



Santa Fe MPO Transportation Policy Board

Thursday, April 28, 2022 **5:00 P.M.**

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:

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- **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, Feb. 28, 2022, 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 Thursday, 28th Feb, 2022 at 12PM.

AGENDA

- ◆ Call to Order
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from February 24, 2022

1. Communications from the Public

2. Items for Discussion and Possible Action:

- A. Recommend Approval and Adoption of the FFY2023-2024 Unified Planning Work Program (UPWP) – (Erick Aune)
- B. Review and Recommendation to approve final draft update Santa Fe MPO Complete Streets Resolution #2022-1 - (Erick Aune)
- C. Staff Discussion – Update on Agency TIP Projects and Return to in person meetings (MPO Staff)

3. Matters from MPO Staff

4. Matters from TPB Members

5. Adjourn - Next TPB Meeting: May 26th, 2022

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.

**SUMMARY OF ACTION
MPO POLICY BOARD
THURSDAY, FEBRUARY 24, 2022, 5:00 PM
ATTENDED VIRTUALLY**

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<u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u>		
ANNUAL SELECTION OF MPO TPB CHAIR AND VICE CHAIR	APPROVED	2
ADOPTION OF 2022 TARGETS FOR SAFETY (PERFORMANCE MEASURE 1) FOR NEW MEXICO VIA SELF CERTIFICATION	APPROVED	3
ANNUAL REVIEW OF SANTA FE MPO COMMITTEE TRAINING MANUAL	INFORMATION/DISCUSSION	4-5
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**MPO POLICY BOARD
THURSDAY, FEBRUARY 24, 2022, 5:00 PM
ATTENDED VIRTUALLY**

A. CALL TO ORDER

The meeting of the MPO Policy Board was called to order by Councilor Renee Villarreal at 5:00 pm, on Thursday, February 24, 2022 and was attended virtually.

MEMBERS PRESENT

Councilor Renee Villarreal, Chair
Commissioner Anna Hansen
Commissioner Hank Hughes
Councilor Jamie Cassutt
Councilor Amanda Chavez
Mr. Paul Brasher

MEMBERS ABSENT

Commissioner Rudy Garcia

OTHERS PRESENT

Erick Aune, MPO Officer
Leah Yngve, MPO
Hannah Burnham, MPO
Elizabeth Martin, Stenographer

B. APPROVAL OF AGENDA

MOTION A motion was made by Commissioner Hansen, seconded by Commissioner Hughes, to approve the agenda as presented.

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

Chair Villarreal, yes; Commissioner Hansen, yes; Commissioner Hughes, yes; Councilor Cassutt, yes; Councilor Chavez, yes; Mr. Brasher, yes.

**C. APPROVAL OF MINUTES
NOVEMBER 18, 2021**

Commissioner Hansen stated that on page one her first name is misspelled. It should be Anna. On page 6, item E it should say Lane rather than Land.

Chair Villarreal said her first name is also misspelled. It should be Renee on page one and for the signature.

MOTION A motion was made by Commissioner Hansen, seconded by Commissioner Hughes, to approve the minutes as amended.

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

Chair Villarreal, yes; Commissioner Hansen, yes; Commissioner Hughes, yes; Councilor Cassutt, abstained; Councilor Chavez, yes; Mr. Brasher, yes.

1. COMMUNICATIONS FROM THE PUBLIC

None.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

A. ANNUAL SELECTION OF MPO TPB CHAIR AND VICE CHAIR

Chair Villarreal said this Board changes the Chair and Vice Chair annually to allow the positions to be rotated between the City and the County. This year, the Chairmanship comes from the County and Vice Chair comes from the City.

Chair Villarreal asked if it was possible for Mr. Brasher to serve as Chair or Vice Chair.

Mr. Aune said the bylaws are silent on that.

MOTION A motion was made by Commissioner Hansen, seconded by Mr. Brasher, to elect Commissioner Hughes as Chair.

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

Chair Villarreal, yes; Commissioner Hansen, yes; Commissioner Hughes, yes; Councilor Cassutt, yes; Councilor Chavez, yes; Mr. Brasher, yes.

MOTION A motion was made by Commissioner Hansen, seconded by Commissioner Hughes, to elect Councilor Cassutt as Vice Chair.

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

Chair Villarreal, yes; Commissioner Hansen, yes; Commissioner Hughes, yes; Councilor Cassutt, yes; Councilor Chavez, yes; Mr. Brasher, yes.

Chair Villarreal will continue as Chair through this meeting.

B. ADOPTION OF 2022 TARGETS FOR SAFETY (PERFORMANCE MEASURE 1) FOR NEW MEXICO VIA SELF CERTIFICATION

Ms. Burnham said the MPO has been adopting these Federally mandated measures since 2018 as described in the staff memo in your packets.

Chair Villarreal commented that Mr. Aune sent a full report on this issue to the Committee members via email; however, it is not in PrimeGov.

Commissioner Hughes said he read in the paper that road deaths went up in New Mexico. Is that reflected here.

Ms. Burnham said no, the new data is not included. This is 2020 data. There is a two year lag in receiving information.

Mr. Aune said since the pandemic less miles are being traveled. The irony is there is more space on the road, so people are driving faster and fatalities have increased.

MOTION A motion was made by Commissioner Hansen, seconded by Commissioner Hughes, to adopt the targets for safety.

Chair Villarreal said we call these performance measures, but they are really data points. Do we have to follow the language because it is DOT language.

Ms. Burnham said we don't have to follow it. We can develop our own measures, but doing this as a data driven analysis is not a small task.

Chair Villarreal explained that she was not suggesting we change the data points, but can we change the language used in the performance measures.

Mr. Brasher stated this is the accepted terminology for DOT.

Mr. Aune added the language is established in the Federal Code of Regulations. We have to follow it.

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

Chair Villarreal, yes; Commissioner Hansen, yes; Commissioner Hughes, yes; Councilor Cassutt, yes; Councilor Chavez, yes; Mr. Brasher, yes.

C. ANNUAL REVIEW OF SANTA FE MPO COMMITTEE TRAINING MANUAL

Mr. Aune said on an annual basis, in accordance with the NMDOT guidance, we are required to offer our Policy Board members training if they want a deeper dive on any issue. The MPO staff are ready to do that. This document provides a basic MPO overview and guidance for the Board and Staff. We offer a one hour sit down for new members as well. It is specified in the Federal policies that the Board be duly trained on the basics.

Chair Villarreal said she appreciated the manual. It was very helpful when she started.

Commissioner Hansen commented that MPO is still using 2010 census data for the map. When will they use the new census.

