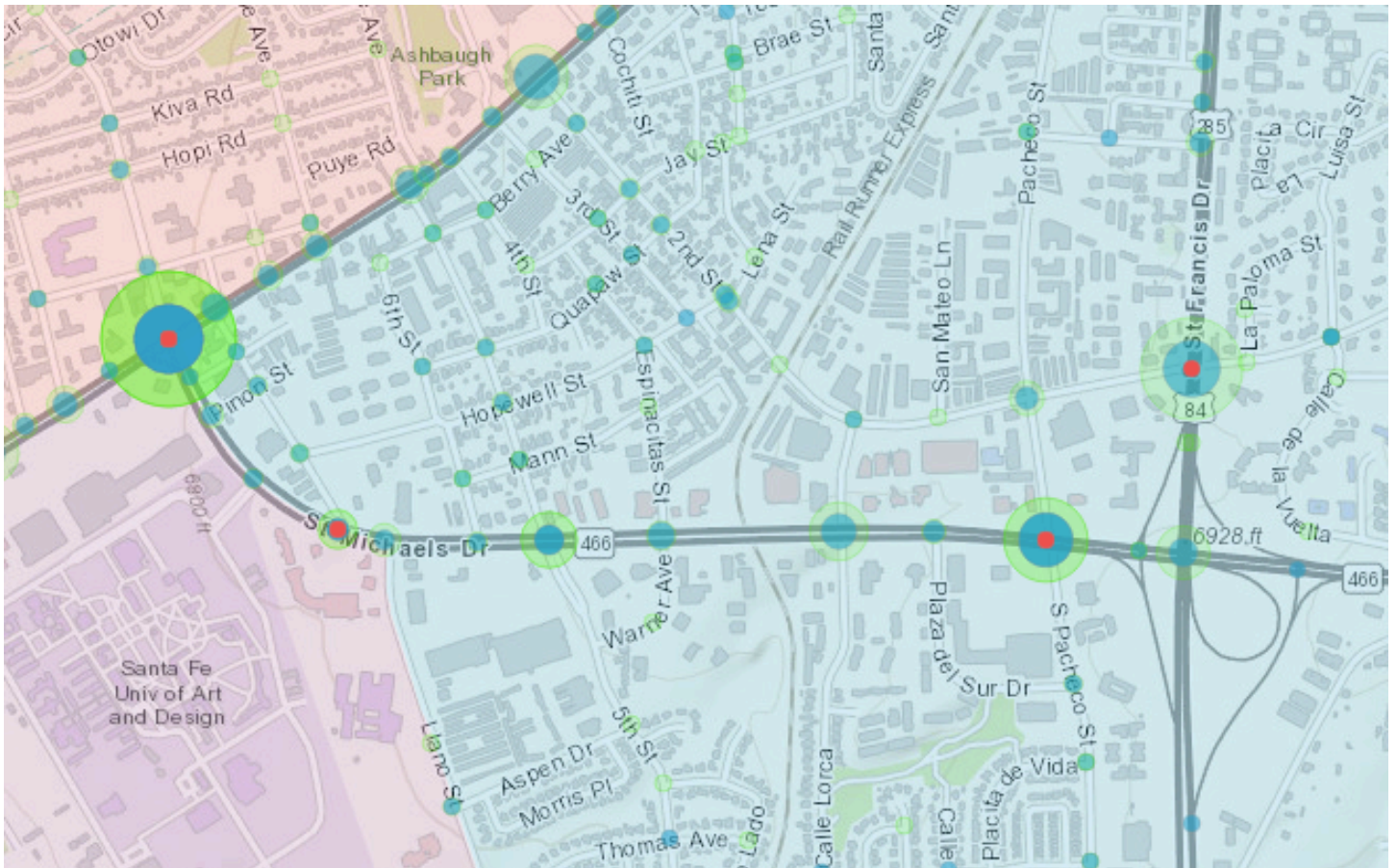
Rank			Cost	Potential Funding Sources		Evaluation Criteria												
								Economic & Community Vitality		Environmental Stewardship								
	Project Name	Lead Agency			MTP Time Frame/Need	Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Partnership & Funding	Total Score	Multi-modal elements	Public Health	Social Equity	
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	STBG*	Short/Medium	20	20	20	15	15	20	10	20	140	walk, bike	Yes	Yes	
15	Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities	City of Santa Fe	\$4,500,000	STBG, CMAQ, HSIP	Short/Medium	15	15	20	15	10	15	15	20	125	walk, bike	Yes	No	
23	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,548,085	STBG, CMAQ, TAP, RTP	Short/Medium	20	10	20	10	10	15	15	15	115	walk, bike	Yes	No	
27	Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes	Santa Fe County	\$2,250,000	STBG, CMAQ, HSIP, TAP	Short/Medium	15	10	20	10	10	15	15	15	110	bike	Yes	No	
41	Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po	Santa Fe County	\$5,027,000	STBG, CMAQ	Medium	10	5	15	15	10	15	15	10	95	walk, bike	Yes	Yes	
43	Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians	City of Santa Fe	\$1,800,000	STBG, HSIP	Medium/Long	20	10	20	10	10	15	10	10	105	walk	Yes	Yes	
NA	Arroyo Chamiso Crossing	City of Santa Fe	\$5,000,000	STBG, CMAQ	NA	10	5	20	15	10	15	15	20	110	walk, bike	Yes	No	

Total\$20,625,085

TOTALS	2020-2045 Total
City of Santa Fe Total	\$11,800,000
Santa Fe County Total	\$8,825,085
NMDOT Total	TBD
Timeframe Total	
Goal Total	

Funding Sources:
STBG - Surface Transportation Block Grant
CMAQ - Congestion Mitigation Air Quality
HSIP - Highway Safety Improvement Program
TAP - Transportation Alternatives Program
RTP - Recreational Trails Program
*Other funds may be considered if the study is lumped with construction

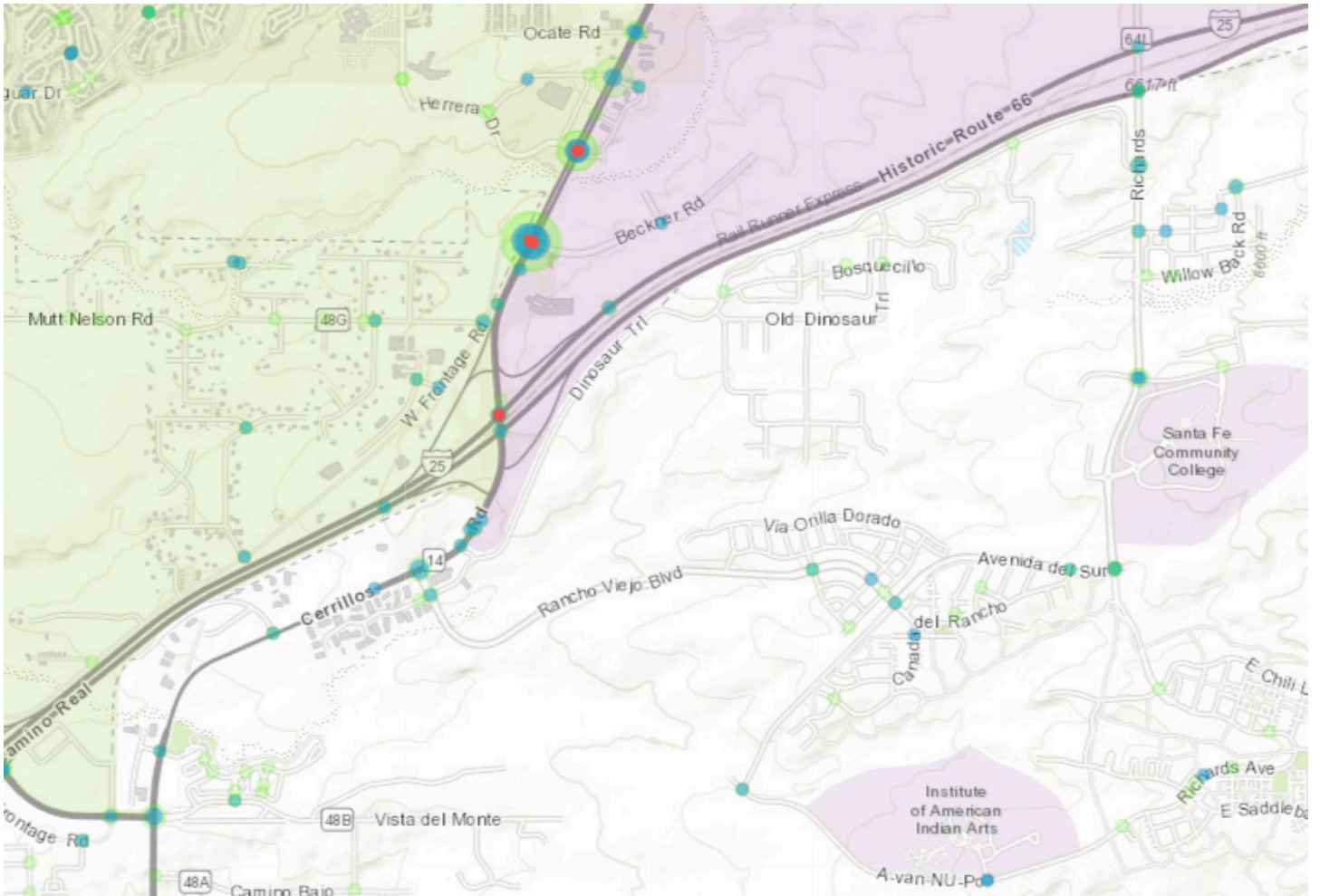
St. Michaels Area Crash Map



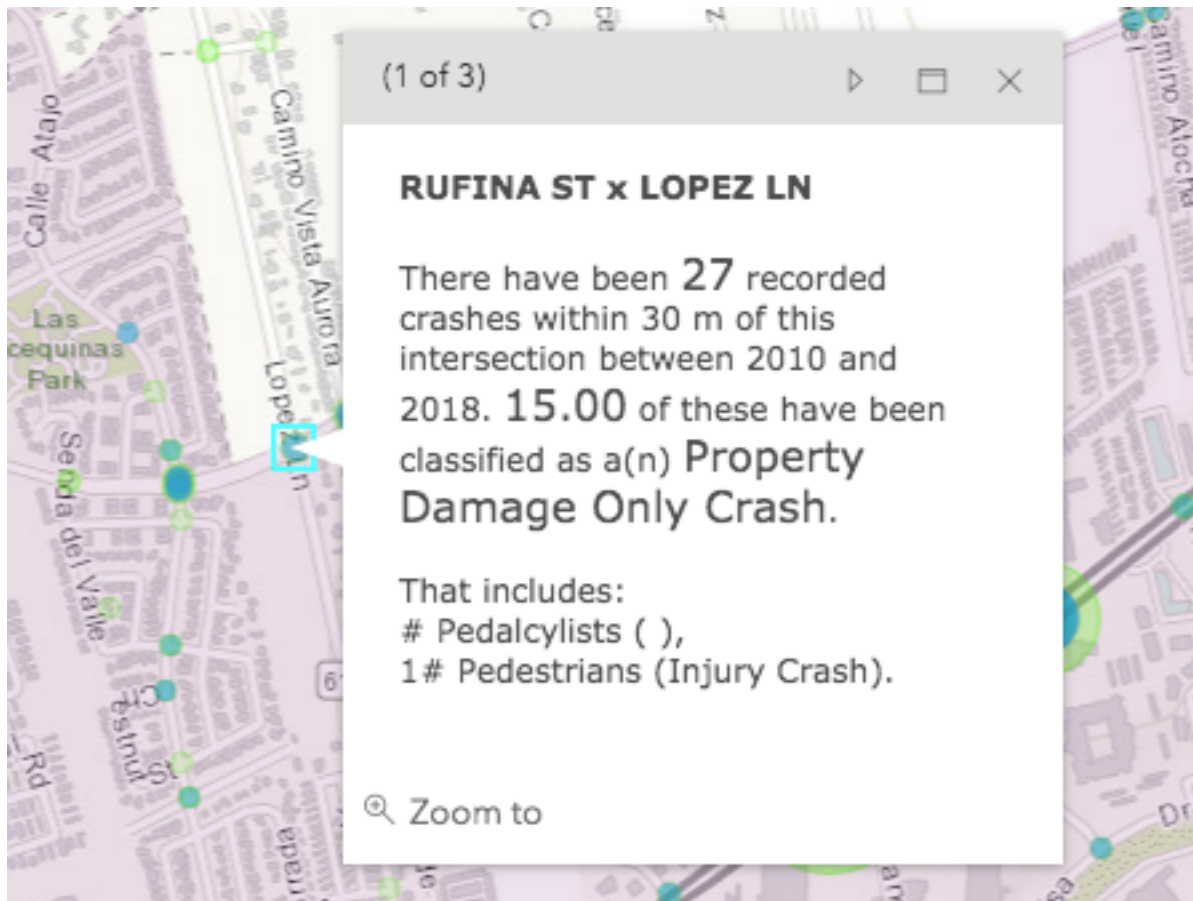
**Bishop's Lodge Area
Crash Map**



SFCC Area Crash Map



Rufina/Lopez Crash Map





T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** December 18, 2020
 2. **Is this project phased? Yes.** If phased: Phase 1 of 3; Phase 1 Location Study; Phase 2 Preliminary & Final Design; Phase 3 Construction
 3. **T/LPA Responsible Charge:** City of Santa Fe
 4. **Project Name:** St. Michael's Roadway Reconstruction Study
 5. **Is the project on the ICIP? No.** If yes, year and priority #: NA
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): Santa Fe 2020-2045 Metropolitan Transportation Plan
 7. **Is a related project in the STIP? Yes.** If yes, year(s): 2020, 2022 **Control #:** S100440, S100470
 8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes.** If yes, which year(s): 2020, 2022, 2024
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the plan's cover page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Romella Glorioso-Moss
 10. **Address:** P.O. Box 909, 500 Market St. Suite 200, Santa Fe, NM, 87504
 11. **County:** Santa Fe
 12. **Phone:** 505 955 6623
 13. **E-mail:** rsglorioso-moss@santafenm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. In the space below, please provide a narrative describing the Project **Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

St. Michael's Drive is 1.25 miles long between St. Francis Dr. and Cerrillos Rd. and one of the busiest road in the City handling between 25,000 to 30,000 vehicles a day. Since 2011, the City of Santa Fe Governing Body through its Resolution 2011-18 has aimed to make safety improvements on St. Michael's Drive for pedestrians, bicycles, buses, and automobiles that encourage walkability and a bike friendly environment. Reconfiguring St. Michael's Drive can improve safety, allow allocation of road space for other multi-modal users, enhance transit connections between the Santa Fe Trails bus system and the Rail Runner train system, and provide support for economic development along the corridor/district.

17. **Select the main project type: 04 4R Reconstruction, No Added Capacity**

List additional project types here: Facilities for Bicycles and Pedestrians

Project Details (fill out where applicable)

18. Project Scope (not the same as Purpose and Need): Scope of this project includes the reduction of St. Michael's Drive from 6 to 4 lanes to provide additional features such as bike lanes, wider and ADA compliant sidewalks, median refuge islands for pedestrians and bus pull-outs. Phase 1 of this project will be conducted in accordance with the NMDOT Location Study Procedures Update 2015. Specifically, Phases A&B of the Alignment/Corridor Study Process shall be conducted which may involve a traffic analysis, evaluation of right-of-way and needs, drainage system evaluation and improvement recommendations.

19. Route # (or Street) Name: St. Michael's Drive **20. Length (mi.):** 3.75 mi

21. Begin mile post/intersection: 0 **22. End mile post/intersect.:** 3.75

23. Attach a map of project area: <https://www.google.com/maps/@35.6591456,-105.960347,17z/data=!3m1!4b1!4m5!3m4!>

24. Roadway FHWA Functional Classification(s): Principal Arterial

Funding Information

25. Has a related project received Federal funding previously? Yes. If yes, which years? 2019, 2020, 2023, 2025 **Which funding program(s)?** STP, NHPP, HSIP

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

S100440

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	\$1,495,200	\$254,800			
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction	\$13,277,555	\$2,262,655			
Totals	\$14,772,755	\$2,517,455			Project Total \$17,290,210

S100470

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	\$243,503	\$41,496			
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction	\$4,230,000	\$470,000			
Totals	\$4,473,503	\$511,496			Project Total \$4,984,999

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: Road diet scenario for St. Michael's Drive was briefly discussed in the context of additional Road Safety Audit of New Mexico Rail Runner/Santa Fe Trail Crossing. Please see "St. Michael's Drive Traffic Study: Final Report" (August 2015) Lee Engineering.

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

This project will help reduce non-motorized fatalities and serious injuries by adding bicycle lanes, wider and ADA compliant sidewalks, and median refuge islands for pedestrians. According to the Bicycle Crash Analysis Report (Cordell, 2018) covering a three-year period from March 2015 through February 2018 conducted by the City of Santa Fe Police Department, over 50% of bicycle crashes occurred when bicyclists were interacting with roadway traffic while only 10% of the crashes occurred on bicycle lanes. Further, the study also suggests that majority of bicycle crashes occurred in Area 6 of the City consisting of 3 major arteries: Cerrillos Rd., St. Francis Dr., and St. Michael's Dr.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ **Economic Vitality:** As stated in City of Santa Fe Resolution 2011-18 St. Michael's Drive area/corridor is to be the focus in the City for developing creative and cultural industries along the corridor to enhance economic development.
34. ☒ **Safety for Motorized and Non-motorized Users:** As stated above (Q. 32) only 10% of bicycle crashes with motorized vehicles occurred on bicycle lanes while more than 50% occurred when bicyclists were inter-mingling with roadway traffic. We can reduce significantly bicycle crashes by adding dedicated bicycle lanes on St. Michael's Drive.
35. ☒ **Security for Motorized and Non-motorized Users:** Sidewalks, crosswalks and raised medians will be lighted.
36. ☒ **Accessibility and Mobility of People and Freight:** Adding bike lanes, wide and ADA compliant sidewalks and bus pull outs ensure mobility choices for people. Accessibility will also be enhanced as people who have no cars can bicycle or walk safely and would not need to wait for the Santa Fe Trails bus that goes every hour on St. Michael' Drive.
37. ☒ **Environment, Energy Conservation, Quality of Life:** Our personal vehicles are a major cause of global warming. According to the Santa Fe 2020-2045 Metropolitan Transportation Plan, transportation accounts for 41% of CO2 emissions in Santa Fe in 2017. If we can increase active transportation in Santa Fe by making St. Michael's Drive safe for non-motorists, we can significantly reduce CO2 emissions. One study suggests that for every gallon of gas, 24 pounds of CO2 are produced of which 19 pounds are emitted via our car's tailpipe. The 2017 National Household Transportation Survey conducted by the Federal Highway Administration suggests that in US, 17% of vehicle trips are less than a mile and 41% are less than 3 miles. These are candidate trips for walking and biking.
38. ☒ **Integration and Connectivity:** This project will connect the Santa Fe Trails bus system and the NM Rail Runner train system.
39. ☐ **System Management and Operation:** Type explanation.
40. ☐ **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** December 18, 2020
 2. **Is this project phased? Yes.** If phased: Phase 1 of 2: Phase 1 Engineering Design and Phase 2 Construction
 3. **T/LPA Responsible Charge:** City of Santa Fe
 4. **Project Name:** Bishops Lodge Road Reconstruction Project
 5. **Is the project on the ICIP? No.** If yes, year and priority #: NA
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): Santa Fe 2020-2045 Metropolitan Transportation Plan
 7. **Is a related project in the STIP? No.** If yes, year(s): NA Control #: NA
 8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes.** If yes, which year(s): 2027, 2034
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the plan's cover page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Romella Glorioso-Moss
 10. **Address:** P.O. Box 909, 500 Market St. Suite 200, Santa Fe, NM, 87504
 11. **County:** Santa Fe
 12. **Phone:** 505 955 6623
 13. **E-mail:** rsglorioso-moss@santafenm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. In the space below, please provide a narrative describing the Project **Purpose and Need**: i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

For the past two years, Bishops Lodge Neighborhood Group has been raising safety concerns to the City of Santa Fe Council regarding vehicles traveling at 55 to 60 mph on a 30 mph Bishops Lodge Road. Further, Bishops Lodge Road has no sidewalk or dedicated walk or bicycle path and in many places the shoulders are narrow. This makes Bishops Lodge Road unsafe to walk or bike. This project will reconstruct Bishops Lodge Road within the City limits to help address the safety needs of all roadway users.

17. **Select the main project type: 04 4R Reconstruction, No Added Capacity**

List additional project types here: Preliminary Engineering, Facilities for Bicycles and Pedestrians

Project Details (fill out where applicable)

18. **Project Scope** (not the same as Purpose and Need): The scope of this project includes engineering analysis and design for location study; preparation of preliminary and final plans, specifications, estimates and bid documents for reconstructing Bishops Lodge Road. This reconstruction of Bishop's Lodge Road includes the addition of ADA compliant sidewalks, curb, gutter, bike lanes and associated drainage facilities.

19. **Route # (or Street) Name:** Bishops Lodge Road 20. **Length (mi.):** 2.62 mi

21. **Begin mile post/intersection:** 0.2 22. **End mile post/intersect.:** 2.82

23. **Attach a map of project area:** <https://www.google.com/maps/@35.7181782,-105.9185486,17z/data=!3m1!4b1!4m5!3m4!>

24. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

25. **Has a related project received Federal funding previously? No. If yes, which years? NA Which funding program(s)? NA**

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*					
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction					Project Total
Totals					

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date**

that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: NA

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

Based on the Bicycle Crash Analysis Report (Cordell, 2018) conducted by the City of Santa Fe Police Department from 2015 through 2018, over 50% of bicycle crashes in the City occurred when bicyclists were interacting with roadway traffic while only 10% of the crashes occurred on bicycle lanes. Although adding bicycle lanes is not a panacea it could significantly increase safety along Bishops Lodge Road.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ **Economic Vitality:** Typically, when amenities such as bicycle lanes and sidewalks are constructed adjacent to residential areas, there is an increase to property values.

34. ☒ **Safety for Motorized and Non-motorized Users:** The added sidewalks and bike lanes will enhance safety of non-motorized users.

35. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.

36. ☒ **Accessibility and Mobility of People and Freight:** Adding bike lanes and ADA compliant sidewalks ensure mobility choices for people. Accessibility will also be enhanced as people who have no cars can bicycle or walk safely.

37. ☒ **Environment, Energy Conservation, Quality of Life:** Our personal vehicles are a major cause of global warming. According to the Santa Fe 2020-2045 Metropolitan Transportation Plan, transportation accounts for 41% of CO2 emissions in Santa Fe in 2017. If we can increase active transportation in Santa Fe by making Bishops Lodge Road safe for non-motorists, we could significantly reduce CO2 emissions. In the 2020 City of Santa Fe Impact Fee Capital Improvements Plan 2021-2027, the Consultants (Duncan Associates) estimated that the average trip length for residential purposes which includes shopping,

medical/dental, home-to-work, family/personal and school/Church trips was 3.4 miles in 2017. Bishops Lodge Road is one of the roads that leads into the Santa Fe Plaza which is less than 3 miles from the Plaza. The gentle slope and windy characteristics of Bishops Lodge Road are attractive to bicyclists.

38. ☐ **Integration and Connectivity:** Type explanation.
39. ☐ **System Management and Operation:** Type explanation.
40. ☐ **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

Surface Transportation Block Grant Program (STBG)

Federal Fiscal Years 2022-2027 Transportation Improvement Program – Call for Projects

New Mexico Department of Transportation
Santa Fe Metropolitan Planning Organization



Project: Arroyo Hondo Trail- Segment 1

Submitted by:

**Santa Fe County
December 2020**

Table of Contents

1. *Cover Page*.....i

2. *Project Prospectus Form (PPF)*.....1

3. PPF Planning Support Documents.....7

 a. PPF PL Doc. #1- *SF County ICIP 2020-2024*.....7

 b. PPF PL Doc. #2- *Santa Fe MPO MTP*.....8

 c. PPF PL Doc. #3- *SF County Sustainable Land Development Code- District Trails*.....10

 d. PPF PL Doc. #4- *SF County Sustainable Growth Management Plan- Trail Network*.....12

 e. PPF PL Doc. #5- *Santa Fe Community College District- Circulation Plan*.....14

 f. PPF PL Doc. #6- *New Mexico STIP*.....16

 g. PPF PL Doc. #7- *Santa Fe MPO TIP*.....27

 h. PPF PL Doc. #8- *Arroyo Hondo Trail- Segment 1 Map*.....18

 i. PPF PL Doc. #9- *NEPA CE Biological Community*.....19



T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 12-18-2020
2. **Is this project phased? Yes.** If phased: #4 of 5 segments
3. **T/LPA Responsible Charge:** Santa Fe County
4. **Project Name:** Arroyo Hondo Trail - Segment 1
5. **Is the project on the ICIP? Yes.** If yes, year and priority #: 2020-24 ICIP, Priority # 6 (#1 PL Doc.)
6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): Santa Fe MPO, '2020-2045 Metropolitan Transportation Plan' (#2 PL Doc); Santa Fe County, 'SLDC' District Trails (#3 PL Doc); SFC, 'Sustainable Growth Management Plan' (SGMP) (#4 PL Doc); SLDC, Santa Fe Community College District- Circulation Plan (#5 PL Doc); SFMPO Bicycle Master Plan (#5 PL Doc)
7. **Is a related project in the STIP? Yes.** If yes, year(s): 2018, 2020, 2021, 2022 **Control #:** S100560, S100630, S100640 (#6 PL Doc)
8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes.** If yes, which year(s): 2020-22 S100640, 2020-S100630, (#7 PL Doc)
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the plan's cover page and the page on which the project is listed for any relevant documents.

-
9. **T/LPA Person in Responsible Charge:** Brett Clavio
 10. **Address:** 100 Catron St., SF, NM 87501
 11. **County:** Santa Fe
 12. **Phone:** 505-995-2775
 13. **E-mail:** gbclavio@santafecountynm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. **In the space below, please provide a narrative describing the Project Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

Arroyo Hondo Trail Segment 1 is the final project segment between the NM599 Station and the Santa Fe Community College (SFCC). This multiuse trail will establish a primary walking and biking corridor within the SFCC District and connect with other trails, like the Spur trail, the I-25/NM 14 interchange multiuse trail, and La Pradera trails This multiuse trail will provide a safer commute option for all modes by reducing modal conflict on roads without bike lanes or walking paths.

17. **Select the main project type: 28 Facilities for Pedestrians, Bicycles**
List additional project types here: Multi-use Trail

Project Details (fill out where applicable)

18. **Project Scope** (not the same as Purpose and Need): Complete the Preliminary Engineering and Right of Way acquisition for Segment 1 of the Arroyo Hondo Trail (AHT), an approximately 0.5 mile long multi-use trail, beginning at the NM 599 Rail Runner Station and ending at Turquoise Trail Subdivision Community Park. The project may require two grade separated crossings under NM 14 and the now closed East Frontage Road adjacent to the Arroyo Hondo as depicted in #8 PL Doc AHT, Segment 1 Map.

19. **Route # (or Street) Name:** Arroyo Hondo Trail 20. **Length (mi.):** 0.5 mile

21. **Begin mile post/intersection:** NM 599 NMRX Station 22. **End mile post/intersect.:** Turquoise Trail Subdivision Community Park

23. **Attach a map of project area:** Arroyo Hondo Trail Segment 1 map is attached (#8 PL Doc.)

24. **Roadway FHWA Functional Classification(s):** Multi-Use Trail

Funding Information

25. **Has a related project received Federal funding previously? Yes. If yes, which years?** FY2018-2019, 20-22 **Which funding program(s)?** TAP, CMAQ

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	\$58,338.43	\$9,941.57			
27. Utilities					
28. Right-of-Way	\$85,440.00	\$14,560.00			
29. Construction Management**					
30. Construction	\$1,178,905.39	\$200,899.61			
Totals	\$1,322,683.82	\$225,401.18			Project Total
					\$1,548,085.00

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: NMDOT: NEPA Categorical Exclusion S100560, March 2018, (#9 PL Doc)

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

This project aims to reduce fatalities and serious injuries in the Santa Fe Community College District area by reducing the traveling public's exposure to risk there. Currently, pedestrians and bicyclists must travel either in the same road lane as motor vehicles or along narrow road shoulders, creating a safety hazard and exposing people to risk. A separated, off-road, multi-use trail like the Arroyo Hondo Trail can help reduce the risk exposure and potential conflict between the pedestrian, bicyclist and motor vehicle modes along this main corridor in the area, helping to reduce fatalities and serious injuries.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ **Economic Vitality:** Providing an alternative transportation system between the Santa Fe Community and the regional NM599 Rail Runner (NMRX) Transit Station could help the micro economics of people in the area by allowing them to save money on their transportation costs associated with commuting. On a macro level, constructing the AHT will help implement the overall circulation vision of the SFCCD, supporting land development. The AH trail infrastructure investment could be seen as a catalyst and incentive for SFCCD land developers and home buyers to further invest in the area. The SFCCD is a high growth area, as designated by the County. By 2040, the SFCCD population is anticipated to grow by 6,766 people, add 2,794 new housing units and add 752 new jobs. (Bohannon and Huston, 'Santa Fe County Infrastructure Build Out Analysis.' 2017).

34. ☒ **Safety for Motorized and Non-motorized Users:** A direct, non-motorized route from the NM599 NMRX Station to the Santa Fe Community College (SFCC) is needed because pedestrians and pedalcyclists must now either travel in the same lane as motor vehicles or along the narrow shoulders of Dinosaur Trail or Rancho Viejo Blvd. Additionally, these roads have horizontal and vertical curves, limiting the sight distance for drivers, pedestrians, and pedalcyclists. This project will establish a primary, multi-

use corridor within the SFCC District- linking the NM599 Station to the SFCC. This project could help lower the pedalcyclist and pedestrian fatality rates in Santa Fe County and New Mexico. According to UNM/NMDOT's '2016 Community Report- Santa Fe County,' there were 70 crashes involving pedestrians and 83 crashes involving pedalcyclists in Santa Fe County in 2016. (UNM, '2016 Community Report' p. A-11).

35. ☒ **Security for Motorized and Non-motorized Users:** This District-Wide trail will provide a safer and more secure commute for all travelers in the area, reducing their exposure to risk and modal conflict.

36. ☒ **Accessibility and Mobility of People and Freight:** The Arroyo Hondo Trail (AHT) will provide increased accessibility and mobility in the Santa Fe Community College District area by integrating with and connecting to adjacent, alternative transportation facilities, such as transit stations, bikeways and other trails. The AHT will connect to the NM599 transit station, linking travelers with the NM RailRunner Express trains, NMDOT Park and Ride bus routes, Santa Fe Trails bus routes, and NCRTD bus routes. The ten-foot wide, multi-use AHT will also connect pedestrians, bicyclists and equestrian riders with other trails in the area, such as the Spur Trail and Rail Trail, the I-25/NM 14 Interchange Multi-Use Trail, and La Pradera Trails. The AHT will also link pedalcyclists to designated bikeways on Cerrillos Rd., NM 599 and Richards Avenue. Separating bike traffic from roads should help freight traffic mobility.

37. ☒ **Environment, Energy Conservation, Quality of Life:** This trail project proposes to help maintain the natural characteristics of the Arroyo Hondo area ecology by providing a designated pathway for walking, biking and horseback riding. The area contains rolling hills and arroyos, with a sparsely covered Juniper and Piñon woodland and large areas of surrounding grassland. The project's environmental documentation, Categorical Exclusion #S100560, states that a Biological Report was conducted in 2017 for this project and that no effect on threatened, endangered, or proposed species and/or habitat would occur. A multi-use trail will help conserve the off-trail areas, minimizing disturbances to the local ecology. (#9 PL DOC; NMDOT, NEPA C.E. 2018). The Arroyo Hondo Trail promotes a reduction in air pollution and traffic congestion by providing a zero-emission travel network in the area. Bike and pedestrian trail users would replace vehicle users, reducing the total vehicle miles traveled along with a corresponding decrease in air pollution.

38. ☒ **Integration and Connectivity:** The Arroyo Hondo Trail project will improve the overall integration, connectivity and the quality of life for community residents by implementing the circulation plan of the SFCCD. The trails will help reduce local air pollution, traffic congestion and noise. This project will also help improve local mobility and exercise opportunities. The trail will be directly accessible from other regional trails, many neighborhoods in the SFCCD, as well as from other areas of town via Cerrillos Road and Richards Avenue. People travel to the SFCCD area specifically to ride their bikes, exercise and take in the scenery. The potential health benefits from using such an active transportation facility includes a longer life expectancy, a lowered risk of heart disease, strokes, type-2 diabetes, depression, and some forms of cancer. (SFMPO, 2015 Ped. Plan, p. 9). The 2018 NM Bike Plan (Draft) identifies Goal 3 to 'Improve health outcomes by providing increased transportation options and making bicycling an attractive and accessible option for recreational activities.' (NMDOT, 2018 NM Bike Plan, p. 6). Implementation of the Arroyo Hondo Trail will help the community achieve many of its land use goals mentioned in the Santa Fe County 'Sustainable Growth Management Plan' (SGMP). This multi-use, district-wide trail is identified as an important east-west corridor for transportation or recreation (SFC, SGMP, p. 183. 2015). District Trails are defined in Santa Fe County's 'Sustainable Land Use Development Code' as an alternative transportation system. (SFC, SLDC, p. 8-45, 2015); (SFC, CCD Circulation Map). The trail will help achieve SGMP Goal 34: 'Ensure safe, context-sensitive design standards for transportation improvements that reflect local preferences and needs for all types of transportation users,' and policy 34.1, 'Develop an efficient multi-modal transportation network so the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated.' (SFC, SGMP, p. 186-187, 2015).

39. ☒ **System Management and Operation:** The Arroyo Hondo Trail will be incorporated into the County's Open Space, Trails and Parks network. Maintenance of the trail and trail heads will be integrated into the County's regular multi-use trail maintenance program that includes the Rail and Spur Trails. Proportionate road maintenance cost-savings will occur with the corresponding decrease of VMT from trail users not on the road and from less collisions due to reduced conflicts between bicyclists, pedestrians and motorists trying to share the road. The AHT will make the transportation system more efficient by providing an alternate travel mode and route to the existing on-road facilities in the SFCCD. Bike and pedestrian trail use will reduce traffic congestion by decreasing the amount of vehicles on the road, particularly during peak-hour traffic periods on Cerrillos Road and Richards Avenue. System efficiency will be increased by reducing conflict between modes using the same road facility.

40. ☒ **System Preservation:** The Arroyo Hondo Trail will enhance existing informal trails in the area and connect to the established Santa Fe trail network, including the multi-use trail at the NM14/I-25 intersection and the Dinosaur/La Pradera Trail. The area's road infrastructure is preserved and the trail infrastructure enhanced by providing alternative transportation choices to destinations in the Community College District and the Santa Fe urban area. The AHT will use ROW easements that have been obtained by the County to establish the alignment for the trail network. The multi-use trail network is an integral part of the planned Community College District transportation system. The project aims to preserve the existing road infrastructure by providing an alternative to motor vehicle on roadway use and decreasing the need for additional capacity by providing a multiuse trail bike and walk alternative.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

(#1 PL Doc)

SFC; 2020-24 ICIP

Infrastructure Capital Improvement Plan FY2020-2024

ICIP Capital Project Description

Year/Rank: 2020 006 Priority: High ID:24679
Project Title: Arroyo Hondo Trail Construction Class: New Type/Subtype: Transportation - Bike/Pedestrian/Equestrian
Contact Name: Paul Olafson Contact Phone: 505-992-9866 Contact E-mail: polafson@santafecountynm.gov
Total project cost: 5,882,572 Proposed project start date:
Project Location: Community College District Santa Fe NM 87501 Latitude: 35.682 Longitude: 105.983
Legislative Language: To construct and equip a multi-use trail in the area near the Santa Fe Community College in Santa Fe County.
Scope of Work: Santa Fe County is requesting funding to construct improvements to the Arroyo Hondo Trail. The trail is approximately 5 miles long and will connect the County Rail trail, through the Community College District, to Avenida del Sur and the western side of the Community College District. The project will include land acquisition, trail construction, drainage improvements, trail head installation and improvements and signage. The project will benefit the area residents by providing enhanced multimodal transit links between the communities as well as commuter options to the City Review Comments This project has received 470,572.00 in funding for design and acquisition while the construction phase of the project has not been funded. The project will be implemented by Santa Fe County staff for project management and will be procured in conformance with the New Mexico procurement code.