Mr. Aune said we are waiting for the updated census data from the State through the Federal Government. That will trigger a lot of things we will need to re-evaluate and update.

Commissioner Hansen asked if the railroad tracks are the south border of the MPO area.

Mr. Aune answered yes.

Commissioner Hansen asked where Edgewood and Espanola fall. Additionally is there any way to take into account that Traditional Historic Villages are designated and respected. She would like to ensure that the Historic Villages are provided with representation and protection. Traditional Historic Village is a unique designation in New Mexico and may not exist Federally. Can we define them in the guide. La Cienega is a Traditional Historic Village as well. Also, is there a formula for making the planning area bigger.

Mr. Aune said the boundaries are based on the potential for urbanization as articulated in the Federal guidelines. Before he worked for the City the Pueblo of Tesuque was not in our planning area. The 2000 census reconfigured the map to include the Pueblo of Tesuque in the planning area based on two criteria - - population growth and the relative distance to the central core of the population areas. Using that criteria Edgewood is closer to the Albuquerque planning area. Going north the area is defined by Pueblos and Federal land. We doubt that will change much. The MPO Plan strives to recognize and define Agua Fria and respects their planning efforts.

Commissioner Hansen said the Village is very concerned about roads cutting into it. There has been some discussion about Zafarano going all the way to Agua Fria.

They are extremely opposed to that.

Mr. Brasher said as you modify the Santa Fe MPO boundaries toward the north it could encroach into the Mid Region Planning Organization. If an area is added to another region or expanded the region it comes from would have to be shrunk in size equal to the area removed. Have you known that to happen.

Mr. Aune said jurisdiction to the north is under the Rural Transportation Organization, also known as the Northern Pueblos. Yes, it has happened. There are advantages to move from a rural planning area to a metropolitan area.

D. REVIEW AND RECOMMENDATION TO APPROVE UPDATES COMPLETE STREETS RESOLUTION

Mr. Aune gave the history of the Complete Streets original Resolution, which was adopted by the MPO in 2007. A Complete Streets Coalition was developed and has grown expediently over the years. In 2022 the new Infrastructure and Jobs Recovery Act references following Complete Streets as a measure for pedestrian safety. Complete Streets is also included as a regulation stating that 2.5% of planning funds must be dedicated to its tenants. We are suggesting that the MPO adopt the new Resolution and invite the City and County to adopt the language in order to further reinforce the tenants.

Chair Villarreal said the Complete Streets concept has been around for a long time. It is important to reinforce this with the Resolution jointly to strengthen the effort.

Mr. Aune said he would like to show a short video and invite Councilor Cassutt to speak to the initiative before you. You can adopt the Resolution today or have more discussion and adopt it at a future meeting. Alta Consulting helped us with the Resolution to amplify the affect. We would use this when projects come before the City or County so these tenants can be considered. We would like to see the developer bring forward a least the minimum of the code.

Mr. Aune showed a brief video from the Complete Streets Coalition.

Councilor Cassutt said the American Heart Association has been working on this as a public health issue in order to get more people walking and in the area of equity. They are working with Albuquerque on this initiative. She spoke to Mr. Aune about restating the City's support for Complete Streets. She is also looking at the planning of the City and how this would fit in as we move forward to update the plan. There has been a strong call for traffic calming. She has been doing research as to what actually slows people down. Medians and bike lanes slow people down, both of which relate to Complete Streets.

Commissioner Hansen said the Resolution is a good idea. It should go before the Transportation Advisory Board at the County so they are involved. She attended a conference recently and much to her satisfaction, the National DOT talked about “dig one” inclusion in all street construction. Is that mentioned in the Resolution. She thinks it belongs there. All our roads need to be updated to support our constituents. She supports the Resolution and would like to work with Commissioner Hughes to bring it forward to the County.

Chair Villarreal said this is the beginning conversation on the Resolution. It may need to be amended a bit. We will continue the conversation.

Councilor Cassutt said she thinks it is important to pass this as a joint Resolution or mirror Resolution. She also agrees that it needs to be amended a bit. We could have some off line conversations toward passage of the Resolution in March or April.

Mr. Brasher asked in adopting this, is it automatically going to effect what is enforced by the City. How does it get codified.

Chair Villarreal said that is a great question. She was wondering the same as to how to make it part of the review process for development. She has been talking about updating the General Plan since we was elected to the City Council. How does this Resolution help in moving toward codifying the standards for development.

Mr. Aune said a Resolution has no binding effect. That is not the intention. The intent is when the City and County are looking at updating their transportation plans the Resolution, in it's spirit, will inform regulating documents to reflect Complete Street values. It is also to bring awareness to the City and County of the values so there is a uniform approach and commitment. It allows the City and County to have conversations with developers regarding these values. Then it is not just the opinion of the MPO or just a “feel good” document. There is a clear nexus between Complete Streets and sustainability and climate change documents.

Mr. Brasher asked this is not an enforcement document, but is a guiding document for planning and standards.

Mr. Aune said absolutely.

Commissioner Hansen said she appreciated what Mr. Brasher said and how he said it. The City and County could use this and possibly, in the Resolution, it could direct staff to include this in their writing of plans and to help Land Use in direction and training to be really effective in carrying out the policies we pass.

Chair Villarreal said we could add language to inform updates for the General Plan and code. Our Land Use is well trained and is seeing inconsistencies and conflicting language and where we need to change things.

Commissioner Hughes said this is a great idea to help us move forward with better designs of all our streets. He is hearing that we will revise this a bit and pass it here then forward it on to the City and County.

Chair Villarreal said yes, that is how she sees it. We can consider approval at the next meeting.

Commissioner Hansen said she would like to take this to the County Transportation Committee and have some off line discussions.

Ms. Burnham said the County Transportation Committee meeting last week was postponed and will meet in two to three weeks.

Commissioner Hansen said she will work with Ms. Burnham and Ms. Yngve and county staff to get this on their agenda.

Chair Villarreal said the next step is to edit the Resolution and get it on our agenda for the next meeting.

Mr. Aune said he has clarity he needs to incorporate the comments and get this to the County Transportation Advisory Committee then bring it back to you in April probably with the timeline. He appreciates this approach.

Councilor Cassutt asked if Mr. Aune had spoken with Public Works or Land Use on this.

Mr. Aune said we work closely with Public Works on a weekly basis so yes, we have.

Councilor Cassutt asked if this has gone to the MPO TCC.

Mr. Aune said yes, on Monday. They recommended approval.

E. STAFF PRESENTATION - SOUTHSIDE SECTOR PLAN - GREENWAY LOOP VISION

Ms. Burnham gave a Power Point presentation reviewing the Southside Greenway Loop project, which is 2.3 miles connecting neighborhoods to open spaces and trains and the El Camino Real Academy. It is an extension of trails and future river trails and bike lanes. They are working with the National Parks Service on the project.

Chair Villarreal stated Ms. Burnham has done a great job on this.

Commissioner Hughes asked if the River Trail is part City and part County.

Ms. Burnham said yes, but in this section it is all City.

Commissioner Hansen said the County has from Grant Road down to Cottonwood then it changes to the City. The Village stops before Jemez. The County has bonded with a GO Bond for San Isidro to Silver. We also may have more funds for parks and trails depending on what happens with the South Meadows property. This is all within her District and Councilor Cassutt's District. A bit of it is in District three as well. There are a lot of possibilities here. It is fantastic. Good job.

Mr. Brasher asked if the trails would be accessible around the clock.

Ms. Yngve said we are not sure at this time.

Mr. Brasher said this looks like a good project.

Ms. Burnham said the National Park Service Historical Trails is also involved.

Commissioner Hansen said she will speak with the National Park Service about the National Heritage Project getting involved with volunteers and money.

F. STAFF BRIEFING - UPDATE OF FHWA LOCAL ROADWAY SAFETY PROJECT

Mr. Aune reported last year the Santa Fe and the Farmington MPOs were selected to do a local Roadway Safety Plan. He was pleased to see the turnout we had as far as stakeholders and law enforcement, who gave their perspective. We are looking forward to receiving more detailed data and remedy the injuries and fatalities increases we are seeing in the City and County. This also will inform the General Plan and funding requests for local streets. We will continue to update you as we move forward.

Chair Villarreal asked about the connection to noise levels such as when vehicles intentionally disrupt the night with loud noises. We have not been able to come up with a solution in the City. Chair Villarreal will send Mr. Aune an article about a censor used in France.

Mr. Aune said the ambient noise component has a real public health effect.

Councilor Cassutt said there is also the issue of cars with factory made louder mufflers. We are struggling with that in areas as a Governing Body. We have had long discussions about it.

3. MATTERS FROM MPO STAFF

Mr. Aune welcomed Councilor Chavez to the Board.

Councilor Chavez said she appreciated the training she received from staff. She is excited to be part of this.

4. MATTERS FROM TPB MEMBERS

Commissioner Hansen asked now that we have all this infrastructure money coming can the Via Veteranos construction be done and also West Alameda. She appreciates the money appropriated for Henry Lynch.

Mr. Brasher said on January 26, 2022 the Cabinet Secretary sent a letter out to the MPOs as a notice of the State soliciting applications for projects for funding from the Road Fund for fiscal year 23. The submittal regulations are outlined in the letter. The deadline is May 31st. Projects will go to the State Transportation Committee in September for approval. We will try to pick projects on their merits and those that can be phased in. Our funding capacity has grown and risen to the next level. Our Secretary thinks that level will be sustained. The need is in the billions and our funding is in the millions. We will do everything we can to distribute the funds equitably. The challenge is getting the design done and out to construction. We have adopted a management plan as a tool for soliciting projects based on the conditions of pavement.

Mr. Aune stated the Alameda project has been discussed for multiple years. The estimated cost is \$7 million. This is an opportunity for the City and County to consider submitting a cooperative application to the MPO for this project for Road Project Funds. He is happy to facilitate that discussion.

Commissioner Hansen said she thinks we should start working on that.

Mr. Aune said Via Veteranos is not a priority of NMDOT. He wanted to be clear on that.

Commissioner Hansen said she gets lots of complaints on that and the interchange. Promises were made when we built the WIPP Road for bridges.

Mr. Brasher said the analysis named Via Veteranos as first in a sequence, but not as a priority of the State. He is asked from time to time for projects for the Legislature to fund. He has started putting Via Veteranos on the list.

Chair Villarreal asked if any progress had been made in filling the Pueblo representative position on the Board.

Mr. Aune said he will check with the Pueblo again. We invite them to every TCC and Policy meeting. We will keep trying.

Commissioner Hansen thanked Chair Villarreal for a good meeting and for being such a good Chair.

**5. NEXT MEETING
MARCH 24, 2022**

6. ADJOURN

There being no further business before the Board the meeting adjourned at 7:15 pm.



Commissioner Hank Hughes, Chair

A handwritten signature in black ink, appearing to read "Elizabeth Martin".

Elizabeth Martin, Stenographer



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: April 25, 2022

Transportation Policy Board: April 28, 2022

Matter of Approval: Approve and Adopt Self-Certification adopting the Santa Fe MPO's Federal Fiscal Years 2023-2024 Unified Planning Work Program (UPWP)

Background:

Work Programs – MPOs are required to submit to NMDOT a 2-year Unified Planning Work Program to the NMDOT to be approved by FHWA. All costs related to federal awards must comply with 2 CFR § 200. The NMDOT, MPO and RTPPO work programs or UPWPs include budgets outlining cost estimates for each planning activity or task that show federal, state, local, and other matching share. In general, MPO required work products are established by the Code of Federal Regulations and/or required by NMDOT, and identified in the UPWP.

The attached draft 2023 – 2024 UPWP if adopted will go into effect on October 1st 2022 the beginning of Federal Fiscal Year 2023 and end on September 30th 2024.



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



MPO SELF-CERTIFICATION

Adoption of the Federal Fiscal Years 2023-2024 Unified Planning Work Program (UPWP)

Approved on April 28th, 2022 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically the development of Federal Fiscal Years 2023-2024 Unified Planning Work Program meets the requirements set forth in 23 CFR 450.308.

The 2021-2022 UPWP was developed by the Santa Fe MPO in accordance with the Santa Fe MPO Public Participation Plan and the Santa Fe MPO Title VI Plan. The Santa Fe MPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) The fiscal constraint required in 23 C.F.R. 450;
- (2) 49 U.S.C. 5323(1), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and
- (7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

Hank Hughes, Chair- Santa Fe MPO TPB

Date

4/28/20



Santa Fe Metropolitan Planning Organization



FFY 2023 & FFY 2024

DRAFT UNIFIED PLANNING WORK PROGRAMM

October 1st, 2022 – September 30th, 2024

Draft to the SFMPO Transportation Policy Board - April 28, 2022

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Santa Fe MPO Transportation Policy Board

City of Santa Fe

Mayor Alan Webber or Mayor
Councilor Amanda Chaves
Councilor Renee Villarreal
Councilor Jamie Cassutt-Sanchez

Santa Fe County

Commissioner Anna Hansen
Commissioner Rudy Garcia
Commissioner Hank Hughes, Chair
Alternate: Commissioner Henry Roybal