Secured and Potential Funding Budget:					
State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.					
Please complete table below with all secured and potential funding sources.					
Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received Comment
LFUNDS	470,572	Yes	470,572	400,000	2014 The design will be final 2017.
DOT	1,200,000	Yes	0	0	
	0	No	0	0	
	0	No	0	0	
	0	No	0	0	
	0	No	0	0	
	0	No	0	0	
	0	No	0	0	
TOTALS	1,670,572		470,572	400,000	

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here. Estimated Costs Not Yet Funded _____



Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

SANTA FE 2020-2045 METROPOLITAN TRANSPORTATION PLAN

MAY 2020



(#2 PL Doc)
Table 6.2 Regional Roadway Priorities

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ● = Negative impact 🚲 = Bike 🚶 = Pedestrian 🚌 = Transit 🏠 = Public Health ⚖️ = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality, Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	Time Frame/ Need
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	🚲 🚶 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
15	Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities.	City of Santa Fe	\$4,500,000	🚲 🚶 🏠	◐	●	◐	◐	◐	◐	◐	◐	Short/Medium
16	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 🏠	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
17	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design.	NMDOT	\$1,600,000	🚲 🏠	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
18	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	🚲 🚶 🚲 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
19	Camino del Monte Sol: expand the roadway to add shoulders and repave from Camino de Cruz Blanca to Old Santa Fe Trail.	City of Santa Fe	\$120,000	🚲 🏠	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
20	St. Francis Drive Pedestrian Intersection Improvement: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	🚶 🏠	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
21	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque.	NMDOT	\$175,000	🚶 ⚖️	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
22	Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	\$8,000,000	🚲 🚶 🚲 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
23	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	🚲 🚶 🏠	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
24	Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$850,000	🚶 🏠	◐	◐	◐	◐	◐	◐	◐	◐	Short/Medium
25	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000	🚶 🏠	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
26	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	🚲 🚶 🚲 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
27	Rancho Viejo Boulevard Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	🚲 🚶	◐	●	◐	◐	◐	◐	◐	◐	Short/Medium
28	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000		◐	◐	◐	◐	◐	◐	◐	◐	Short/Medium
29	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000		◐	◐	◐	◐	◐	◐	◐	◐	Short/Medium

Santa Fe MPO 2020–2045 Metropolitan Transportation Plan | 3

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ● = Negative impact 🚲 = Bike 🚶 = Pedestrian 🚌 = Transit 🏠 = Public Health ⚖️ = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality, Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	Time Frame/ Need
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	🚲 🚶 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
15	Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities.	City of Santa Fe	\$4,500,000	🚲 🚶 🏠	◐	●	◐	◐	◐	◐	◐	◐	Short/Medium
16	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 🏠	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
17	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design.	NMDOT	\$1,600,000	🚲 🏠	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
18	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	🚲 🚶 🚲 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
19	Camino del Monte Sol: expand the roadway to add shoulders and repave from Camino de Cruz Blanca to Old Santa Fe Trail.	City of Santa Fe	\$120,000	🚲 🏠	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
20	St. Francis Drive Pedestrian Intersection Improvement: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	🚶 🏠	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
21	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque.	NMDOT	\$175,000	🚶 ⚖️	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
22	Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	\$8,000,000	🚲 🚶 🚲 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
23	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	🚲 🚶 🏠	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
24	Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$850,000	🚶 🏠	◐	◐	◐	◐	◐	◐	◐	◐	Short/Medium
25	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000	🚶 🏠	●	◐	◐	◐	◐	◐	◐	◐	Short/Medium
26	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	🚲 🚶 🚲 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Short/Medium
27	Rancho Viejo Boulevard Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	🚲 🚶	◐	●	◐	◐	◐	◐	◐	◐	Short/Medium
28	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000		◐	◐	◐	◐	◐	◐	◐	◐	Short/Medium
29	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000		◐	◐	◐	◐	◐	◐	◐	◐	Short/Medium

Santa Fe MPO 2020–2045 Metropolitan Transportation Plan | 3

(#3 PL Doc)

SLDC; SFCCD 'District Trail'



Santa Fe County

Sustainable Land Development Code

Adopted by Ordinance 2016-9
December 13, 2016



This is a reproduction of the Santa Fe County Sustainable Land Development Code (SLDC), enacted by Ordinance No. 2016-9, the original copy of which was recorded with the County Clerk as instrument number # 1812915. While efforts have been made to ensure its accuracy, this more legible reproduction is provided as a convenience to the public and does not trump the recorded SLDC. In the event of an inconsistency between this reproduction and the SLDC recorded with the County Clerk, the recorded SLDC is the controlling and official document.

(#3 PL Doc)
SLDC; SFCCD 'District Trail

be irrigated for a 3 year period or planted with permacultural methods to minimize irrigation.

g. Trail Categories.

i. District Trails. District Trails are the district-wide connective trail systems. District trails are an alternative transportation system. They connect the village subdistricts, Employment Center and Institutional Campus Subdistricts. District Trails are shown on the CCD Circulation Map. District Trails shall be designed for pedestrian, bicycle and equestrian use. Site development plans, conceptual site development plans and subdivision plats shall show District Trails in the approximate locations shown on the CCD Circulation Map.

ii. Village Trails. Village Trails are the main trails connecting the centers of the village subdistricts, the Employment Center Subdistrict and Institutional Campus Subdistrict to the District Trail system. These are to be identified at the preliminary plat submittal. At a minimum, Village Trails shall be designed for pedestrian and bicycle use.

iii. Local Trails. Local Trails are the secondary trails connecting the Village Neighborhood Subdistrict, Neighborhood Center Subdistrict, Village Fringe Subdistrict or Village Rural Subdistrict to the Village and District Trails network. These are to be identified at the preliminary plat submittal. At a minimum, Local Trails shall be designed for pedestrian and bicycle use.

iv. Equestrian Trails. If additional equestrian trails are provided they shall be identified at the preliminary plat submittal.

h. Trail Standards. Trail standards are set forth in Table 8-32 below:

Table 8-32: Trail Standards.

Trail Standards			
Trail Category (1)	Minimum Trail Width	Min. Easement Width	Min. Surface Required
District Trail	8	20	Natural Soil
Village Trail	6	20	4" Base Course or 3" Paved
Local Trail	5	15	4" Base Course
Equestrian Trail (2)	5	15	Natural Soil
Notes: (1) Trails shall be established as public easements and shall be subject to reasonable notes and regulation. Trails may be located within the 100-year flood plain. (2) Except for District Trails, Equestrian Trails should be separate from other trails. (3) Subgrade surfaces for proposed trails shall be treated for weed control.			

7. Terrain Management. The CCD is intended, in part, to provide opportunities for water harvesting, recharge, recycling and reuse of runoff and wastewater flows.

a. Terrain Management Standards.

2015 Santa Fe County Sustainable Growth Management Plan (SGMP)



Santa Fe County General Plan

Adopted by the Board of County Commissioners by Resolution 2015-155

(#4 PL Doc)

SGMP; Trail Network

and geology of the Galisteo Basin. Opening Thornton Ranch will elevate the profile of Santa Fe County for its excellence and progressive approach to managing a resource of national importance within the context of the Galisteo Basin. Developing this project will likely result in an increase in traffic and traffic impacts for County residents along CR 42 and CR55A.



Thornton Ranch Open Space

6.2.3.6 COUNTY TRAIL NETWORK

This project involves the development of a Countywide trail plan. It will include acquisition, design and construction of a major trail network in the central portion of the County incorporating the Arroyo Hondo Trail and the New Mexico Central Trail. The trails will provide outdoor recreation facilities and safe alternative transportation routes for non-motorists. An expanded and well maintained trail network will attract tourists who are looking for an outdoor recreation experience. Trails also provide a green alternative to non-motorized transportation. They are an amenity that improves the quality of life in the community. The trails will enhance the reputation of the County as a quality environment to live and work and will help to attract desirable business to the County.



View from Santa Fe Rail Trail



Santa Fe County

Sustainable Land Development Code

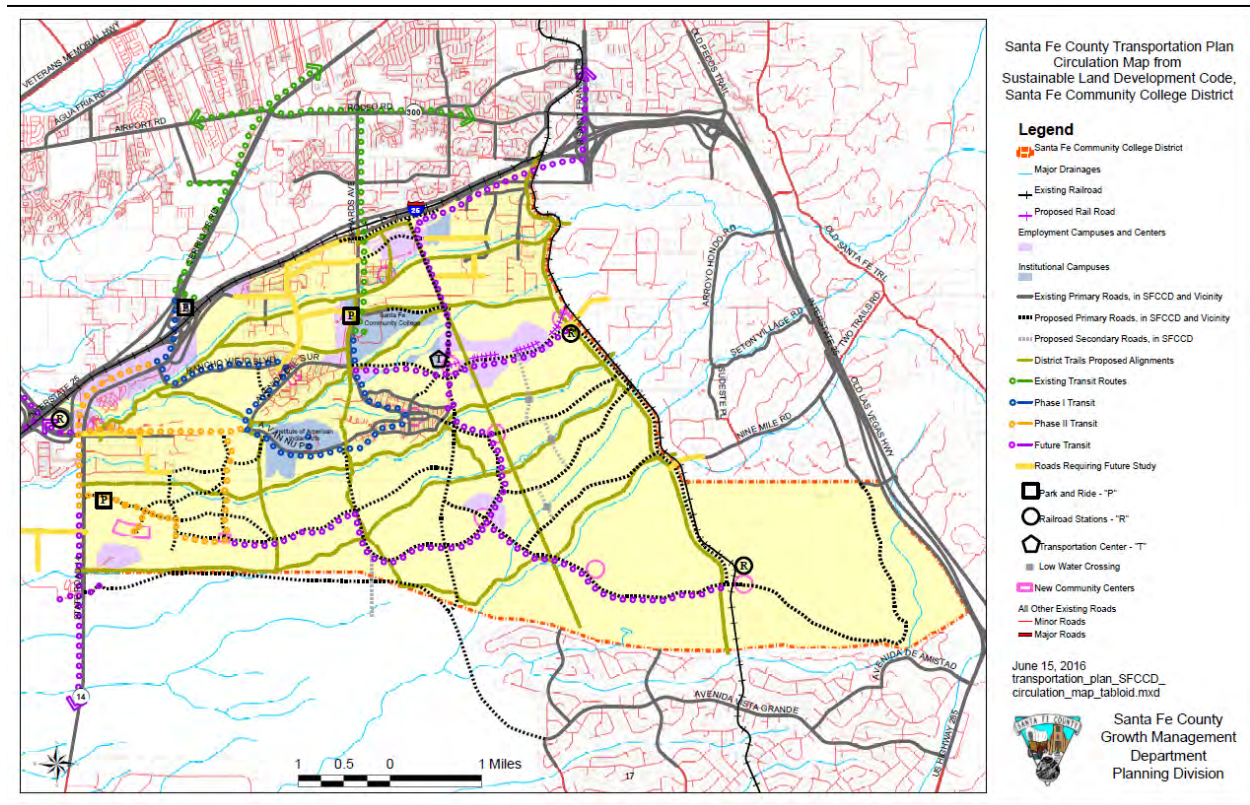
Adopted by Ordinance 2016-9

December 13, 2016



This is a reproduction of the Santa Fe County Sustainable Land Development Code (SLDC), enacted by Ordinance No. 2016-9, the original copy of which was recorded with the County Clerk as instrument number # 1812915. While efforts have been made to ensure its accuracy, this more legible reproduction is provided as a convenience to the public and does not trump the recorded SLDC. In the event of an inconsistency between this reproduction and the SLDC recorded with the County Clerk, the recorded SLDC is the controlling and official document.

SLDC; SFCCD- Circulation Plan



(#6 PL Doc)
NM STIP

10/24/2018

NMDOT - Project Search

[eSTIP Projects](#) | [Amendments](#) | [Advanced Search](#) | [Projects by District](#) | [Interactive Map](#) | [Information](#)

Statewide Transportation Improvement Program (STIP)

Control # County [Santa Fe](#) Lead Agency [County of Santa Fe](#) Project Type [All](#) Federal Year [All](#) [Reset](#)

3 transportation project(s)

[Export to Excel](#)

Control #	Region	County	Lead Agency	Title	Project Type	Funds	Fed Yr	Total Cost
S100550	SFM	Santa Fe	County of Santa Fe	Santa Fe Rail Trail Segment V	Bicycle and Pedestrian (28)	Federal	2018	\$513,247
S100560	SFM	Santa Fe	County of Santa Fe	Arroyo Hondo Trail Segment IV	Bicycle and Pedestrian (28)	Federal	2018	\$1,620,636
S100122	SFM	Santa Fe	County of Santa Fe	South/East Connector	Road - New Construction (1)	Local	2018	\$5,790,000

Office of the Governor

NMDOT Headquarters

1120 Cerrillos Road
Santa Fe, NM 87504-1149

Telephone: (505) 827-5100
Fax: (505) 827-5469



(#7 PL Doc)
TIP

Project:	S100640 Arroyo Hondo Trail Segment 3
Agency:	Santa Fe County
Project Type:	Bicycle and Pedestrian
Cost/Fund:	\$1,721,870/Congestion Mitigation and Air Quality (CMAQ)
Start/End Date:	2020/2022
Update:	We received federal funding (CMAQ) for segment 2 (Rancho Viejo Fire Station to the Turquoise Trail subdivision) and segment 3 (Rancho Viejo Fire Station to Santa Fe Community College). These segments have not yet started construction; we are finalizing the engineering for segment 3 as well as the certifications for segment 3 in order to start construction in FFY2022.

Project:	S100630 Arroyo Hondo Trail Segment 2
Agency:	Santa Fe County
Project Type:	Bicycle and Pedestrian
Cost/Fund:	\$1,437,046/Congestion Mitigation and Air Quality (CMAQ)
Start/End Date:	2020/2020
Update:	We received federal funding (CMAQ) for segment 2 (Rancho Viejo Fire Station to the Turquoise Trail subdivision) and segment 3 (Rancho Viejo Fire Station to Santa Fe Community College). These segments have not yet started construction; we are

AHT, Segment 1 Map





NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

18. ENVIRONMENTAL COMMITMENTS

The following environmental commitments shall be included in the final construction plans for the project:

Historic Properties: If previously undocumented prehistoric or historic properties are identified during construction, all ground-disturbing activities within 100 feet of the materials shall immediately cease and measures shall be taken to protect the cultural resources. The project proponent and/or the contractor shall immediately contact Steven Lakatos, NMDOT Environmental Bureau, at (505) 827-5513 and by email at Steven.Lakatos@state.nm.us, and ensure that all construction in the area has ceased.

Migratory Bird Treaty Act Compliance: The Contractor shall at all times comply with the Migratory Bird Treaty Act, which prohibits possession, capture, or killing of any migratory bird, egg, or occupied nest. If occupied nests (i.e., containing eggs or juvenile birds) are present during construction, the parental birds and their nests must be avoided until juvenile birds have fledged and flown away from nests. Occupied nests cannot be disturbed or relocated without a United States Fish and Wildlife Service (USFWS) permit. Any cost or suspension of work caused by nest avoidance, USFWS permitting, or USFWS permit denial, shall be at the Contractor's expense. Prior to the seasonal onset of bird nesting activity, the Contractor may elect to install and maintain bird exclusion measures such as bird netting, or perform daily monitoring and removal of nesting attempts before egg-laying occurs, to prevent establishment of occupied nests. In cases where the Project Proponent elects to initiate nest prevention measures prior to Contractor mobilization, the costs and effectiveness of nest prevention measures shall become the responsibility of the Contractor upon the date of mobilization.

Water Resources Mitigation Measures: A Storm Water Pollution Prevention Plan (SWPPP) is required to prevent indirect impacts in the form of sediment and chemical compound runoff entering the adjacent Arroyo Hondo and Canada del Rancho, impacting downstream habitat.

The following environmental recommendations are suggested to be included in the final construction plans for the project:

Biological Community Mitigation Measures: Best Management shall be used to reduce the spread of noxious weeds to other areas via equipment, vehicles, and clothing.

END OF CHECKLIST



NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

PROJECT PURPOSE & NEED:

There is no trail, pedestrian, or bike facility network along Arroyo Hondo from the NM 599 Rail Runner Station to the Santa Fe College with connections north to Fire Place Road, the future Interstate 25/Cerrillos Road Interchange, and along Richards Avenue to the future Southeast Connector. Pedestrian and bicyclists must travel either in the same road lanes as motor vehicles or along shoulders. This creates a safety hazard; in addition, Rancho Viejo Boulevard has horizontal and vertical curves limiting sight distance for motor vehicle users, pedestrians, and bicyclists. The Arroyo Hondo Trail provides a safe off-road alternative that can be used by pedestrians and bicyclists for commuting to work, school, and commercial areas, or for recreation. The proposed multi use trail will reduce traffic congestion by offering biking or pedestrian use as an alternative to motor vehicle travel. The new and existing trail links will form a trail network that has access to the Community College District area, Santa Fe/downtown areas, and other recreational trails and sites. This can be of particular benefit for the traffic increase during peak hours in the Community College District area and the City of Santa Fe.

DESCRIPTION OF PROPOSED PROJECT:

The Board of County Commissioners (BCC) of Santa Fe County, NM, a political subdivision of the State of NM, plans to include additional segments to the existing Arroyo Hondo Trail for bicycle, equestrian, and pedestrian traffic. The additional segments will be ten feet wide for shared use, and will be constructed along Arroyo Hondo from the NM 599 Rail Runner Station to the Santa Fe College with connections north to Fire Place Road, the future Interstate 25/Cerrillos Road Interchange, and along Richards Avenue to the future Southeast Connector (see Attachment 1, Figures 1 and 2).

DESCRIPTION OF EXISTING FACILITY: Include the Functional Classification of the roadway and the current infrastructure conditions.

The project is a multi-use trail, and accordingly has no Functional Classification.

DESCRIPTION OF CURRENT, OBSERVED RIGHT-OF-WAY AND ENVIRONMENTAL SURROUNDINGS:

The project is located within the Mexican Highland Section of the Basin and Range physiographic province. The project area has elevations of between 6300 and 6605 feet amsl. The project area consists of southwest flowing ephemeral drainages and adjacent floodplains. The area is characterized by rolling hills, and relatively flat alluvial fans, the remnants of much more active fluvial movement in the past. The mixed coniferous woodland cover of the area is sparse, with large areas of open grassland being present. The area is crossed by several west and southwest trending drainages, including Arroyo Hondo and the Cañada del Rancho.



NEW MEXICO DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

1. **OTHER LAND JURISDICTION(S):** Select the appropriate land management entity from the list below. The appropriate land management agency shall be contacted to address the potential impacts, alternatives and possible mitigating measures for the proposed action. The Environmental Commitments section should reflect any mutually agreed upon stipulations or mitigation measures determined through coordination with the land management entity.

- ☐ Bureau of Land Management, BLM Field Office:
- ☐ U.S. Forest Service, USFS Forest and Ranger District:
- ☐ Bureau of Indian Affairs
- ☐ Tribal Entity:
- ☐ U.S. Fish and Wildlife Service
- ☐ National Park Service
- ☐ Bureau of Reclamation
- ☐ Department of Defense
- ☐ New Mexico State Land Office
- ☐ New Mexico Department of Game and Fish
- ☐ New Mexico State Parks
- ☐ Federal Aviation Administration
- ☒ Private
- ☒ Other: Santa Fe County Easements

Provide additional information regarding communication with land management entities below.

2. **CULTURAL RESOURCE INVESTIGATIONS:** Conduct cultural resource investigations as directed by the NMDOT Environmental Section. **See Attachment 4.**

NMCRIS records check date: 07/19/16

Cultural resource inventory conducted? ☐ No ☒ Yes Concurrence date: January 16, 2017

- ☐ The proposed project would have no potential to affect cultural resources. (See attached letter or email from NMDOT Environmental Section.)
- ☒ The proposed project would have no effect to cultural resources. (See attached letter or email from NMDOT Environmental Section.)
- ☐ The proposed project would have no adverse effect to cultural resources. (See attached concurrence letter.)
- ☐ The proposed project would have an adverse effect to cultural resources. (See attached concurrence letter.)
 - ☐ MOA for mitigation has been developed under Section 106 of NHPA.
 - ☐ A project-specific Programmatic Agreement has been developed under Section 106 of NHPA.
- ☐ Special properties of concern (listed SRCP or NRHP properties, historic districts, historic bridges, etc) are present. Specify:
- ☒ Refer to the Environmental Commitments section for cultural resource treatment measures.



NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

3. **TRADITIONAL CULTURAL PROPERTIES:** Contact the NMDOT Native American/Tribal Coordinator in the Environmental Section.

- ☒ The proposed project has no potential to impact Traditional Cultural Properties based on coordination with NMDOT Native American/Tribal Coordinator.
- ☐ Traditional Cultural Properties identified, management recommendations developed, and coordination with land management agencies and Tribal/State Historic Preservation Officer completed.
- ☐ See attached documentation from the NMDOT Native American/Tribal Coordinator.
- ☐ Refer to the Environmental Commitments section for cultural resource treatment measures.

4. **BIOLOGICAL COMMUNITY:** Conduct biological investigations as directed by the NMDOT Environmental Section.

Biological report prepared? ☐ No ☒ Yes Date: February, 2017 See Attachment 5.
If no, explain:

Federally listed threatened, endangered, or proposed species and/or critical habitat or proposed critical habitat present within or adjacent to the project area? ☒ No ☐ Yes

- ☒ The proposed project would have no effect to federally listed threatened, endangered, or proposed species and/or modify critical habitat or proposed critical habitat.
- ☐ The proposed project may affect, is not likely to adversely affect federally threatened, endangered, or proposed species and/or adversely modify critical habitat or proposed critical habitat.
- ☐ The proposed project may affect, is likely to adversely affect federally threatened, endangered, or proposed species and/or adversely modify critical habitat or proposed critical habitat. (If selected, verify NEPA level of effort with NMDOT.)
- ☐ Consultation with regulatory agencies completed (see attached correspondence).
Describe consultation process:

Is the proposed project expected to impact state-listed species, tribal-listed species, or other agency species? ☒ No ☐ Yes If yes, explain:

Are there migratory bird concerns associated with the proposed project? ☒ No ☐ Yes
If yes, explain:

Are there wildlife issues associated with the proposed project? ☒ No ☐ Yes
If yes, explain:

Are noxious weeds, as recognized by the NM Dept. of Agriculture, present? ☐ No ☒ Yes
If yes, identify noxious weed species, classification (A, B, C), and explain mitigation measures: five-stamen tamarisk (Class C), Russian olive (Class C) and Siberian elm (Class C). Removal or control is typically attempted on a project-specific basis and would not be appropriate for this project. Best management practices shall be used to reduce the spread of noxious weeds to other areas via equipment, vehicles and clothing.

Are New Mexico Rare Plants present within the project area? ☒ No ☐ Yes

Is revegetation of the project area needed after construction is completed? ☒ No ☐ Yes

	NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION
---	--

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

If no, explain: The project engineer has included restoration seeding in the project design. The revegetation specification is consistent with NMDOT requirements.

☐ Revegetation plan developed. Date:

Additional information regarding the biological community:

☒ Refer to the Environmental Commitments section for biological community mitigation measures.

5. WATER RESOURCES: Evaluate impacts to water resources within and adjacent to the project area.

Are floodplains present within the project area? ☐ No ☒ Yes

If yes, explain: The trail is adjacent to Arroyo Hondo and Canada del Rancho, both of which have floodplains, Zones A and AE (with BFE). The current project will have no effect on the base flood elevations. See FEMA FIRMette, Attachment 6.

Is a designated Wild and Scenic River present within the project area? ☒ No ☐ Yes

If yes, explain:

Is an acequia or irrigation ditch present within the project area? ☒ No ☐ Yes

If yes, explain:

Are Outstanding National Resource Waters or Impaired Surface Waters present within the project area?

☒ No ☐ Yes

If yes, explain:

Clean Water Act (CWA) Permitting: Determine if Waters of the United States, subject to jurisdictional authority under the CWA, would be impacted by the proposed project.

Are wetlands present within the proposed project area? ☒ No ☐ Yes

Are the wetlands expected to be impacted? ☒ No ☐ Yes

If yes to either question above, explain:

☒ Wetland determination and delineation report prepared. Date of report: February, 2017 See Attachment 5.

☐ U.S. Army Corps of Engineers CWA §404 Maintenance Exemption applies to the proposed project.

☐ CWA §404 Nationwide Permit applies: Pre-construction Notification required? ☐ No ☐ Yes

☐ CWA §404 Individual Permit required (If selected, verify NEPA level of effort with NMDOT.)

☐ CWA §401 certification required from: ☐ NMED ☐ EPA ☐ Tribal Entity.

Additional CWA permitting information:

Are there any impacts to non-jurisdictional waterway within the project area? ☒ No ☐ Yes

If yes, explain:

Erosion and Sediment Control: Determine if the provisions of the NPDES Construction General Permit (CGP) issued by the EPA applies to the proposed project. Contact the NMDOT Drainage Section with questions regarding CWA §402.

☐ The proposed project would disturb less than 1 acre of land, CGP does not apply.

	NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION
---	--

- ☐ The proposed project would disturb less than 1 acre of land, but the project area is located near a perennial stream, therefore, a Temporary Erosion and Sediment Control Plan is being developed.
- ☒ The proposed project would disturb more than 1 acre of land, therefore a Stormwater Pollution Prevention Plan will be prepared in accordance with the CGP.
- ☐ Action area map is attached.
- ☒ Map of identified federally-listed species and/or critical habitat is attached (**See Attachment 5**).

Applicable Endangered Species Protection Criterion (for the 402 permit application):

Are there portions of the project area that should be avoided for BMP implementation? ☒ No ☐ Yes
If yes, explain:

- ☒ Refer to the Environmental Commitments section for water resources mitigation measures.



**NEW MEXICO DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION**

Project Number:	Control Number: S100560	NMDOT District: 5
------------------------	--------------------------------	--------------------------

6. **RIGHT-OF-WAY REQUIREMENTS:** Determine if new NMDOT rights-of-way, construction maintenance easements (CME), temporary construction permits (TCP), work permits, federal land transfers, or acquisitions are necessary.

Are any of the above types of right-of-way required for the proposed project? ☐ No ☒ Yes
If yes, complete the table below.

Estimated number of -	Quantity	Property Details
Parcels affected	5	
Acres required for CME(s)	5.5 ac.	
Acres required for TCP(s)	0.4 ac.	
Acres required for work permit(s)		
Acres required for acquisition		
Acres required for federal land transfer		
Relocations (residential or business) If selected, verify level of effort with NMDOT.		

☒ Proposed right-of-way map attached (required). **See Attachment 10.**

Additional right-of-way information: Information provided is for Phase 4 of the project. Revised information will be provided for Segments 1, 2, 3 and 5 as they are advanced to final design.

7. **AIR QUALITY ANALYSIS:** Determine if the proposed project would impact air quality.

Is a Fugitive Dust Control Permit required for the proposed project? ☒ No ☐ Yes

Is the proposed project area within any of the following areas?

- ☐ Bernalillo County
☐ Sunland Park
☐ Anthony

☐ A non-attainment or maintenance area not listed above. If checked, explain:

If none of the four boxes above are checked, air quality conformity requirements are met.

If one of the geographic areas above is checked, complete the section below.

Is hotspot analysis required for the proposed project? ☐ No ☐ Yes

Describe the extent of project level air quality analysis that has been conducted for the proposed project and attach pertinent correspondence.

☐ Refer to the Environmental Commitments section for air quality mitigation measures.



NEW MEXICO DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

8. **NOISE ANALYSIS:** Determine if noise levels associated with the proposed project would impact receptors on nearby properties and determine if local noise abatement ordinances apply.

Is the proposed project considered Type 1 as defined by NMDOT's current Design Directive for Abatement of Highway Traffic Noise? ☒ No ☐ Yes

Are receptors (existing or permitted) present in the project area? ☒ No ☐ Yes

Based on consultation with NMDOT a traffic noise analysis is required. ☒ No ☐ Yes

If no, explain: The multi-use trail construction will generate limited and temporary noise during construction. Noise generated from the completed path is expected to be minimal as it will not be used for motorized vehicles.

If no, noise analysis is complete.

If yes, traffic noise analysis has been completed. Date of report:

Does the noise analysis identify noise impacts from the proposed project? ☐ No ☐ Yes

If yes, include applicable information in Section 17 Public Involvement.

If yes, have noise abatement measures been determined to be reasonable and feasible? ☐ No ☐ Yes

If no, explain:

☐ Refer to Environmental Commitments section for noise mitigation measures.

9. **SECTION 4(f):** Section 4(f) refers to situations where transportation projects use parks, recreation areas, wildlife and waterfowl refuges, and historic sites.

Will the proposed project use a Section 4(f) property? ☒ No ☐ Yes (If yes, verify the level of 4(f) documentation with the NMDOT Environmental Section.)

☐ Programmatic Section 4(f) evaluation has been signed and is in the project record.

Additional Section 4(f) information:

10. **LAND USE:** For proposed projects that add new, or substantially modify existing, transportation infrastructure, verify whether the proposed project is compatible with urban policy and/or land use plans. For proposed projects that cross federal lands, check with the land management agency for applicable land use plan(s).

Is the proposed project consistent with land use plans or zoning? ☐ No ☒ Yes

If no, explain:

11. **HAZARDOUS MATERIALS ANALYSIS:** Determine if hazardous materials are located within or adjacent to the proposed project area.

☒ The EPA EnviroMapper database has been consulted and no additional investigations are required.

☐ The EPA EnviroMapper database has been consulted and additional investigations are required.

☐ The EGB has determined no additional investigations are required.

☐ The EGB has determined additional investigations are required. The EGB will coordinate the effort.

SMA reviewed the EPA EnviroMapper database as well as NMED eGIS Mapper. No hazardous materials sites are present in the project area. See Attachment 7.



**NEW MEXICO DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION**

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

12. SOCIOECONOMICS: Determine potential impacts to social and economic resources resulting from the proposed project.

Would the proposed project result in an adverse impact to social or economic resources? ☒ No ☐ Yes
(If yes, verify NEPA level of effort with NMDOT Environmental Section.)

Are relocations or displacements necessary to build the proposed project? ☒ No ☐ Yes

Would the proposed project result in a permanent change in access or access control? ☒ No ☐ Yes

Is the project expected to impact neighborhood continuity and/or community cohesion? ☐ No ☒ Yes

If yes to any of the questions above, explain: **The proposed multi-use trail will allow safe pedestrian/bike traffic in the area.**

13. ENVIRONMENTAL JUSTICE: Refer to FHWA Order 6640.23A to review key Environmental Justice definitions and policies. U.S. Census data may be a source to determine population characteristics.

Based on the definitions provided in FHWA Order 6640.23A, are the following populations located in or adjacent to the project area?

- ☒ Low income
- ☒ African American
- ☒ Hispanic or Latino
- ☒ Asian American
- ☒ American Indian or Alaskan Native
- ☐ Native Hawaiian and Other Pacific Islander

See Attachment 8

Would the proposed project cause disproportionately high and adverse effects on minority and/or low income populations? ☒ No ☐ Yes (If yes, verify NEPA level of effort with NMDOT Environmental Section.)

If yes, explain:

14. VISUAL RESOURCES: Determine whether the project would result in adverse impacts to visual resources, such as the landscape's foreground and background.

Would the proposed project require major cut/fills, bridges, or large retaining walls? ☒ No ☐ Yes

Would the proposed project change the vertical profile of an existing road or bridge? ☒ No ☐ Yes

Is the proposed project located along a designated Scenic Byway? ☒ No ☐ Yes

Would the proposed project result in an adverse impact to visual resources? ☒ No ☐ Yes

Additional visual resource information: **Pedestrian bridges complementary to the surrounding landscape would be constructed over the arroyos and landscaping with native plants is included in the design.**

☐ Refer to the Environmental Commitments section for visual resource mitigation measures.


15. MULTI-MODAL TRANSPORTATION: Determine whether the project would impact pedestrians, bicyclists, or transit facilities.

Is the proposed project located along a proposed or designated bicycle route? ☐ No ☒ Yes

Would the proposed project impact pedestrian and/or bicycle access? ☒ No ☐ Yes

Would the proposed project impact transit facilities? ☒ No ☐ Yes

If yes to any question above, explain: **The proposed multi-use trail would provide safer pedestrian and bike route for near-by residents.**

	NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION
---	--

Is there an opportunity to improve multi-modal access with the proposed project? ☐ No ☒ Yes
If yes, explain: **The proposed multi-use trail would provide safer pedestrian and bike route for near-by residents.**

☐ Refer to the Environmental Commitments section for pedestrian/bicyclist mitigation measures.



**NEW MEXICO DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION**

Project Number:	Control Number: S100560	NMDOT District: 5
------------------------	--------------------------------	--------------------------

16. OTHER INFORMATION AND ANALYSIS: Determine if any other resource issues apply to the proposed project that are not addressed in the previous sections.

- ☒ No other resource issues are identified and no additional coordination required.
- ☐ Paleontological resources (for projects on federal land only)
- ☐ Prime and Unique Farmland
- ☐ Properties protected by Section 6(f) of the Land and Water Conservation Act
- ☐ Other resource issues:

Additional resource analysis:

17. PUBLIC INVOLVEMENT: Determine the level of public involvement necessary for the proposed project. The determination should be based on the resource issues identified in the previous sections and the answers to the questions listed below.

Would the project add through traffic lanes, substantially change the layout or the function of the transportation facility or connected transportation facilities, including access limitations? ☒ No ☐ Yes

Would the project have an adverse impact on abutting property? ☒ No ☐ Yes

Would the project result in noise impacts? ☒ No ☐ Yes

Would the project result in socioeconomic, visual, environmental, or other impacts? ☒ No ☐ Yes

If the answer to any of the questions above is yes, a public meeting or an opportunity for a public meeting should be considered in consultation with NMDOT.

Were scoping letters mailed for this project? ☒ No ☐ Yes

If no, explain: Formal public meeting was held

What type of public involvement has been provided? Select the appropriate item(s) below. Attach documentation identifying the notice of opportunity for a public meeting, date and location of the meeting, a summary of comments, and responses to substantive comments.

☒ Public notice attached. Date published: **May 27, 2017 and June 4, 2017 (for public meeting)**

☒ Formal public meeting. Date: **June 8, 2017**

☐ Open house. Date:

☒ Neighborhood meeting. Date: **February 27, 2013**

☐ Agency coordination and/or meeting. Date:

☐ City Council Meeting. Date:

☐ Other:

☒ Public meeting notes attached.

☒ Summary of public and/or agency comments attached.

Additional public involvement information: **See Attachment 9 for information presented at public meeting, proof of publication of meeting notice, and meeting notes (both initial meeting on 2/27/13 and second meeting on 6/4/17).**



NEW MEXICO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION

Project Number:	Control Number: S100560	NMDOT District: 5
-----------------	-------------------------	-------------------

18. ENVIRONMENTAL COMMITMENTS

The following environmental commitments shall be included in the final construction plans for the project:

Historic Properties: If previously undocumented prehistoric or historic properties are identified during construction, all ground-disturbing activities within 100 feet of the materials shall immediately cease and measures shall be taken to protect the cultural resources. The project proponent and/or the contractor shall immediately contact Steven Lakatos, NMDOT Environmental Bureau, at (505) 827-5513 and by email at Steven.Lakatos@state.nm.us, and ensure that all construction in the area has ceased.

Migratory Bird Treaty Act Compliance: The Contractor shall at all times comply with the Migratory Bird Treaty Act, which prohibits possession, capture, or killing of any migratory bird, egg, or occupied nest. If occupied nests (i.e., containing eggs or juvenile birds) are present during construction, the parental birds and their nests must be avoided until juvenile birds have fledged and flown away from nests. Occupied nests cannot be disturbed or relocated without a United States Fish and Wildlife Service (USFWS) permit. Any cost or suspension of work caused by nest avoidance, USFWS permitting, or USFWS permit denial, shall be at the Contractor's expense. Prior to the seasonal onset of bird nesting activity, the Contractor may elect to install and maintain bird exclusion measures such as bird netting, or perform daily monitoring and removal of nesting attempts before egg-laying occurs, to prevent establishment of occupied nests. In cases where the Project Proponent elects to initiate nest prevention measures prior to Contractor mobilization, the costs and effectiveness of nest prevention measures shall become the responsibility of the Contractor upon the date of mobilization.

Water Resources Mitigation Measures: A Storm Water Pollution Prevention Plan (SWPPP) is required to prevent indirect impacts in the form of sediment and chemical compound runoff entering the adjacent Arroyo Hondo and Canada del Rancho, impacting downstream habitat

The following environmental recommendations are suggested to be included in the final construction plans for the project:

Biological Community Mitigation Measures: Best Management shall be used to reduce the spread of noxious weeds to other areas via equipment, vehicles, and clothing.