Pueblo of Tesuque

Governor Designee: Lt. Gov
Charlie Dorame

NM Department of Transportation

Paul Brasher
Alternate (Javier Martinez)

Santa Fe MPO Technical Coordinating Committee

Thomas Martinez, Santa Fe Trails, Division Director
Javier Martinez, Assistant District Engineer, NMDOT District 5
Romella Glorioso-Moss, City of Santa Fe, Public Works
Neal Denton-Governmental Sustainability Planner
Paul Kavanau, Santa Fe County Land Use Department
Ivan Trujillo, Santa Fe County Public Works Department,
Brett Clavio, Santa Fe County Transportation Planner, Growth Man. Dept.
Penny Ellis-Green – Santa Fe County Land Use Department Administrator
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Alternate: Bryce Gibson, North Central RTD
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Hannah Burnham, MPO Senior Transportation Planner

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Santa Fe Metropolitan Planning Organization fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, please contact the SANTA FE MPO Office at 505-955-6614. The Santa Fe MPO does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats by calling the Santa Fe MPO Office at 955-6614 or 955-6664.

Santa Fe MPO UPWP FFY2021 & FFY2022

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***[FTA Code] - Federal Transit Administration uses specific codes to identify MPO planning activities (49 U.S.C. 5303). Each listed task has the corresponding FTA code.**

ADOPTION RECORD AND AMENDMENTS TO THE FFYs 2021 & 2022 UPWP

FFY/ Quarter	Amendment Type		Action/Amendment (brief description including any changes to the budget. Include a separate copy of budgetary changes if necessary)	FHWA/ NMDOT approval date	Policy Board approval date
	Admin	Formal			
2022 Q3			SFMPO Transportation Policy Board (TPB) approves FFYs 2023-2024 UPWP. Sent to NMDOT for review and approval		04/28/22

FFY 2021 & FFY 2022 Unified Planning Work Program

INTRODUCTION

The Santa Fe Metropolitan Planning Organization (MPO) has the responsibility to conduct a transportation planning process for the Santa Fe Metropolitan Planning Area. The MPO's member agencies include the City of Santa Fe, Santa Fe County, the Pueblo of Tesuque and the New Mexico Department of Transportation (NMDOT).

The Unified Planning Work Program ("UPWP") is structured to focus financial planning resources and staff where they will be most effective in responding to significant local and regional issues and resolving area-wide problems.

The UPWP continues to balance available resources, long and short-range planning and programming; special studies, public outreach and education, data gathering, analysis and dissemination, computer modeling, and program administration.

In November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into Law. The Bipartisan infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure including roads, bridges, and mass transit, water infrastructure, resilience, and broadband. It has a strong emphasis on measuring performance in the transportation planning process through demonstrated progress towards achieving goals and objectives of metropolitan transportation plans.

New policy elements in the law include the following:

Metro planning (Sec. 11201, page 222) •

- When designating officials or representatives, for the first time, the MPO shall consider the equitable and proportional representation of the population in the metro planning area.
- "Existing metropolitan planning area" is replaced with "existing" or "the area."
- In developing the plan MPOs may use social media and other web-based tools to drive public participation.
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning, and for TMAs the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

The Santa Fe MPO was created in 1982 as the federally designated transportation planning entity for the Santa Fe Urban Area. The Census Bureau delineates geographic areas as urban or rural based on population density and land uses. Urban and rural area populations and designations are updated after each decennial census. At the 2010 Census, the Santa Fe Urban Area population was 89,284. Federal funding for an MPO is based on its Urban Area population. The MPO Planning Area extends beyond the Urban Area to include nearby urban clusters and those areas expected to become urbanized over the next 20 years. Its current boundary was set in 2009 and has a population of 116,386 [2010 Census]. (For boundary map please see APPENDIX 1.3)

Communities and agencies within the MPO Planning Area are eligible to receive federal transportation funds when the MPO meets all requirements under Title 23 U.S.C. (for highway funding) and Title 49 U.S.C. (for public transportation funding).

The MPO is required to develop a long range Metropolitan Transportation Plan (MTP) that reflects the public vision for a safe, accessible, and efficient multi-modal transportation system. It includes goals and objectives as well as performance measures to show progress towards their achievement. The UPWP identifies the strategies and activities to guide MPO staff toward implementation of the MTP 2020-2045. It is also designed to provide baseline data to enable development of performance measures for future updates of the MTP. The UPWP FFY 2023 & FFY 2024 is a two-year program with an authorized budget allocated to these tasks and development of listed products. The MPO, working in partnership with the New Mexico Department of Transportation (NMDOT), will accomplish its tasks in accordance with federal government regulations and review by the Federal Highways Administration and the Federal Transit Administration.

PURPOSE

The federal definition of a Unified Planning Work Program (UPWP) is *“a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds”* (23CFR450.104)

This UPWP covers a two-year period from October 1, 2022 through September 30, 2024. It includes definitions of activities and associated work products; who performs the work, budget sources; distribution of funding to tasks; and a timeline of major activities and milestones. The following section addresses planning priorities and challenges of developing a balanced and effective work program within a limited timeframe and with limited staff.

PLANNING PRIORITIES AND CHALLENGES

The planning priorities of the UPWP follow the goals and objectives stated in the Metropolitan Transportation Plan 2020-2045. The planning activities and work products are derived from the MTP Emphasis Areas found in Chapter 2 (Our Vision) of the MTP

2020-2045. <http://santafemppo.org/mtp/>

The MTP goals include:

- Safety – A safe and secure transportation system for motorized and non-motorized users.
- Public Health – A transportation system that supports healthy lifestyles.
- Social Equity – Equitable investments in transportation that enable quality of life for all residents.
- System Preservation – A well maintained transportation system.
- Multimodal Mobility and Accessibility – An accessible, connected, and integrated transportation system
- Congestion Relief and System Operations – An efficient and reliable transportation system poised to leverage emerging technologies.
- Economic and Community Vitality – A transportation system that supports economic and community vitality.
- Environmental Stewardship – A transportation system that protects and enhances the natural, cultural, and built environment and mitigates climate change.
- Partnership and Regional Funding – Regional collaboration in transportation planning, funding, and implementation.

The UPWP emphasizes **planning priorities** for:

- Supporting investments and planning strategies and programs that emphasize the reduction of carbon emissions with a goal of mitigating climate change and its impacts;.
- Supporting planning strategies and programs that emphasize the importance of how transportation investments benefit all members of the community equitably as well as ensuring vulnerable and disadvantaged members of the community are not impacted unequally;.
- Implementation of the 2019 **Bicycle Master Plan** using an innovative interactive mapping tool to track progress on the Multi-Use urban trail system; and
- Implementation of the Santa Fe Metropolitan **Pedestrian Master Plan** guiding transportation network improvements for safety and accessibility and to encourage walking as ‘active’ transportation; and
- Implementation of the Santa Fe Metropolitan **Public Transit Master Plan** increasing awareness and usage of our regional transit services.
- Incorporating safety and public health objectives into planning efforts to promote more “complete streets” within the Metropolitan Planning Area.

The activities of the UPWP are divided into four tasks:

1. **The Program Management, Professional Development, Public Participation and Unified Planning Work Program** task includes administration of the MPO in compliance with federal regulations. The focus will be on implementing the strategies found in the 2020 Metropolitan Transportation Plan, executing new two-year grant cooperative agreements for the MPO’s section 112 and section

5303 funds, expanding technical capacity through professional development for staff and continue to restructure administrative elements of the MPO to enhance proficiency, public access and implementation.

2. The ***Transportation Improvement Program*** task details the respective MPO agency's intent to construct or implement a specific project and the anticipated flow (obligation) of federal funds and matching state or local contributions.
3. The ***Data Collection/Analysis: Traffic, Crash, Travel Demand and Related Activities*** task focuses on maintaining the travel demand model, administering traffic data collection quality and its presentation and public accessibility. Crash data collection and analysis is focused on providing information to member agencies to improve all areas of safety involving the transportation network.
4. The ***Transportation Planning*** task focuses on implementing the 2020-2045 Metropolitan Transportation Plan and Master Plans. This includes multimodal and active transportation planning. Activities promote safety and "complete streets" principles by implementation, participation and review of MPO member agency plans, studies and projects. Improving public health by encouraging active transportation through planning initiatives and collaboration with public and community health agencies. Other major activities include supporting community education and awareness about bicycle safety by taking a leadership role in the planning of the annual Santa Fe Bike Week events and working with the City regarding a comprehensive multimodal transition plan that includes a 5-10 year service plan for the Santa Fe Trails transit system and with City and County staff to develop strategies toward reducing vehicle related Green House Gas emissions.

The current estimated budget is based on anticipated funding through the FFY2022 and FFY2023 allocations for New Mexico under the IIJA Bill through FHWA and FTA planning grant programs. The budget will be adjusted as Work Authorizations/Notices to Proceed are received.

SANTA FE MPO MANAGEMENT COMPOSITION

Transportation Policy Board (TPB)

The TPB has four member agencies: The City of Santa Fe, Santa Fe County, Pueblo of Tesuque, and the New Mexico Department of Transportation. As a multi-jurisdictional entity, the MPO addresses transportation systems and improvements as it relates to growth management and land use planning issues within the MPO Planning Area. Traffic and transportation system challenges often cross jurisdictional boundaries; therefore, the need exists for intergovernmental cooperation. The planning process is intended to be integrated with existing individual government processes and supports established policies and plans that ensure proper coordination among agencies and stakeholders.

Representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are non-voting members and participate in an advisory capacity.

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) serves in an advisory capacity to the Transportation Policy Board, with representation from the City and Santa Fe County Public Works and Planning/Land Use Departments; MPO Planning Area transit operators: Santa Fe Trails and the North Central Regional Transit District; Intergovernmental Environmental, Energy, and Sustainability Planning; the Pueblo of Tesuque; and the New Mexico Department of Transportation. The main functions of TCC are to ensure coordination among agencies and to develop policy and project recommendations for the MPO Transportation Policy Board.

MPO Staff

MPO Staff currently includes the MPO Officer, and two MPO Senior Transportation Planners. Administrative support is provided by the City of Santa Fe Land Use and Planning Department and the Finance Department. The City of Santa Fe acts as the fiscal and administrative agent and MPO staff are city employees. The City is responsible for the operational functions, pursuant to requirements outlined within 23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A. MPO Staff work activities are defined by the UPWP. Tasks related to federal requirements include:

1. Develop a Unified Planning Work Program (UPWP), which itemizes all transportation planning activities and includes a budget with identified revenue sources that allocates planning funds to the listed activities.
2. Develop and amend a financially constrained two-year Transportation Improvement Program (TIP) for the MPO Planning Area.
3. Organize meetings and develop agendas for the MPO Technical Coordinating Committee and Transportation Policy Board.
4. Maintain the MPO Intelligent Transportation Systems (ITS) architecture plan.
5. Coordinate with NMDOT and FHWA planning staff.
6. Document compliance with FAST Act requirements and the federal self-certification process.

NMDOT Planning Liaison

NMDOT assigns a staff planning liaison to work with the MPO and local governments. Primary duties of the Planning Liaison are:

1. To serve as a liaison to the Transportation Policy Board, TCC, and MPO staff;
2. To provide technical assistance for the development and implementation of the Transportation Improvement Program and other MPO work products;
3. To monitor work progress, contracting and billing procedures and coordinate refinements with MPO staff; and
4. To assist in program management through the maintenance of current records of expenditures, the reimbursement of funds, the relaying of information, and the channeling of direction from FHWA, FTA, and NMDOT.

Northern Pueblo Regional Transportation Planning Organization

The Northern Pueblos Regional Transportation Planning Organization is a transportation planning organization for Rio Arriba County, Taos County, Los Alamos County and Santa Fe County. The NPRTPO membership includes staff from cities and the four counties, the pueblos of Tesuque, Picuris, Santa Clara, San Ildefonso, Nambe, Pojoaque, Taos, Ohkay Owingeh, the Jicarilla Apache Nation, and the NMDOT. The NPRTPO elicits projects for multimodal transportation and enhancement improvements from its members and recommends them for inclusion into the 2-year Statewide Transportation Improvement Program (STIP). The North Central New Mexico Economic Development District (NCNMEDD) is the fiscal agent for the NPRTPO. The MPO and RTPPO will have direct communication to coordinate transportation planning activities on projects that impact both organizations.

FUNDING SOURCES

The program areas in the FFYs 2023 and 2024 UPWP are funded from federal, state and local sources. Federal planning funds are provided through the FHWA (Section 112- Planning (PL) funds) and the FTA (Section 5303 funds and when available via requests, 5304 funds). NMDOT administered Special Planning Research (SPR) funds may also be available for specific activities or initiatives.