END OF CHECKLIST

Surface Transportation Block Grant Program (STBG)

Federal Fiscal Years 2022-2027 Transportation Improvement Program – Call for Projects

New Mexico Department of Transportation
Santa Fe Metropolitan Planning Organization



Project: Rancho Viejo Boulevard Bike Lanes

Submitted by:

**Santa Fe County
December 2020**

Table of Contents

1. Cover Page.....	i
2. Project Prospectus Form (PPF).....	1
3. PPF Planning Support Documents.....	6
a. PPF PL Doc. #1- SF County ICIP 2022-2026.....	6
b. PPF PL Doc. #2- SF MPO Metropolitan Transportation Plan.....	7
c. PPF PL Doc. #3- SF County Sustainable Land Development Code-Bikeways Network.....	19
d. PPF PL Doc. #4- SF County Sustainable Growth Management Plan- Priority Improvements....	11
e. PPF PL Doc. #5- Location Map.....	13



T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 12/18/2020
2. **Is this project phased?** No. **If phased:** n/a
3. **T/LPA Responsible Charge:** Santa Fe County
4. **Project Name:** Rancho Viejo Blvd. Bike Lanes
5. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 2022; #17
6. **Is the project in or consistent with any T/LPA planning documents?** Yes.
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): SF County ICIP 22-26 (#1 PL Doc); Santa Fe County, SLDC (#3 PL Doc.); Santa Fe County, SGMP (#4 PL Doc.).
7. **Is a related project in the STIP?** No. **If yes, year(s):** n/a **Control #:** n/a
8. **Is a related project on the MPO TIP/RTPO RTIPR?** Yes. **If yes, which year(s):** SFMPO MTP # 27 (#2 PL Doc.)

*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, **please include the plan's cover page and the page on which the project is listed for any relevant documents.***

-
9. **T/LPA Person in Responsible Charge:** Brett Clavio
 10. **Address:** 100 Catron St., SF, NM 87501
 11. **County:** Santa Fe
 12. **Phone:** 505-995-2775
 13. **E-mail:** gbclavio@santafecountynm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. **In the space below, please provide a narrative describing the Project Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project proposes to determine the scope and cost of providing 5- to 8-foot wide bicycle lanes on each side of Rancho Viejo Boulevard. There is a need for dedicated bicycle and pedestrian facilities from the NM599 Rail Runner Express Station to the Santa Fe Community College and the Institute for American Indian Arts. Rancho Viejo Boulevard's lack of shoulders and bike lanes and its large variations in horizontal and vertical curves present dangerous conditions for cyclists and pedestrians sharing the road with cars.

17. **Select the main project type:** 28 **Facilities for Pedestrians, Bicycles**
List additional project types here: Motorist Safety

Project Details (fill out where applicable)

18. **Project Scope** (not the same as Purpose and Need): Complete the engineering and construction of bicycle lanes on each side of Rancho Viejo Boulevard.

19. **Route # (or Street) Name:** Rancho Viejo Boulevard 20. **Length (mi.):** 1.7

21. **Begin mile post/intersection:** NM14 22. **End mile post/intersect.:** Avenida Del Sur

23. **Attach a map of project area:** <https://goo.gl/maps/ZQfjAVtfaVhY2Bct8> ; (#5 PL. Doc.)

24. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

25. **Has a related project received Federal funding previously? No. If yes, which years? N/A Which funding program(s)? N/A**

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	\$153,792.00	\$26,208.00			
27. Utilities					
28. Right-of-Way					
29. Construction Management**	\$230,688.00	\$39,312.00			
30. Construction	\$1,537,920.00	\$262,080.00			
Totals	\$1,922,400.00	\$327,600.00			Project Total
					\$2,250,000.00

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. **Clearances and/or Certifications:** NEPA- FHWA Categorical Exclusion Sec.771.117 (3)
Construction of Bike Lanes

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous

Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

This project aims to reduce fatalities and serious injuries in the Santa Fe Community College District area by reducing the traveling public's exposure to risk there. Currently, pedestrians and bicyclists must travel either in the same road lane as motor vehicles or along narrow road shoulders, creating a safety hazard and exposing people to risk. Creating designated bike lanes on Rancho Viejo Boulevard will help reduce the risk exposure and potential conflict between cyclists and motor vehicles along this arterial road, helping to reduce fatalities and serious injuries.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ Economic Vitality: Providing dedicated bicycle lanes between the Santa Fe Community College District and the regional NM599 Transit Station could help the micro economics of people in the area by allowing them to save money on their transportation costs associated with commuting. On a macro level, constructing the project will help implement the overall circulation vision of the SFCCD, supporting land development. This infrastructure investment could be seen as a catalyst and incentive for SFCCD land developers and home buyers to further invest in the area. The SFCCD is a high growth area, as designated by the County. By 2040, the SFCCD population is anticipated to grow by 6,766 people, add 2,794 new housing units and add 752 new jobs. (Bohannon and Huston, 'Santa Fe County Infrastructure Build Out Analysis.' 2017).

34. ☒ Safety for Motorized and Non-motorized Users: A direct, non-motorized route from the NM599 Station to the Santa Fe Community College, Amy Biehl School and the Institute Of American Indian Arts is needed because pedestrians and pedalcyclists must now either travel in the same lane as motor vehicles or along narrow shoulders. Additionally, these roads have horizontal and vertical curves, limiting the sight distance for drivers, pedestrians, and pedalcyclists. This project will establish dedicated bicycle facilities, providing a safer commute for all travelers in the area and reducing exposure to risk. This project could help lower the pedalcyclist and pedestrian fatality rates in Santa Fe County and New Mexico. According to UNM/NMDOT's '2016 Community Report- Santa Fe County,' there were 70 crashes involving pedestrians and 83 crashes involving pedalcyclists in Santa Fe County in 2016. (UNM, '2016 Community Report' p. A-11).

35. ☒ **Security for Motorized and Non-motorized Users:** Having a dedicated bike lane will provide security of travel to non-motorists and motorists alike
36. ☒ **Accessibility and Mobility of People and Freight:** The Rancho Viejo Bike Lane facilities will provide increased accessibility and mobility in the Santa Fe Community College District area by providing an alternative to driving. Currently, the mobility of people is limited in this area to driving. This project would provide accessibility to cyclists and pedestrians. Separating bike lanes from vehicle lanes should help freight traffic on this arterial.
37. ☒ **Environment, Energy Conservation, Quality of Life:** The Rancho Viejo Bike Lanes project will promote a reduction in air pollution and traffic congestion by providing an alternative travel means in the area. Cyclists and pedestrians could replace vehicle users, reducing the total vehicle miles traveled along with a corresponding decrease in air pollution. The Richards Avenue Bike Lanes project will improve the quality of life for community residents by reducing local air pollution, traffic congestion and noise. This project will also help improve local mobility and exercise opportunities. The facilities will be directly accessible from many neighborhoods in the SFCCD, as well as from other areas of town via Richards Avenue and Rancho Viejo Blvd. People travel to the SFCCD area specifically to ride their bikes, exercise and take in the scenery. The potential health benefits from using such an active transportation facility includes a longer life expectancy, a lowered risk of heart disease, strokes, type-2 diabetes, depression, and some forms of cancer. (SFMPO, 2015 Ped. Plan, p. 9). The 2018 NM Bike Plan identified Goal 3 to 'Improve health outcomes by providing increased transportation options and making bicycling an attractive and accessible option for recreational activities.' (NMDOT, 2018 NM Bike Plan, p. 6).
38. ☒ **Integration and Connectivity:** This project would provide mobility and standards integration and connectivity to non-motorists in the SFCCD.
39. ☒ **System Management and Operation:** This project would improve operations of the road network by removing modal conflicts.
40. ☒ **System Preservation:** This project would enhance and preserve the roadway system by bringing this arterial road up to County and MPO road and bikeway standards.
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

(#1 PL Doc)

Infrastructure Capital Improvement Plan FY 2022-2026

**Santa Fe County
Project Summary**

ID	Year	Rank	Project Title	Category	Funded to date	2022	2023	2024	2025	2026	Total Project Cost	Amount Not Yet Funded	Phases?
37131	2022	001	Chupadero Water-Sewage Improvements	Water - Wastewater	470,237	435,847	64,304	285,000	1,411,000	0	2,666,388	2,196,151	Yes
24687	2022	002	Agua Fria Village Utility Sewer Expansion	Water - Wastewater	1,270,000	1,000,000	1,400,000	1,700,000	1,700,000	1,700,000	8,770,000	7,500,000	Yes
36668	2022	003	Madrid Fire Suppression System	Facilities - Fire Facilities	235,000	225,000	0	0	0	0	460,000	225,000	No
31130	2022	004	Bulk Water Facility at OLVH and US285	Water - Water Supply	0	355,000	0	0	0	0	355,000	355,000	No
37789	2022	005	Eldorado Station 4	Facilities - Fire Facilities	46,551	130,000	0	0	0	0	176,551	130,000	No
37790	2022	006	Sidewalk Repair at Camino Jacobo	Facilities - Housing-Related Cap Infrastructure	0	100,000	1,000,000	0	0	0	1,100,000	1,100,000	No
37791	2022	007	Agua Fria Station 1 Addition	Facilities - Fire Facilities	0	150,000	0	0	0	0	150,000	150,000	No
37792	2022	008	Rancho Viejo Tank Improvements	Water - Water Supply	0	200,000	0	0	0	0	200,000	200,000	No
34168	2022	009	Avenida Vista Grande bridge rehabilitation	Transportation - Highways/Roads/Bridges	0	350,000	0	0	0	0	350,000	350,000	No
37795	2022	010	Edgewood Station 1	Facilities - Fire Facilities	0	20,000	0	0	0	0	20,000	20,000	No
37796	2022	011	Pojoaque Station 1 Septic Connection	Facilities - Fire Facilities	0	75,000	0	0	0	0	75,000	75,000	No
31129	2022	012	CR51 Galisteo River All Weather Crossing	Transportation - Highways/Roads/Bridges	0	100,000	100,000	0	0	0	200,000	200,000	No
37806	2022	013	Avenue Van Nu Po	Transportation - Bike/Pedestrian/Equestrian	0	150,000	2,000,000	0	0	0	2,150,000	2,150,000	No
37807	2022	014	Tesuque Secondary Trailhead	Transportation - Bike/Pedestrian/Equestrian	0	15,000	0	0	0	0	15,000	15,000	No

Tuesday, December 15, 2020

Santa Fe County/ICIP 01000

Infrastructure Capital Improvement Plan FY 2022-2026

28776	2022	015	Santa Fe Rail Trail Segment 6	Transportation - Bike/Pedestrian/Equestrian	285,000	780,195	0	0	0	0	1,065,195	780,195	Yes
37825	2022	016	Open Space Capital Improvements	Other - Other	50,000	100,000	0	0	0	0	150,000	100,000	No
37840	2022	017	Rancho Viejo Boulevard Bike Lanes	Transportation - Bike/Pedestrian/Equestrian	0	20,000	98,250	864,250	0	0	982,500	982,500	No
36656	2022	018	Eldorado Road Improvements	Transportation - Highways/Roads/Bridges	0	300,000	0	0	0	0	300,000	300,000	No
37843	2022	019	River Trail from Caja del Oro to Cottonwood	Transportation - Bike/Pedestrian/Equestrian	0	2,060,883	1,061,735	0	0	0	3,122,618	3,122,618	No
37845	2022	020	Azul Hike/Bike trail	Transportation - Bike/Pedestrian/Equestrian	0	150,000	0	0	0	0	150,000	150,000	No
37848	2022	021	Bulk Water Reuse Station	Water - Water Supply	0	1,500,000	0	0	0	0	1,500,000	1,500,000	No
37849	2022	022	Galisteo Community Center Playground Upgrades	Equipment - Other	0	65,000	0	0	0	0	65,000	65,000	No
35186	2022	023	La Bajada Ranch	Facilities - Other	0	925,000	0	0	0	0	925,000	925,000	No
38079	2022	024	Re-Alignment of Arroyo Alamo East	Transportation - Highways/Roads/Bridges	0	50,000	0	0	0	0	50,000	50,000	No
38081	2022	025	Española Pathways Shelter	Facilities - Housing-Related Cap Infrastructure	0	1,700,000	0	0	0	0	1,700,000	1,700,000	No
38082	2022	026	La Cienega Water Master Plan	Water - Other	0	160,000	0	0	0	0	160,000	160,000	No
37793	2023	001	NM14 Drinking Water Expansion and Bulk Station	Water - Water Supply	0	0	335,000	0	0	0	335,000	335,000	No
37794	2023	002	Rio en Medio Road Widening	Transportation - Highways/Roads/Bridges	0	0	75,000	75,000	2,060,069	0	2,210,069	2,210,069	No
37799	2023	003	CR 89B Erosion Control Structure	Transportation - Highways/Roads/Bridges	0	0	50,000	350,000	0	0	400,000	400,000	No

Tuesday, December 15, 2020

Santa Fe County/ICIP 01000



Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

SANTA FE 2020-2045
METROPOLITAN
TRANSPORTATION PLAN

MAY 2020



(#2 PL Doc)

Table 6.2 Regional Roadway Priorities

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ◒ = Negative impact 🚲 = Bike 🚶 = Pedestrian 🚗 = Transit 🏠 = Public Health 🏘 = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	🚲 🚶 🏠 🏘	●	●	○	◐	◐	●	●	●	Short/Medium
15	Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities.	City of Santa Fe	\$4,500,000	🚲 🚶 🏠	◐	●	◐	◐	◐	◐	◐	●	Short/Medium
16	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 🏠	●	●	○	◐	◐	◐	●	◐	Short/Medium
17	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design.	NMDOT	\$1,600,000	🚲 🏠	●	●	○	◐	◐	◐	●	●	Short/Medium
18	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	🚲 🚶 🏠 🏘	●	●	○	◐	◐	◐	◐	●	Short/Medium
19	Camino del Monte Sol: expand the roadway to add shoulders and repave from Camino de Cruz Blanca to Old Santa Fe Trail.	City of Santa Fe	\$120,000	🚲 🏠	●	◐	○	◐	◐	◐	◐	◐	Short/Medium
20	St. Francis Drive Pedestrian Intersection improvement: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	🚶 🏠	●	◐	○	◐	◐	◐	◐	◐	Short/Medium
21	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque.	NMDOT	\$175,000	🏠 🏘	●	◐	○	◐	◐	◐	◐	●	Short/Medium
22	Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	\$8,000,000	🚲 🚶 🏠 🏘	●	●	○	◐	◐	◐	◐	◐	Short/Medium
23	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	🚲 🚶 🏠	●	●	○	◐	◐	◐	◐	◐	Short/Medium
24	Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$850,000	🚶 🏠	◐	◐	○	◐	◐	◐	◐	◐	Short/Medium
25	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000	🏠	●	○	○	◐	◐	◐	◐	◐	Short/Medium
26	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	🚲 🚶 🏠 🏘	○	●	○	◐	◐	◐	◐	◐	Short/Medium
27	Rancho Viejo Boulevard Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	🚲 🏠	○	●	○	◐	◐	◐	◐	◐	Short/Medium
28	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000		○	○	○	◐	◐	◐	●	○	Short/Medium
29	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000		○	○	○	◐	◐	◐	●	○	Short/Medium

(#3 PL Doc)



Santa Fe County

Sustainable Land Development Code

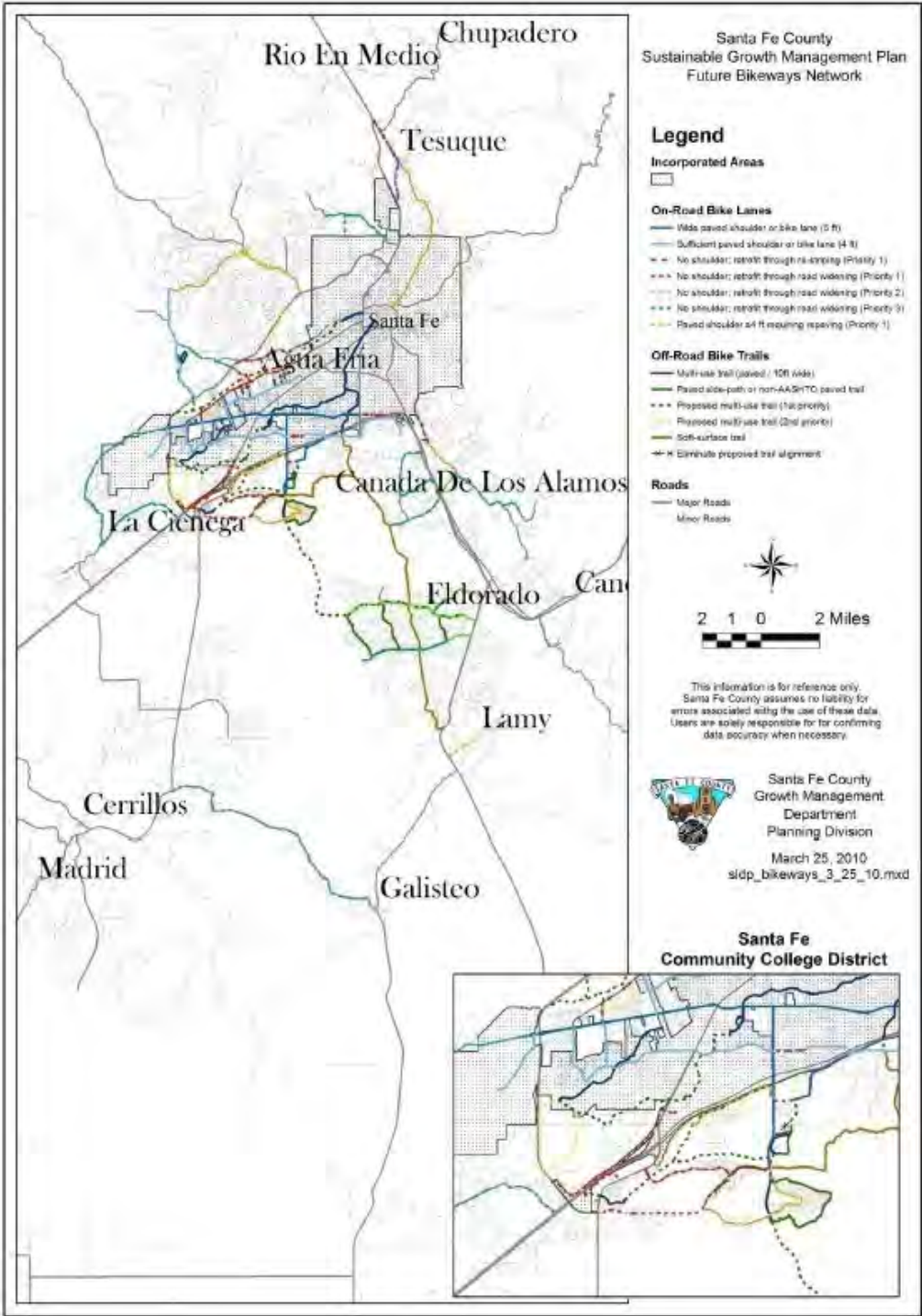
Adopted by Ordinance 2016-9
December 13, 2016



This is a reproduction of the Santa Fe County Sustainable Land Development Code (SLDC), enacted by Ordinance No. 2016-9, the original copy of which was recorded with the County Clerk as instrument number # 1812915. While efforts have been made to ensure its accuracy, this more legible reproduction is provided as a convenience to the public and does not trump the recorded SLDC. In the event of an inconsistency between this reproduction and the SLDC recorded with the County Clerk, the recorded SLDC is the controlling and official document.