Specific funding sources are presented for each UPWP program area. The funding amounts shown may be amended as necessary to reflect modifications to a program's scope of work and changes in funding availability. (See APPENDIX: 1.1 Budget Sources)

1 – PROGRAM MANAGEMENT, PROFESSIONAL DEVELOPMENT, PUBLIC PARTICIPATION AND UNIFIED PLANNING WORK PROGRAM (UPWP)

[FTA code 44.21.00]

<i>Staff Hours</i>	<i>Estimated Staff Costs</i>	<i>Consultant Services</i>	<i>Other Expenses</i>	<i>Estimated Total Costs</i>
4160	\$291,200		\$9,039	\$300,239

Task 1 - Objectives:

1. Efficiently manage and operate the MPO in a manner consistent with all applicable federal laws and regulations, including the Joint Powers Agreement forming the MPO; Memorandum of Agreement (MOA) between NMDOT and MPO; and the Planning Procedures Manual. This includes coordination with the City of Santa Fe (fiscal agent for the MPO) for administrative and program support such as budget and financial management.
2. To ensure a professional level of planning staff and quality work products by improving technical capability and capacity through training and education. Improved networking with other professional transportation planners through attendance at conferences, workshops, and webinars, as well as through membership in professional organizations and social media networks.
3. Proactively reach out to and engage the public in all MPO projects, activities, and public meetings pursuant to the New Mexico Open Meetings Act; the MPO Public Participation Plan (PPP) and Title VI Plan; the MPO Bylaws; and, applicable federal laws and regulations. Develop an annual meeting schedule of MPO Technical Coordinating Committee and Transportation Policy Board meetings. The MPO will continue to maintain a website and utilize other social media outlets in order to maximize public outreach.
4. Develop, execute, and amend as needed, a biennial Unified Planning Work Program (UPWP) that reflects the recommendations and priorities of the Metropolitan Transportation Plan (MTP), as well as federal and state planning requirements. The document outlines all planning and administrative activities that will be undertaken by the MPO and includes all funding sources and cost allocation to the activities.

Task – 1 Staff Activities Objective 1:

- ✓ Manage the day-to-day operation of the MPO.
- ✓ Coordinate with the City of Santa Fe to receive annual authorized federal grant funding and to ensure local match requirement is met.
- ✓ Develop and maintain an annual MPO budget with City of Santa Fe Finance Department. Ensure all required documents, reports, contracts and records are maintained in electronic and paper format and are accessible online and in computer files.
- ✓ Use the approved NMDOT Planning Procedures Manual (PPM) to comply with deadlines and requirements of the MPO Planning Process.
- ✓ Ensure that all MPO documents, activities, and contracts comply with federal and state laws and regulations governing the transportation planning process.
- ✓ Review Joint Powers Agreement and Bylaws annually and amend as necessary.
- ✓ Assess staffing needs including hiring of additional planning staff or consultants as needed. Attend statewide quarterly meetings of MPOs to discuss common issues, transportation policy updates, and other information with federal and NMDOT planning staff.
- ✓ Inform and educate Policy Board members about the MPO Planning Process and the importance of being engaged and active participants in the process.
- ✓ Review Federal and State transportation laws, regulations, and guidance as needed. Staff Hours in this task also include non-work staff time (vacation, sick, etc.)

Task 1 - Staff Activities Objective 2:

- ✓ Attend local, state, regional, and national conferences, trainings, events and web-based workshops relevant to the UPWP to enhance staff professional skills and knowledge. These may include: *Association of Metropolitan Planning Organizations (AMPO), Transportation Research Board, American Planning Association (APA), APA-NM, Institute of Transportation Engineers (ITE), Association of Pedestrian and Bicycle Professionals (APBP), ESRI User Conferences (GIS Support), American Public Health Association (APHA), Regional Institute of Health and Environmental Leadership, National Travel Monitoring Exposition and Conference (NaTMEC), Walk/Bike/Places, MS2 Traffic Count Training and E-STIP Training and other related regional and national organizations.*
- ✓ Support staff (and MPO) membership in transportation planning organizations (e.g. ITE, APA, AMPO, APBP, APHA etc.) and social network media (e.g. LinkedIn, Facebook, etc.) to improve professional networking
- ✓ Support staff to obtain and maintain professional planning accreditation (e.g. PTP, AICP, CTP, etc.)
- ✓ Host training webinars on transportation-related and UPWP specified issues, initiatives and tasks.
- ✓ Review pertinent contemporary studies, reports and literature in order to remain up-to-date with transportation and planning ideas.

Task 1- Staff Activities Objective 3:

- ✓ Timely distribution of public meeting notices and other publications as outlined in the Public Participation Plan.
- ✓ Update and maintain the MPO website: (www.santafemppo.org) to continue making MPO materials more accessible to and functional for other professionals as well as the public.
- ✓ Develop and distribute an annual approved meetings schedule of MPO Technical Coordinating Committee and Transportation Policy Board meetings.
- ✓ Utilize social media outlets (Facebook, Twitter, etc.) for dissemination of MPO notices and products and gathering public input.
- ✓ Develop and distribute an electronic newsletter
- ✓ Review the MPO Public Participation Plan and update as needed.
- ✓ Provide staff support to the TCC and TPB, including developing and distributing meeting agendas and minutes at least one week prior to all public meetings.
- ✓ Provide information, guidance and regular updates on state and federal laws affecting the planning process to the TCC, TPB, and members of the general public.
- ✓ Post all draft and approved MPO documents to the MPO website.
Respond to public inquiries by phone, email, or letter in a timely manner.
- ✓ Conduct public presentations and be present at local and regional events to inform local and regional advocacy groups, transportation professionals, and public officials about statewide and interregional transportation planning efforts, funding issues, or innovative programs.
- ✓ Sponsor education and other relevant transportation trainings.
- ✓ Maintain an email list of interested parties.
- ✓ Conduct specific outreach to traditionally underserved, hard to reach, or environmental justice communities.

Task 1 - Staff Activities Objective 4:

- ✓ Prepare UPWP quarterly reports, invoices, and required documentation
- ✓ Coordinate with the City of Santa Fe, fiscal agent for MPO, to verify expenditures of federal transportation planning program funds.
- ✓ Submit reimbursement packet to NMDOT Planning Division according to the PPM guidelines.
- ✓ Prepare UPWP Annual Performance and Expenditure Reports
- ✓ Monthly meetings with NMDOT liaison to update status of UPWP timeline and milestones
Weekly MPO staff meetings to monitor progress of activities identified in the UPWP
Supervise and manage the work assignments of MPO staff to meet deadlines and milestones established in this UPWP according to the approved PPM.
- ✓ Amend the current UPWP as needed and process amendments according to the

Planning Procedures Manual.

- ✓ Develop the FFY 2023 & FFY 2024 UPWP for TPB approval and submission to NMDOT Planning Division for final review and approval.

Task 1 - Related Expenses

- Office equipment and supplies (including notepads and computers for staff, maintenance for plotter and printer, cartridges, paper, etc.)
- Travel and related expenses for attending and hosting MPO Quarterly meetings
- Newspaper ads for Policy Board meetings; TIP amendments, etc.
- Website maintenance fees
- Post agendas for TCC and TPB meetings at least one week prior to meeting dates
- Annual schedule of MPO committee meetings.
- Staff travel to out of State and in-State conferences
- Conference registration fees
- Membership fees for professional transportation planning organizations
- Webinar and Go-to-Meeting fees
- Meeting supplies such as print materials, snacks, and beverages

Task 1 - Work Products and Schedule [submitted according to approved PPM deadlines]

1. Attend statewide MPO Quarterly meetings.
2. Provide annual MPO Planning Process training for Policy Board members
3. Quarterly Reports and Invoices with documentation (Reimbursement Packets)
4. Annual Performance and Expenditure Reports (APER)
5. MPO approved draft FFY 2023 & FFY 2024 UPWP by April 2022
6. Amended FFYs 2023 & 2024 UPWP as needed.
7. Develop and Approve Annual Meeting Calendar each November

PRODUCT	FFY 2023 (October 1, 2022 – September 30, 2023)												FFY 2024 (October 1, 2023 – September 30, 2024)											
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
2023 & 2024 UPWP Amendments			X			X			X			X			X			X			X			X
MPO Quarterly Meetings			X			X			X			X			X			X			X			X
Policy Member Training				X												X								
Develop MPO Budget for City						X												X						
APA National Conference								X											X					
Walk/Bike/Places												X											X	
NMAPA Conference	X												X											
TPB Meeting Notices	X	X			X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X
Quarterly Reports	X			X			X				X		X			X			X			X		
APER		X												X										
Quality Assurance Report							X												X					
2025 & 2026 UPWP Draft																			X					
2024&2026 UPWP Approved																					X			
Annual Meetings Schedule		X																						

Key: X=Scheduled; C=Completed

Key: X=Scheduled; C=Completed

2 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

[FTA code 44.25.00]

<i>Staff Hours</i>	<i>Estimated Staff Costs</i>	<i>Consultant Services</i>	<i>Other Expenses</i>	<i>Estimated Total Costs</i>
460	\$23,000		\$2,500	\$25,500

Task 2 - Objectives:

Develop and monitor a fiscally constrained, four-year program of transportation improvement projects that is consistent with the MTP 2020-2045, the NMDOT STIP/TIP Policies and Procedures, and all applicable federal laws and regulations, and facilitate multi-modalism. Facilitate deployment of existing and potential Intelligent Transportation Systems (ITS) architecture through continuing efforts of partners as well as in coordination with adjacent local and tribal governments.

Task 2 - Staff Activities:

- ✓ Manage the TIP for consistency with the NMDOT STIP/TIP Policies and Procedures. Work with MPO Technical Coordinating Committee, Transportation Policy Board members to prioritize projects, consistent with the MTP.
- ✓ As of April of 2020 per an amendment to the PPM the creation of new TIPs will occur every 2 years. The now approved FFY2022-2027 TIP will prevail until 2023. Until then the MPO will follow formal and informal amendments in accordance with the NMDOT with the NMDOT STIP/TIP Policies and Procedures and Planning Procedure Manual.
- ✓ Track progress of TIP projects and report status to TCC and TPB
- ✓ Post all adopted TIP amendments on the MPO website.
- ✓ Maintain a retrievable electronic archive of all current and expired TIP documents. Keep track of the status of obligated projects from previous TIPs.
- ✓ Work with member agencies to ensure that ITS elements are considered and deployed where necessary.

Task 2 - Work Products and Schedule [submitted according to approved PPM deadlines]

1. Amend current TIP as needed
2. Develop FFY 2024-2029 TIP; Call for projects (11/2023); Submit TIP to NMDOT (4/2024)
3. Prepare and submit Annual List of Obligated TIP Projects

PRODUCT	FFY 2023 (October 1, 2022 – September 30, 2023)												FFY 2024 (October 1, 2023 – September 30, 2024)											
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
2022-2027 TIP Amendments		X			X			X			X			X			X			X			X	
Annual List of Obligated Projects			X												X									
2024-2029 TIP																			X					

Key: X=Scheduled; C=Completed

3-DATA COLLECTION/ANALYSIS: TRAFFIC, CRASH, TRAVEL DEMAND AND RELATED ACTIVITIES

[FTA code 44.24.00]

<i>Staff Hours</i>	<i>Estimated Staff Costs</i>	<i>Consultant Services</i>	<i>Other Expenses</i>	<i>Estimated Total Costs</i>
1200	\$60,000	\$15,000	\$9,000	\$84,000

Task 3 - Objectives:

1. To conduct, or have conducted, bicycle and /or pedestrian volume counts within the MPO Planning Area to assist with the assessment of infrastructure investment for land use planning and impacts from local and regional transit and commuter rail service development. To collect pertinent data to assist with the improvement of the base year inputs for the travel demand forecast model as well as for validation of forecasts.
2. Utilize the validated and calibrated base year model with a level of confidence for scenario testing and forecasting. The MPO Travel Demand forecast model compares a “no build” transportation network to a transportation network that includes investment options (infrastructure projects and service programs). Update the network coding and demographics for a revised Base Year model. Utilize the model to guide investment decisions in the Metropolitan Transportation Plan and the Transportation Improvement Program. Update the Transit and Rail components of the model.
3. The NMDOT-Multimodal Planning and Programs Bureau (MPPB) is anticipating that the US Census Bureau will publish the **final 2020 Census based** criteria for defining urban areas by early spring of 2022. The MPO shall review current Planning Area boundaries to determine if they should be revised or “smoothed.” If revisions are necessary, the MPO shall review the current status of the functional classification of the state’s roadways within the boundaries.

Task 3 - Staff Activities:

- ✓ Collect bike/ped volume count data as needed.
- ✓ Maintain and update web-based platform to manage traffic data to assist with the calculation of annual growth rates and evaluation of traffic changes.
- ✓ Investigate equipment and methods to collect bike/ped usage data.
- ✓ Utilize consulting services to provide technical support in maintaining the MPO Travel Demand Model.
- ✓ Utilize consulting services to provide technical support to member agencies regarding construction projects, studies and plans including impact fee calculations.
- ✓ Manage the model, including updating the Base Year Network to provide an accurate reflection of the road network for the selected base year.
- ✓ Coordinate with NMDOT staff to ensure statewide model interface with MPO

model. Identify data needs to create a more robust transit and rail analysis within the model, implement if feasible.