(#3 PL Doc)

Map 10-6: Bikeways Network



2015 Santa Fe County Sustainable Growth Management Plan (SGMP)



Santa Fe County General Plan

Adopted by the Board of County Commissioners by Resolution 2015-155

(#4 PL Doc)

Figure 10-2: Priority Paved Shoulder Improvements

High Priority	Medium Priority
Old Santa Fe Trail, to El Gancho Rd.	Old Lamy Trail
El Gancho Rd., particularly northbound (uphill)	Richards Ave. (at least first 100 yds. south from Ave. del Sur to Trailhead)
Tesuque Village Rd., Tesuque Village south to US84/285 (Retrofit possible through "road diet" / re-striping)	Old Santa Fe Trail (to Two Trails Rd.: both sides; also consider uphill side to Cañada de los Alamos, both sides in Cañada de los Alamos)
Tesuque Village Rd., Tesuque Village north to US84/285	Two Trails Rd.
Avenida del Sur	A Van Nu Po
Rancho Viejo Blvd.	Camino La Tierra (bet Las Campanas and NM599)
Bishop's Lodge Rd. (from Bishop's Lodge south into City) (particularly southbound side on climb)	Las Campanas Dr. (bet. Caja del Rio Rd. and Camino la Tierra)
West Alameda Agua Fria St.	Los Pinos
Caja del Oro Grant Rd.	Dinosaur Trail (esp. where no side path)
San Ysidro Crossing	Paseo Real
	Tano Rd. (paved part: east of Tano West)
	Ave. Vista Grande (re-pave shoulders to eliminate seam)

10.2.5.2 SHARED LANES AND THE USE OF "SHARROWS"

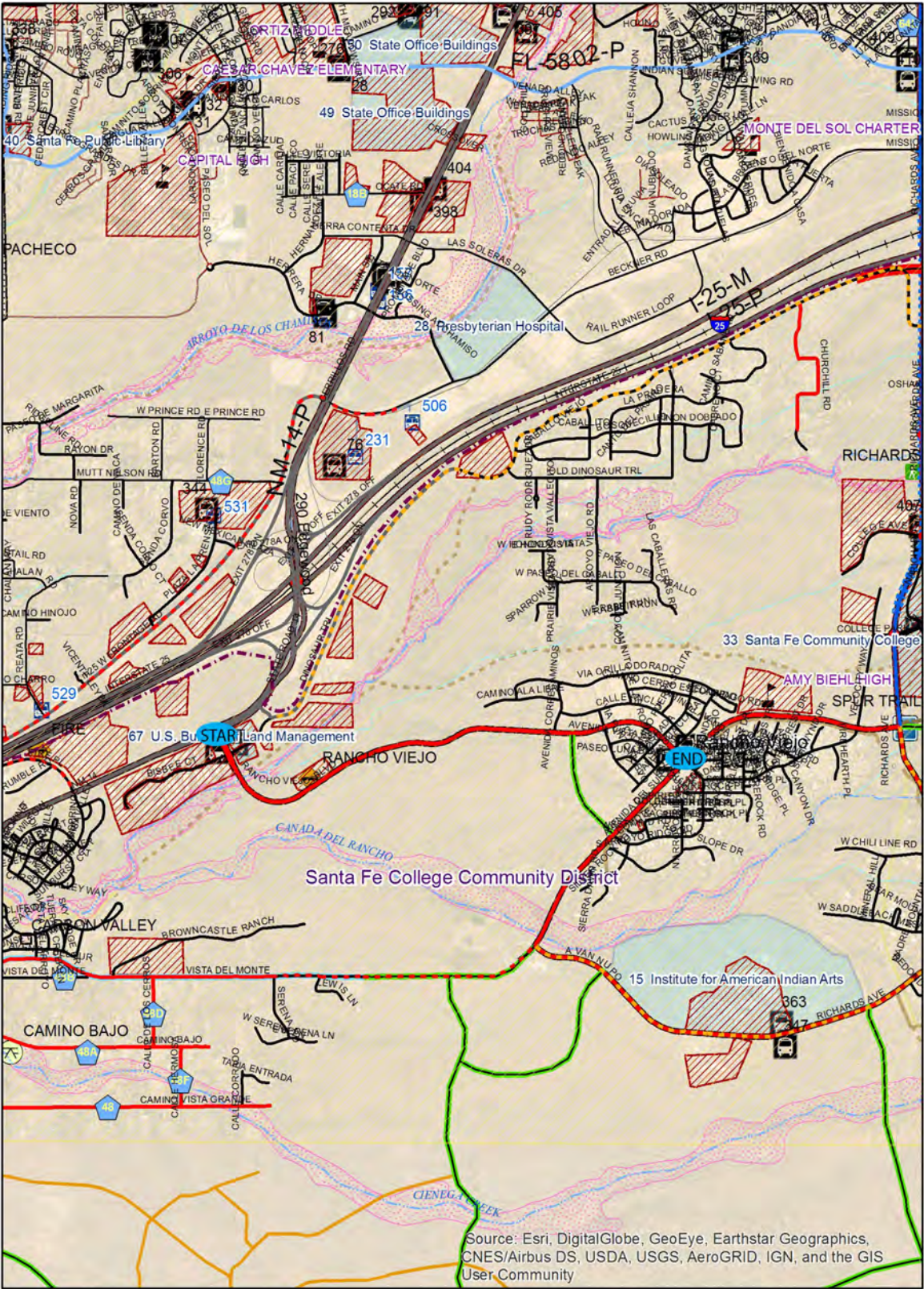
In some cases where cyclists can easily travel at or close to the posted speed limit, and particularly on lower-speed roadways with multiple conflicts (driveways, parked cars, etc.), the "shared-lane arrow" or "sharrow" is an appropriate pavement marking device to indicate appropriate positioning of cyclists to "take the lane," as they are entitled to in order to be more safely positioned in the roadway and to prevent unsafe (and unnecessary) passing attempts by motorists. On higher-speed facilities with shared lanes, where cyclists can be expected to ride as far to the right as "practicable" (per state law), the more customary practice to direct motorists and bicyclists to consider each others' needs is to erect Bicycle Warning signs with "Share the Road" plaques rather than "sharrows."

10.2.5.3 MULTI-USE PATHS

Function of Multi-Use Paths in a Multi-Modal Transportation Network. Shared use paths are facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Users are non-motorized and may include a variety of users, both for recreation and transportation. Shared use paths are a complementary system of off-road transportation routes for bicyclists and others that serve as a necessary extension to the roadway network. Shared use paths should not be used to preclude on-road bicycle facilities, but rather to supplement a system of on-road bike lanes, wide outside lanes, paved shoulders and bike routes.

Function of Side Paths in a Multi-Modal Transportation Network. Side paths, while they may provide a useful facility for pedestrians and other users, including some recreational bicyclists, are not acceptable as a substitute for on-road facilities as they typically provide a less convenient and less safe alternative for through-cyclists. One of the primary difficulties created by parallel roads and paths is the increased complexity of intersections with driveways and cross-streets, which results in increases in the number and severity of hazards that side paths present to cyclists of all skill levels. Side paths also typically provide a less convenient route for cyclists, partly due to the design of the path vs. the road but also particularly because cyclists' legal right of way is legally or effectively denied at cross-streets and driveways.

(#5 PL Doc.)



Surface Transportation Block Grant Program (STBG)

Federal Fiscal Years 2022-2027 Transportation Improvement Program – Call for Projects

New Mexico Department of Transportation
Santa Fe Metropolitan Planning Organization



Project: Avenida del Sur extension

Submitted by:

**Santa Fe County
December 2020**

Table of Contents

1. *Cover Page*.....i

2. *Project Prospectus Form (PPF)*.....1

3. PPF Planning Support Documents.....6

 a. PPF PL Doc. #1- *SF County ICIP 2020-2024*.....6

 b. PPF PL Doc. #2- *Santa Fe MPO MTP*.....7

 c. PPF PL Doc. #3- *SF County Sustainable Land Development Code- Future Road Network*...9

 d. PPF PL Doc. #4- *Preliminary Engineering Map*.....11



T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 12-18-2020
 2. **Is this project phased? No. If phased:** n/a
 3. **T/LPA Responsible Charge:** Santa Fe County
 4. **Project Name:** Avenida Del Sur Extension
 5. **Is the project on the ICIP? Yes. If yes, year and priority #:** 2022, #1 (#1 PL Doc.)
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): Regional Roadway Priorities: Santa Fe MPO, '2020-2045 Metropolitan Transportation Plan,' MTP: 2024 #27 (#2 PL Doc); Future Road Network Map: Santa Fe County, 'Sustainable Land Use Development Code' (SLDC) (#3 PL Doc).
 7. **Is a related project in the STIP? No. If yes, year(s):** n/a **Control #:** n/a
 8. **Is a related project on the MPO TIP/RTPO RTIPR? No. If yes, which year(s):** n/a
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the plan's cover page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Brett Clavio
 10. **Address:** 100 Catron St., SF, NM 87501
 11. **County:** Santa Fe
 12. **Phone:** 505-995-2775
 13. **E-mail:** gbclavio@santafecountynm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. **In the space below, please provide a narrative describing the Project Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project will complete the Preliminary Engineering and minor Right of Way acquisitions needed for the Avenida Del Sur West extension, connecting NM 14 east to the Avenida del Sur/A Van Nu Po intersection. This road extension will provide secondary access relief to the Community College District area from the NM14/ NM599 intersection.

17. **Select the main project type:** 15 Preliminary Engineering
List additional project types here: ROW

Project Details (fill out where applicable)

18. **Project Scope** (not the same as Purpose and Need): Complete the design, right-of-way, construction and construction-management of Avenida Del Sur, from NM14 to A Van Nu Po.

19. **Route # (or Street) Name:** Avenida del Sur 20. **Length (mi.):** 1.85-mi.

21. **Begin mile post/intersection:** NM14 22. **End mile post/intersect.:** A Van Nu Po

23. **Attach a map of project area:** <https://goo.gl/maps/K5duT6pkj5y9UX3e9> (#4PL Doc.)

24. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

25. **Has a related project received Federal funding previously? No. If yes, which years?** n/a **Which funding program(s)?** n/a

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*		\$350,000.00			
27. Utilities					
28. Right-of-Way		\$250,000.00			
29. Construction Management**	\$320,400.00	\$54,600.00			
30. Construction	\$3,462,028.80	\$589,971.20			
Totals	\$3,782,428.80	\$1,244,571.20			Project Total
					\$5,027,000

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. **Clearances and/or Certifications:** A Preliminary Engineering Report has identified a needed clearance for this project related to archeological resources in the area.

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous

Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

This project will help achieve safety targets by relieving congestion on Richards Avenue and Rancho Viejo Boulevard in the Community College District (CCD). The County's Growth Management Plan identifies the CCD as the primary growth area in the County and states that over the next ten years, there will be a need to remediate congestion on NM 14 and Richards Avenue, provide improved public safety access to Eldorado and the Community College District, and reduce the heavy dependence on Richards Avenue and I-25 by providing multiple, alternative, and more direct links between City and Community College District destinations. Education facilities served by this project include the Community College, the Institute of American Indian Arts, and the Academy for Technology and the Classics.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ **Economic Vitality:** Providing an alternative arterial to the educational facilities and employment centers in the Santa Fe Community College District/ Rancho Viejo area will help implement the overall circulation vision of the SFCCD, supporting land development and economic development. This infrastructure investment could be seen as a catalyst and incentive for SFCCD land developers and home buyers to further invest in the area. The SFCCD is a high growth area, as designated by the County. By 2040, the SFCCD population is anticipated to grow by 6,766 people, add 2,794 new housing units and add 752 new jobs. (Bohannon and Huston, 'Santa Fe County Infrastructure Build Out Analysis.' 2017)

34. ☒ **Safety for Motorized and Non-motorized Users:** Extending Avenida Del Sur into the SFCCD will provide new arterial access, reduce congestion and improve safety. This project will improve transportation safety by reducing congestion on Richards Avenue, the primary access road to the Santa Fe Community College District (SFCCD)/ Rancho Viejo area. Richards Ave. is an undivided, two-lane arterial which had an ADT count of 10,664 as of Jan 2019- an LOS C

35. ☒ **Security for Motorized and Non-motorized Users:** Extending Avenida Del Sur into the SFCCD will provide new arterial access to the SFCCD and security of mobility. This project will improve transportation security by providing an alternative arterial roadway to the Santa Fe Community College District (SFCCD)/ Rancho Viejo area for motorized and non-motorized users.

36. ☒ **Accessibility and Mobility of People and Freight:** This project improves the mobility and circulation of people and freight in the metropolitan region.
37. ☒ **Environment, Energy Conservation, Quality of Life:** This project will help improve transportation-related energy-conservation efforts by reducing congestion on Richards Avenue and improving district-wide circulation. The project will improve the quality of life for travelers in and out of the SFCCD.
38. ☒ **Integration and Connectivity:** This project aims to improve the integration and connectivity of the regional transportation network in the metropolitan area, particularly with secondary I-25 access to the SFCCD.
39. ☒ **System Management and Operation:** Adding this arterial road to the network will improve regional system performance, particularly among other arterial roads in the area nearing unacceptable levels of service.
40. ☒ **System Preservation:** This project intends to preserve the roadway system by reducing wear on Richards Avenue and Rancho Viejo Boulevard and increasing system access.
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



Santa Fe County - Five Year Capital Plan

Home

Requests

REQUEST EDIT

Request ID: 316

Department: Public Works

Division: Administration

Project Category: Capital Project

Project Title: Avenida Del Sur West Extension

Location:

Contact Person: Ray Matthew

Contact Number: 123-4567

Requested for Fiscal Year: 2022

Population Goal Addressed: (Check all that apply)

- ☐ Safe Community ☐ Healthy Community
☐ Sustainable Community ☐ Proficient/Transparent Gov't

Districts:

- District 1: ☐ District 2: ☐
District 3: ☐ District 4: ☐
District 5: ☒ Countywide Benefit: ☐

Priority: 1

Project Type: Roads

Project Address: - Select -

Project Origin: - Select -

Priority Of: - Select -

Cost: 6,000,000.00

Funding Gap: -6,000,000.00

☐ Fund Source Identified

Factors

- Reduce a threat to public safety: 3
Improve the quality of local public services: 3
Provide an incentive for economic development: 3
Reduce long-term public operating costs: 1
Further the goals of the Comprehensive Plan (SGMP): 5
Leverage investment in terms of the number of properties or residents affected: 4

*Categories are weighted by a factor of 1.33 compared with a normal weighting of 1.0.

Priority Score: 3.8 Recalculate

Project Summary:

Design, acquisition and construction of a 1.6 mile arterial from NM14 / NM599 Intersection to Avenida Van Nu Po

Description, Purpose and Justification:

Access from Avenida Del Sur at NM 14 to Richards Avenue is not currently possible due to a gap in the road between Avenida Nu Po and the western segment of Avenida Del Sur at NM 14. This project will construct 1.6 miles of new roadway to close that gap, providing access from NM 14 to Richards Avenue/Santa Fe Community College District and also connecting to the SE Connector. The project is included in the Santa Fe Community College District Plan, the County Sustainable Growth Management Plan, and the Santa Fe Metropolitan Planning Organization Transportation Plan.

Comments:

Approval

Approval Status: [Dropdown]

Quantity: 0 Amount: 0.00

Comment:



Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

SANTA FE 2020-2045
METROPOLITAN
TRANSPORTATION PLAN

























































































































































MAY 2020



(#2 PL Doc)

6-2 Regional Roadway Priorities

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ● = Negative impact 🚲 = Bike 🚶 = Pedestrian 🚊 = Transit 🏠 = Public Health ⚖️ = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria										Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding			
14	St. Michael's Roadway Reconstruction Study	City of Santa Fe	\$500,000	   									Short/Medium		
15	Bishop's Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities.	City of Santa Fe	\$4,500,000	  									Short/Medium		
16	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	 									Short/Medium		
17	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design	NMDOT	\$1,600,000	 									Short/Medium		
18	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	   									Short/Medium		
19	Camino del Monte Sol: expand the roadway to add shoulders and repave from Camino de Cruz Blanca to Old Santa Fe Trail	City of Santa Fe	\$120,000	 									Short/Medium		
20	St. Francis Drive Pedestrian Intersection improvement: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	  									Short/Medium		
21	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque.	NMDOT	\$175,000	 									Short/Medium		
22	Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	\$8,000,000	   									Short/Medium		
23	Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	  									Short/Medium		
24	Sandoval/Monteuma Intersection Improvements: Pedestrian improvements, striping, signage	City of Santa Fe	\$850,000	 									Short/Medium		
25	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000										Short/Medium		
26	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	   									Short/Medium		
27	Rancho Viejo Boulevard Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	 									Short/Medium		
28	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000										Short/Medium		
29	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000										Short/Medium		

Santa Fe MPD 2020–2045 Metropolitan Transportation Plan | 3

Legend: ● = Positive impact ◐ = Partially positive impact ○ = No net impact ◑ = Partially negative impact ● = Negative impact 🚲 = Bike 🚶 = Pedestrian 🚊 = Transit 🏠 = Public Health ⚖️ = Social Equity

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria										Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding			
30	Santa Fe River Trail – Constellation Drive to Paseo Real	City of Santa Fe	\$7,000,000	🚲 🚶 🚶 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Medium		
31	Santa Fe River Trail – From Siler South to San Ysidro Crossing	Santa Fe County	\$5,000,000	🚲 🚶 🚶	●	●	◐	◐	◐	◐	◐	◐	Medium		
32	Santa Fe River Trail – From Caja del Oro Grant Road to San Felipe Road	Santa Fe County	\$7,980,000	🚲 🚶 🚶 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Medium		
33	Bike Lane Loop: Richards, A Van Nu Po, and Avenida del Sur	Santa Fe County	\$2,000,000	🚲 🚶	●	●	◐	◐	◐	◐	◐	◐	Medium		
34	Bishop Lodge Road bicycle, pedestrian, ADA, and transit improvements	Santa Fe County	\$4,000,000	🚲 🚶 🚶 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Medium		
35	Agua Fria Road/Henry Lynch Street Intersection Roundabout	Santa Fe County	\$130,000	🚶 🚶	◐	◐	◐	◐	◐	◐	◐	◐	Medium		
36	Governor Miles Road Reconstruction: Reconstruct roadway from Richards Avenue to Pueblos del Sol and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$2,000,000	🚲 🚶 🚶	◐	●	◐	◐	◐	◐	◐	◐	Medium		
37	Henry Lynch Road Reconstruction: Reconstruction from Agua Fria to Rullina Street and add bike lanes, sidewalk.	City of Santa Fe	\$2,200,000	🚲 🚶 🚶 ⚖️	◐	●	◐	◐	◐	◐	◐	◐	Medium		
38	NM 589/Camino de los Montañas Interchange w/ Frontage Road: Construct a new interchange	NMDOT	\$11,050,000	🚶	●	◐	◐	◐	◐	◐	◐	◐	Medium		
39	St. Francis Street Lights Between W. San Mateo and Cerrillos	NMDOT	\$500,000	🚶 🚶 ⚖️	●	◐	◐	◐	◐	◐	◐	◐	Medium		
40	Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado Street.	City of Santa Fe	\$4,000,000								●	◐	Medium		
41	Avenida del Sur Extension: Construct a new road and upgrade existing roadway from NM 14 to A Van Nu Po.	Santa Fe County	\$3,675,000	⚖️			◐	◐	◐	◐	◐	◐	Medium		
42	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Construction.	NMDOT	\$14,400,000	🚲 🚶	●	●	◐	◐	◐	◐	◐	◐	Medium/Long		
43	Rullina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 🚶 ⚖️	●	●	◐	◐	◐	◐	◐	◐	Medium/Long		
44	Beckner Road/Richards Avenue Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$2,000,000	🚶 🚶	●	●	◐	◐	◐	◐	◐	◐	Medium/Long		
45	Tesuque Village Road Bike Lanes: Extend bike lanes from the Tesuque Pueblo Fire Department to the Pueblo of Tesuque boundary.	Santa Fe County	\$1,650,000	🚲 🚶 🚶	◐	●	◐	◐	◐	◐	◐	◐	Medium/Long		
46	Jaguar Drive Extension to Municipal Airport: Roadway connection from NM 589 to the Santa Fe Regional Airport. The two-lane roadway may include bicycle lanes, curb and gutter, sidewalk, landscaping, and drainage accommodations.	City of Santa Fe	\$5,000,000	🚲 🚶 🚶 ⚖️	◐	◐	◐	◐	◐	◐	◐	◐	Medium/Long		



Santa Fe County

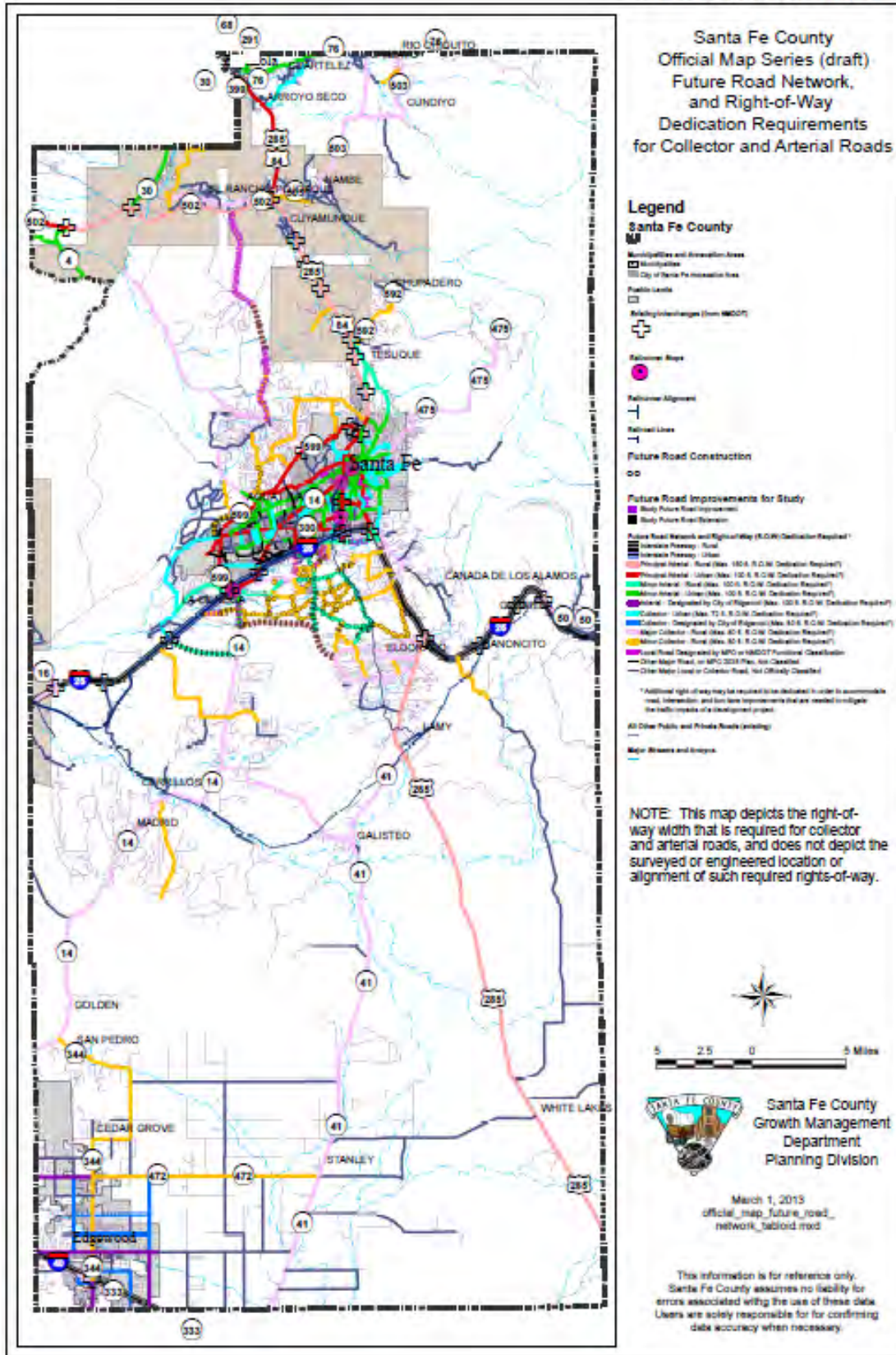
Sustainable Land Development Code

Adopted by Ordinance 2016-9
December 13, 2016



This is a reproduction of the Santa Fe County Sustainable Land Development Code (SLDC), enacted by Ordinance No. 2016-9, the original copy of which was recorded with the County Clerk as instrument number # 1812915. While efforts have been made to ensure its accuracy, this more legible reproduction is provided as a convenience to the public and does not trump the recorded SLDC. In the event of an inconsistency between this reproduction and the SLDC recorded with the County Clerk, the recorded SLDC is the controlling and official document.

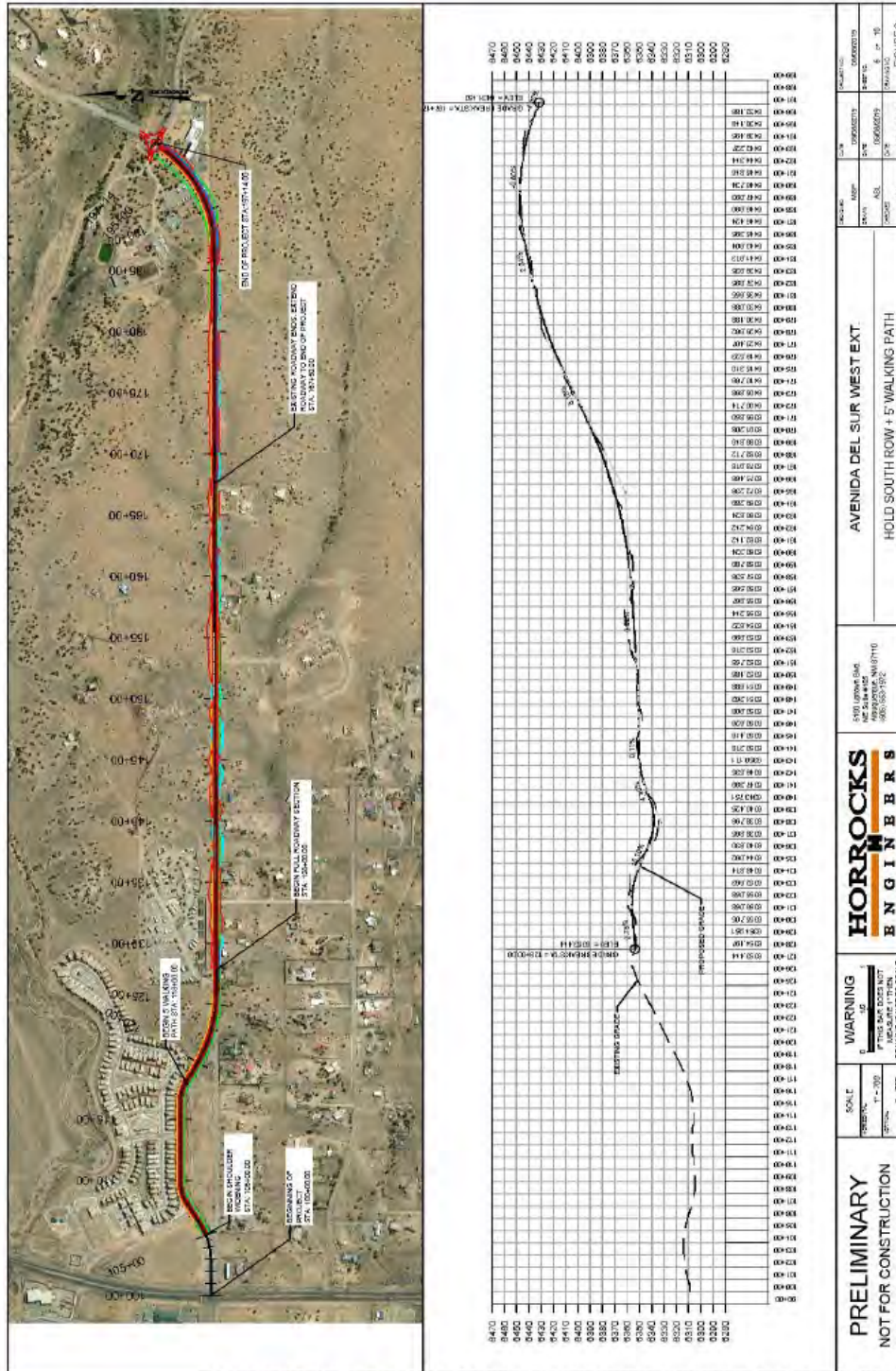
Official Map Series - Map 3



Avenida Del Sur Extension Map

Preliminary Engineering Study

Avenida Del Sur West Extension



May 2019



T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** December 19, 2020
 2. **Is this project phased? Yes.** If phased: Phase 1 of 2: Phase 1 Engineering Design and Phase 2 Construction
 3. **T/LPA Responsible Charge:** City of Santa Fe
 4. **Project Name:** Rufina St./Lopez Lane Intersection Improvements Project
 5. **Is the project on the ICIP? No.** If yes, year and priority #: NA
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): Santa Fe 2020-2045 Metropolitan Transportation Plan
 7. **Is a related project in the STIP? No.** If yes, year(s): NA Control #: NA
 8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes.** If yes, which year(s): 2037
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the plan's cover page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Romella Glorioso-Moss
 10. **Address:** P.O. Box 909, 500 Market St. Suite 200, Santa Fe, NM, 87504
 11. **County:** Santa Fe
 12. **Phone:** 505 955 6623
 13. **E-mail:** rsglorioso-moss@santafenm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. In the space below, please provide a narrative describing the Project **Purpose and Need**: i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This proposed project aims to plan, design, acquire right-of-way, and construct roadway improvements at the intersection Rufina St and Lopez Lane. The need is based on the 2012 Worcester Polytechnic Institute study of crash analysis in Santa Fe Metropolitan Transportation Region. As part of this analysis they looked at intersection crashes throughout the region, placing a severity value on them (Estimated Property Damage Only) and ranked the intersections based on crashes per Million Entering Vehicles (MEV). The intersection of Rufina St and Lopez Lane was ranked no. 39 out of 142 most hazardous intersections in Santa Fe with 1.73 MEV/EDPO. However, intersections ranked lower than Rufina St/Lopez Lane or intersections that were not even included in the list are already funded for construction in 2021, but not Rufina St/Lopez Lane intersection improvements.

17. **Select the main project type:** 15 Preliminary Engineering

List additional project types here: Facilities for Bicycles and Pedestrians

Project Details (fill out where applicable)

18. **Project Scope** (not the same as Purpose and Need): The scope of this project includes bringing the Rufina St and Lopez Lane intersection into ADA compliance, shorting crossing distances, providing pedestrian signal heads, striping, signage, and reconfiguring the medians. Phase 1 of this project includes the preparation of preliminary and final plans, specifications, estimates and bid documents.

19. **Route # (or Street) Name:** Rufina St/ Lopez Lane Intersection Improvements 20. **Length (mi.):** Enter length in miles

21. **Begin mile post/intersection:** Enter begin point 22. **End mile post/intersect.:** Enter end point

23. **Attach a map of project area:** <https://www.google.com/maps/@35.6466769,-106.0235224,17z/data=!3m1!4b1!4m5!3m4!>

24. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

25. **Has a related project received Federal funding previously? No. If yes, which years? NA Which funding program(s)? NA**

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*					
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction					Project Total
Totals					

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: NA

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

As stated in Q16 above, the Rufina St/Lopez Lane intersection was ranked no. 39 out of 142 most hazardous intersections in Santa Fe in the 2012 study conducted by Worcester Polytechnic. In addition, the Bicycle Crash Analysis conducted by the City of Santa Fe Police Department from March 2015 through February 2018 indicates that the area falls under Area 1 which is ranked second highest location of bicycle crashes in Santa Fe at 15%. If we could improve the Rufina/Lopez Lane intersection, based on these statistics we could reduce fatality/serious injuries for both motorized and non-motorized users in the City of Santa Fe.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☐ **Economic Vitality:**

34. ☒ **Safety for Motorized and Non-motorized Users:** As stated above, based on the 2012 Worcester Polytechnic Institute crash analysis study, the intersection of Rufina St and Lopez Lane was ranked no. 39 out of 142 most hazardous intersections in Santa Fe with 1.73 MEV/EDPO. Therefore, this project would definitely address that issue.

35. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.

36. ☒ **Accessibility and Mobility of People and Freight:** Since Lopez Lane is classified as a major collector and Rufina St a minor arterial roadways, one would expect more people to bicycle and walk on these roads compared to principal arterials roadways. Therefore, providing non-motorist facilities would increase accessibility and mobility.

37. ☒ **Environment, Energy Conservation, Quality of Life:** In a study conducted by Neves and Brand (Science Direct, May 2019, pp. 130-146) assessing the potential for carbon emissions savings from

replacing short car trips in Wales, the researchers found that 41% of short car trips could realistically be made by walking and cycling. Modal shift could therefore potentially contribute to a mitigation of 4.5% of CO2 emissions from car travel, or about 4% of CO2 emissions from all surface passenger transport. This analysis was based on half of all car trips were less than 3 miles long. Taking into account that in the 2020 City of Santa Fe Impact Fee Capital Improvements Plan 2021-2027, Duncan Associates estimated that the average daily trip length for residential purposes which includes shopping, medical/dental, home-to-work, family/personal and school/Church trips was 3.4 miles in 2017, there is a huge potential to reduce our CO2 emissions significantly by walking and bicycling. The average car emits about 271 grams of CO2 per passenger per 0.625 mile.

38. ☒ **Integration and Connectivity:** Lopez Lane is considered as major collector roadway while Rufina St is considered as minor arterial.

39. ☐ **System Management and Operation:** Type explanation.

40. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO**, **District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



T/LPA PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** December 18, 2020
 2. **Is this project phased? Yes.** If phased: Phase 2 of 3: Phase 1 Location Study, Phase 2 Preliminary and Final Design, Phase 3 Construction
 3. **T/LPA Responsible Charge:** City of Santa Fe
 4. **Project Name:** Arroyo De Los Chamisos Crossing
 5. **Is the project on the ICIP? No.** If yes, year and priority #: NA
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, list documents (ICIP/Community/Bike/Ped Plan/etc.): IFCIP 2021-2027
 7. **Is a related project in the STIP? No.** If yes, year(s): NA Control #: NA
 8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes.** If yes, which year(s): 2020-2045
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the plan's cover page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Romella Glorioso-Moss
 10. **Address:** P.O. Box 909, 500 Market St. Suite 200, Santa Fe, NM, 87504
 11. **County:** Santa Fe
 12. **Phone:** 505 955 6623
 13. **E-mail:** rsglorioso-moss@santafenm.gov
 14. **MPO or RTPO:** Santa Fe MPO
 15. **NMDOT District #:** 5
-

Project Description

16. In the space below, please provide a narrative describing the Project Purpose and Need: i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

A proper crossing of the Arroyo de Los Chamisos has always been a deterrent to north-south traffic moving through the corridor. The proposed crossing of the Arroyo de Los Chamisos would provide additional north-south connectivity between the City of Santa Fe and the Santa Fe Community College District. The Arroyo de Los Chamisos is considered jurisdictional waters of the United States. As such a Clean Water Act Section 404/401 application will need to be completed for, and submitted to, the U.S. Army Corps of Engineers for the placement of permanent fill material. Depending on the acreage of impact, this work could fall under Nationwide Permit #14. No obligate or wetland species were observed within or along the banks of Arroyo de Los Chamisos during the 2007 biological survey. No jurisdictional wetlands are expected to be present in the arroyos in the proposed project area. This is based on the lack of hydric soils, obligate wetland species of plants, and wetland hydrology in the area, during the 2007 biological survey, that would be affected by the project. All three of these factors must be present for a jurisdictional wetland to exist.

17. Select the main project type: 08 Bridge, New Construction

List additional project types here: Preliminary Engineering, Facilities for Bicycles and Pedestrians

Project Details (fill out where applicable)

18. Project Scope (not the same as Purpose and Need): Project scope includes the extension of Richards Avenue north across the Arroyo de Los Chamisos to connect to the existing Richards Avenue / Siringo Road intersection for access to the Richards Avenue / Cerrillos Road signalized intersection. The emergency access road across the Arroyo de Los Chamisos for Santa Fe Fire Station 7 would be replaced by the new all-weather crossing. Traffic calming measures north of Siringo Road, bicycle lanes and sidewalks along Richards Avenue are included in the project scope. Phase 2 includes Preliminary and Final Design, PS&E, construction documents and obtaining NMDOT certifications.

19. Route # (or Street) Name: Richards Avenue **20. Length (mi.):** 0.8 mi

21. Begin mile post/intersection: 4.3 **22. End mile post/intersect.:** 5.1

23. Attach a map of project area: <https://www.google.com/maps/@35.6325726,-106.0027897,17z/data=!3m1!4b1!4m5!3m4!>

24. Roadway FHWA Functional Classification(s): Principal Arterial

Funding Information

25. Has a related project received Federal funding previously? No. If yes, which years? NA Which funding program(s)? NA

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*					
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction					Project Total
Totals					

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes bidding, observation and material testing.

*** Local funds can be used for match and to increase project total.

See Program specific guidance on match ratios. Generally, match ratios for projects are 85.44% Federal, 14.56% Local/State/Tribal.

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way,

Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: Location Study (Phases A, B & C) which is locally funded would be completed by the time funding for Phase 2 via this application becomes available. Currently, Consultants are working on Phases A & B and anticipated to finish Spring of 2021. Phase A was presented to the Public in March 2020. Phase B was delayed due to COVID 19 pandemic (affecting traffic analysis) but expected to resume early next year. Phase C (Environmental Documentation) will follow immediately.

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

This project will reduce the number of non-motorized fatality/serious injuries by adding bike lanes and ADA compliant sidewalks along Richards Avenue. In the Bicycle Crash Analysis Report (Cordell, 2018) conducted by the City of Santa Fe Police Department from March 2015 through February 2018, Richards Avenue ranked number 4 (11%) in bicycle crashes. Combined with another study result that over 50% of bicycle crashes occurred when bicyclists were interacting with roadway traffic while only 10% of the crashes occurred on bicycle lanes, adding bicycle lanes could significantly reduce non-motorized fatality/serious injuries in the area.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ **Economic Vitality:** Improvements that increase north-south connections for vehicles traveling along Richards Avenue would allow Richards Avenue to serve as the primary gateway to the College District and could be an economic benefit for the community.

34. ☒ **Safety for Motorized and Non-motorized Users:** As stated above, Q. 32 bicycle crashes along Richards Avenue ranked number 4 (11%) in the Bicycle Crashes Analysis that was conducted by the City of Santa Fe Police Department from 2015 to 2018. Adding bicycle lanes along Richards Avenue could

significantly increase safety of bicyclists especially the analysis also revealed that over 50% of bicycle crashes occurred when bicyclists were interacting with roadway traffic while only 10% of the crashes occurred on bicycle lanes

35. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.

36. ☒ **Accessibility and Mobility of People and Freight:** Most of the land within the area consists of residential neighborhoods and vacant land. Connectivity and the ability to cross over the Arroyo de Los Chamisos would be important for increasing access for those living in and traveling through the area.

37. ☒ **Environment, Energy Conservation, Quality of Life:** Richards Avenue is the “principal gateway” to the Santa Fe Community College District. Currently, Richards Avenue extends from the southern tip of Rancho Viejo to Rodeo Road but just north of Rodeo Road, it dead ends and does not cross the Arroyo de Los Chamisos. As a result, northbound-southbound traffic needing to cross the Arroyo de Los Chamisos must pass through adjacent neighborhood roads including Zafarano Road, Avenida de Las Campanas, Camino Carlos Rey, and Governor Miles Road. If Richards Avenue is extended the trip length could be significantly reduced for thousands of students attending the Santa Fe Community College. The shortened trip length could significantly reduce CO2 emissions not only for individual car owners but also for the Santa Fe Trails buses. It could also attract more non-motorized users.

38. ☒ **Integration and Connectivity:** The proposed crossing would provide connectivity linking two major arterials in the area, Cerrillos Road and Rodeo Road.

39. ☐ **System Management and Operation:** Type explanation.

40. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO**, **District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.

Critical Urban Freight Corridors

NMDOT / MPO Coordination for
Development of Priority Project Network

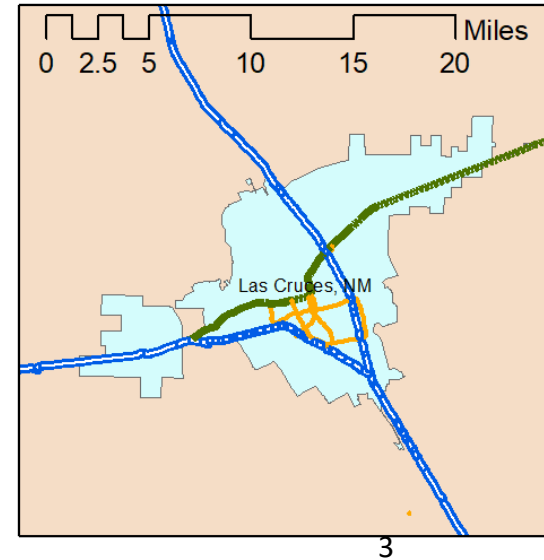
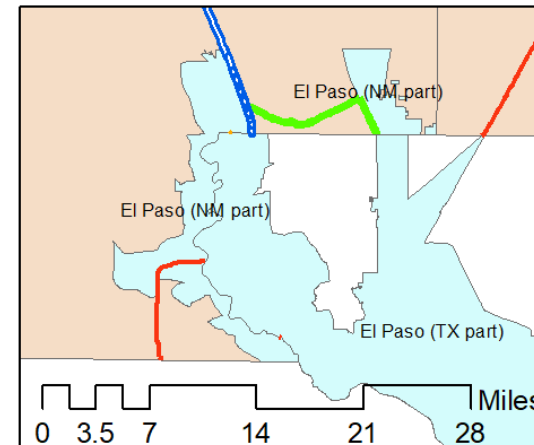
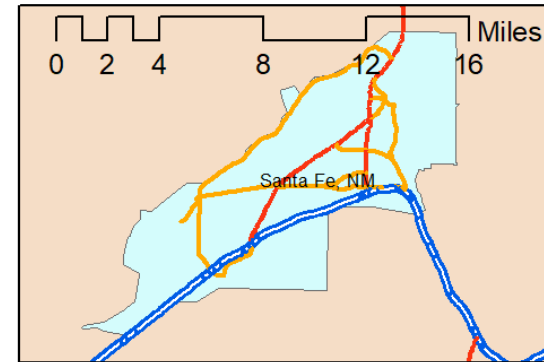
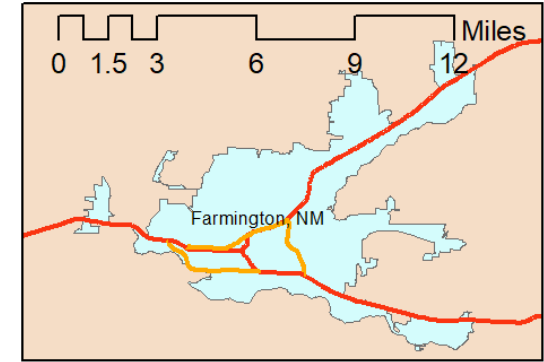
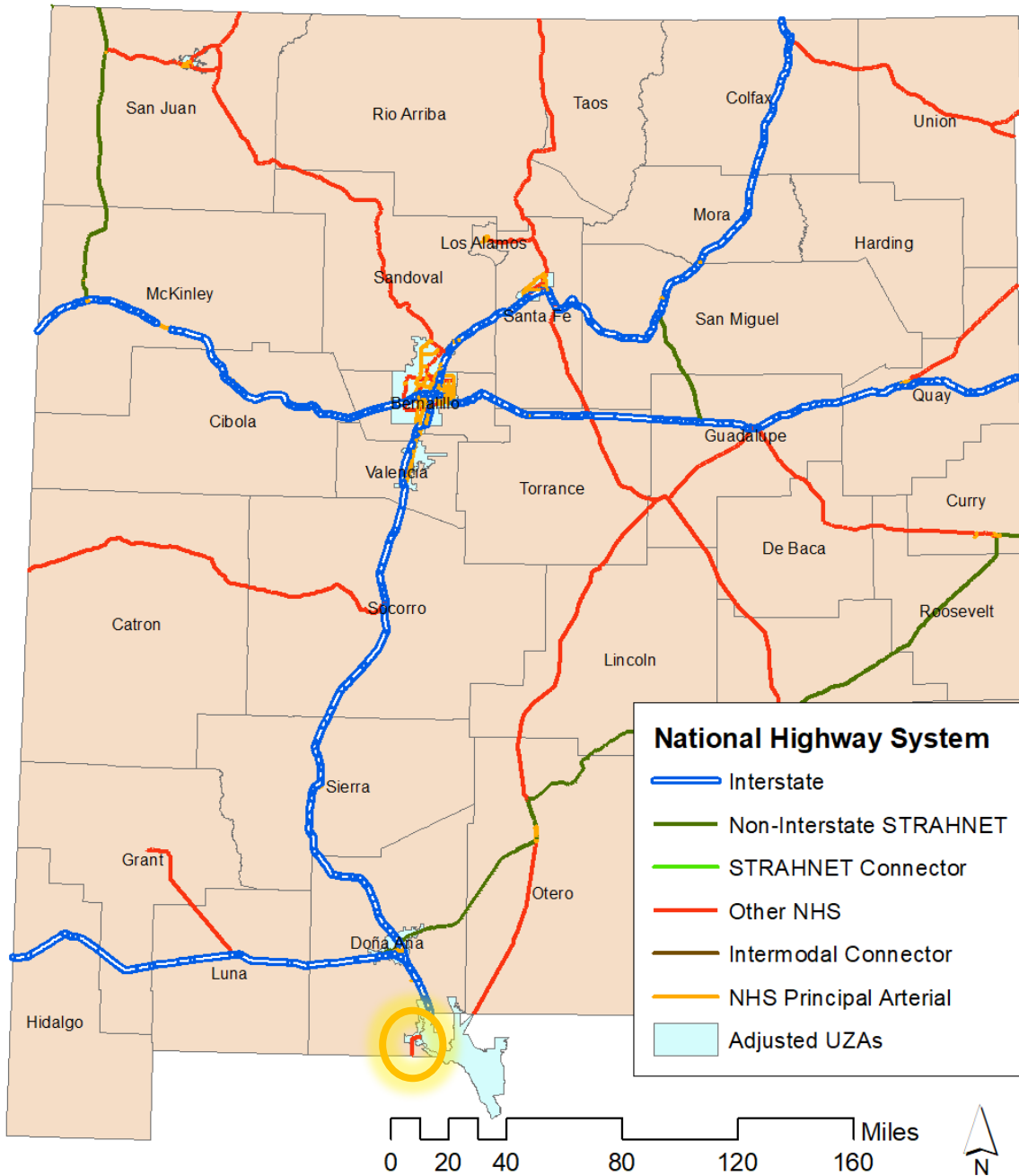


Critical Urban Freight Corridor context

- FAST Act defined National Highway Freight Network
 - Three Interstates in New Mexico, plus NM-136 (Santa Teresa POE to I-10)
+ 101.16 miles of Critical Urban Freight Corridors, and
+ 202.31 miles of Critical Rural Freight Corridors
- “Urban” defined by Census-designated populations of more than 50,000 people, though boundaries may be adjusted per FHWA
 - MPO adjusted urbanized areas, not city boundaries or other designations
- Purpose: increase freight project funding opportunities
 - National Highway Freight Program (NHFP) funds
 - Federal INFRA Grants

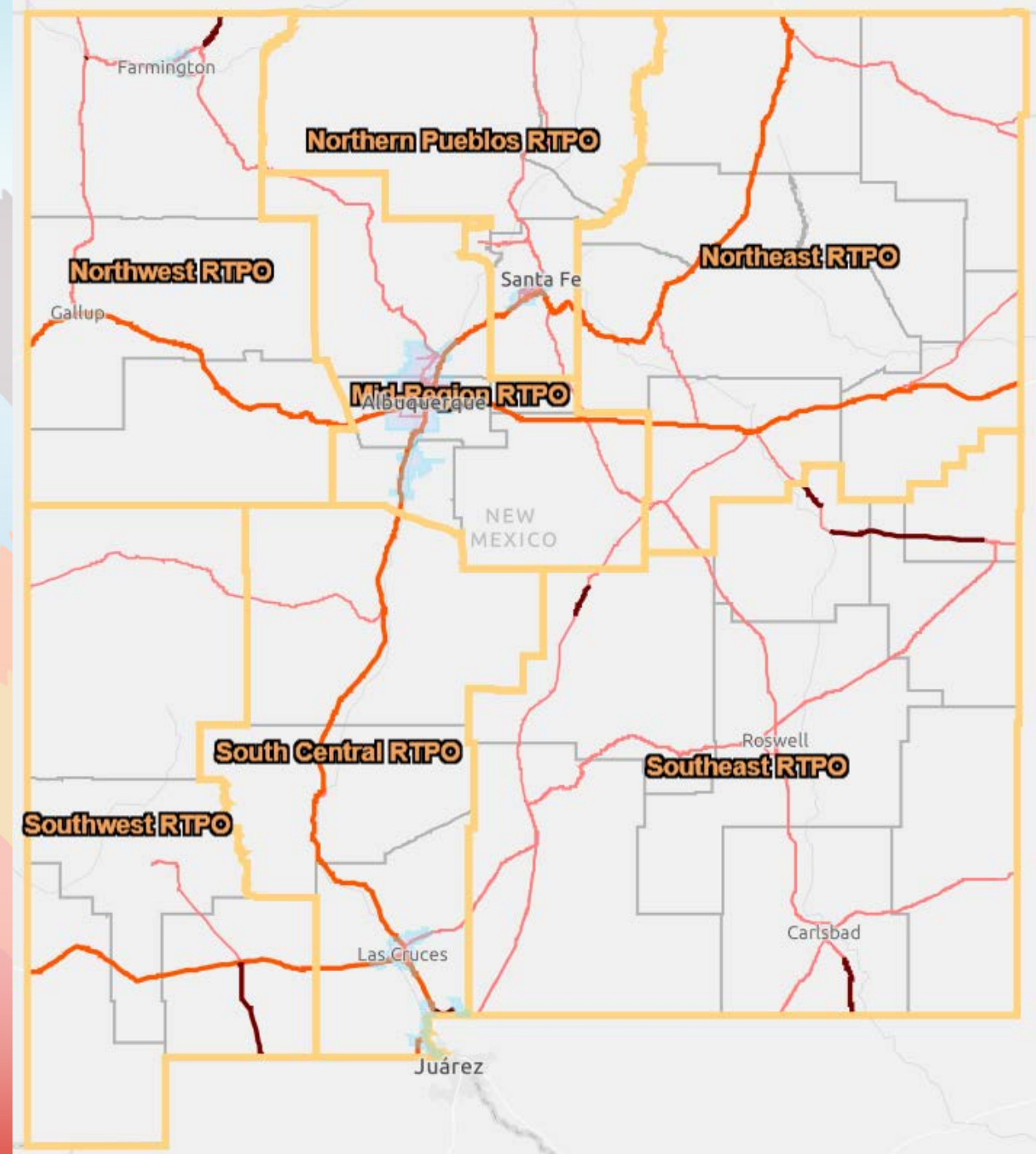
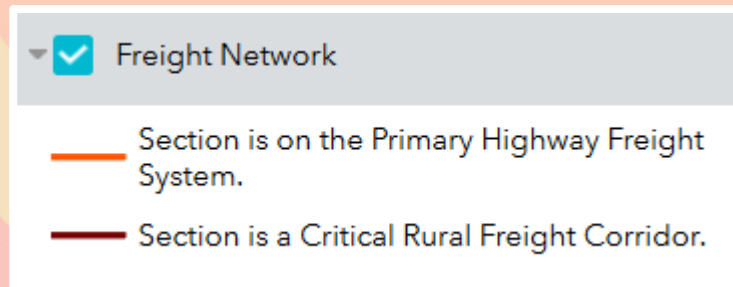


Urbanized Areas (UZAs)



Approved Critical Rural Freight Corridors (No CRFC in the Santa Fe County)

Source:
nmdot.maps.arcgis.com/home/index.html



Critical Urban Freight Corridor criteria

1. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility;
2. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; and/or
4. The corridor is important to the movement of freight within the region, as determined by the MPO or the State.



Issue: more priority corridors than CUFC miles

- Santa Fe MPO (2020-2045 Metropolitan Transportation Plan Update)
 - **52.2 total miles, not on PFN, in SFMPO urban area**
- Farmington MPO (2045 MTP, citing New Mexico Freight Plan)
 - **104.5 total existing miles in FMPO urban area, plus possible future miles**
- Mid Region MPO (2045 MTP)
 - **84.3 total miles in MRMPO urban area**
- Mesilla Valley MPO (Mobility 2045)
 - **18 total existing miles in MVMPO urban area, plus possible future miles**
- El Paso MPO (EPMPO Destino 2015 Freight Plan)
 - **2.6 miles in EPMPO New Mexico urban area**



Suggestion: focus on Priority Freight Projects

- CFC corridors can be changed as projects are funded and/or freight priorities change
- CFC nominations have no fixed federal schedule, can be rolling nominations that are updated annually



Process for Annual CRC review

- 2021: MPOs discuss internally, reconvene March
- CFC reviews planned start every Spring with MPOs
- Re-submit to FHWA by each August, as needed



NMDOT, MPO roles in corridor nomination

- State DOTs lead designations of all CRFCs, and designate CUFCs in consultation with the MPO in urban areas with populations of 50,000 to 499,999.
- MPOs representing urbanized areas with a population of 500,000 or more are responsible for designating the CUFC in their urban area, in consultation with the State.
 - Each MPO has their own process
 - FMPO, SFMPO discuss with committees or boards
 - EPMPO, MRMPO, MVMPO select at staff level



Next Phase: State Freight Plan Update

- State Freight Plan update scoping into January 2021
 - Consistent with New Mexico 2045 Transportation Plan
 - Develop a new, broader New Mexico Freight Network
 - Persistent, connected statewide network

Questions?

Email: paul.sittig@state.nm.us



Critical Rural Freight Corridor criteria

1. Is a rural principal arterial roadway and has a minimum of 25% of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);
2. Provides access to energy exploration, development, installation, or production areas;
3. Connects the PHFS or the Interstate System to facilities that handle more than:
 1. 50,000 20-foot equivalent units per year; or
 2. 500,000 tons per year of bulk commodities;



Critical Rural Freight Corridor criteria, con't

- 4. Provides access to:
 - 1. a grain elevator;
 - 2. an agricultural facility;
 - 3. a mining facility;
 - 4. a forestry facility; or
 - 5. an intermodal facility;
- 5. Connects to an international port of entry;
- 6. Provides access to significant air, rail, water, or other freight facilities in the State; or
- 7. Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