- ✓ Utilize an on call Professional Service Agreement with consultant (Eco Resource Management Systems, Inc.) or other consultant(s) to assist with technical support of the model where necessary.
- ✓ Investigate environmental data sources and consider the incorporation of such data into planning goals.
- ✓ Analyze final 2020 Census data and criteria for defining urban areas and review any necessary changes to the planning are boundary and functional classification of state's roadways within those boundaries.

Task 3 - Related Expenses:

- Maintain annual license agreement with MS2 to host website for public access to MPO traffic data
- Professional services to support additional data collection as needed, including elements of required performance measures for the 2020-2045 MTP and TIP process
- Eco Resource Management Systems (Robert Shull) TDM updates

Task 3 - Work Products and Schedule [submitted according to approved PPM deadlines]

PRODUCT	FFY 2023 (October 1, 2022 – September 30, 2023)												FFY 2024 (October 1, 2023 – September 30, 2024)											
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
MS2 annual license	x												x											

Key: X=Scheduled; C=Completed

4 – TRANSPORTATION PLANNING

4.1 Multi-Modal and Active Transportation Planning [FTA code 44.23.00]

<i>Staff Hours</i>	<i>Estimated Staff Costs</i>	<i>Consultant Services</i>	<i>Other Expenses</i>	<i>Estimated Total Costs</i>
3800	\$190,000	\$17,500	\$5,000	\$212,500

Task 4.1 - Objectives:

1. Continue to implement all elements of the 2019 updated Metropolitan Bicycle Master Plan. Expand on the work previously completed to identify and prioritize new Bikeway connections and extensions and amend Bicycle Master Plan as necessary. Work with the City and County to ensure that appropriate bikeway connections and extensions and on road facilities are incorporated into development plans. Sponsor and/or participate in events to promote bicycling as a viable and safe mode of transportation. Utilize consultant services or additional MPO member staff to assist with this task.

2. Continue to implement the Santa Fe Metropolitan Pedestrian Master Plan by following the steps outlined in the plan. Participate, promote or sponsor events to encourage walking as a viable transportation option.

3. Continue to implement the Public Transit Master Plan and continue to facilitate and coordinate short term planning efforts between transit service agencies within the MPO Planning Area. As the area continues to urbanize, there are limited opportunities to expand the road network to create the needed vehicle capacity to accommodate the Single Occupancy Vehicle. Given that a majority of Santa Fe employees commute from all over the region a comprehensive plan needs to be developed to identify future transit and rail needs to accommodate travelers on public transportation as well as to identify strategies to attract new users
4. Integrate a public health component into transportation planning and project prioritization. Emphasize the benefits of using alternative modes of travel and personal active transportation to reduce the growing incidence of pre-diabetes, heart disease, and other illnesses tied to an inactive life style.
5. Continue to encourage project scoping that incorporates safety objectives for all roadway users including bicyclists and pedestrians.

Task 4.1 - Staff Activities:

- ✓ Coordinate with MPO member agencies in implementing the MPO Bicycle Master Plan. Update and re-print the Santa Fe Bikeways and Trails Map as needed and if funding is available
- ✓ Develop and implement a web-based bikeways mapping tool.
- ✓ Work with City and County staff on incorporating bikeways into development plans. Investigate a multimodal or complete streets level of service standard with bicycle and pedestrian considerations.
- ✓ Sponsor and/or participate in the Santa Fe Bike to Work Week and other events or programs that promote bicycling.
- ✓ Investigate and distribute educational/promotional materials related to bicycling as a viable transportation option.
- ✓ Develop educational and training materials that may be incorporated into existing local traffic and defensive driving related training.
- ✓ Assist with the expansion of Albuquerque's Bike-Share program to Santa Fe.
- ✓ Assist the City of Santa Fe with acquisition and placement of bike racks and continuation of the bike corral pilot project.
- ✓ Assist the City of Santa Fe with the expansion of the Green Lane pilot project.
- ✓ Develop working relationships with local law enforcement agencies and seek out partnerships regarding community outreach, education, safety and general information dissemination.
- ✓ Build productive relationships with local and state public health agencies. Detail the relevance of transportation infrastructure design and the impacts to public health through collaborative initiatives such as Bike-To-Work Week events and planning.
- ✓ Facilitate implementation of the Metropolitan Pedestrian Master Plan

objectives. Continue working with the NMDOT, City and County to identify deficiencies and prioritizing improvements in the existing pedestrian infrastructure.

- ✓ Utilize findings and recommendations from other pedestrian infrastructure studies such as: the Santa Fe Trails Bus Stop Assessment and Connectivity Study and the City of Santa Fe PROW Transition Plan in identifying projects for the PMP
- ✓ Work with MPO member agency staff and consultants as needed in developing a prioritized project list and maintenance program for the PMP
- ✓ Identify and promote best practices in safer road crossing treatments for pedestrians. Implement strategies that promote walking and are designed to improve the walking environment within the MPO Metropolitan Planning Area
- ✓ Investigate and develop educational/promotional materials or events related to walking as a viable transportation option.
- ✓ Work with the Santa Fe Public Schools, City, and County to improve access and identify safe routes to schools within the MPO Planning Area.
- ✓ Conduct multigenerational walk audits
- ✓ Facilitate formation of a pedestrian advocacy advisory group to help implement the Pedestrian Master Plan
- ✓ Facilitate application for higher levels of designation for the City of Santa Fe as a “Walk Friendly Community”
- ✓ Assist with the implementation of the recommended strategies and goals set forth in the Santa Fe Metropolitan Public Transit Master Plan by working with local service providers. Support short, mid and long-range planning efforts initiated by local service providers and seek alignment of goals and objectives when practical.
- ✓ Coordinate with transit and rail operators and relevant agencies for input and guidance. Investigate possible funding sources for transit improvements.
- ✓ Facilitate discussions between Santa Fe Trails, North Central Regional Transportation District (NCRTD), NMDOT Park and Ride, and NM Rail Runner Express to ensure continuity of existing services throughout the MPO Planning Area.
- ✓ Provide planning and travel demand model assistance as necessary to facilitate coordination of local and regional transit with commuter rail service.
- ✓ Attend meetings where relevant, which address services of the Santa Fe Trails, NCRTD, NMDOT Park and Ride and NM Rail Runner Express.
- ✓ Participate in planning of multimodal transportation activities including, but not limited to, the commuter rail corridor, the City Rail Yard pertaining to transportation, the development of plans for a future downtown transit facility, the NM Park and Ride Transit services, and promotion of “Alternatives to SOV Travel” and “Dump the Pump” types of events.
- ✓ Support the coordinated efforts of existing cell phone and tablet apps that promote transit usage (e.g. real time bus arrival to specific stop point).
- ✓ Investigate or develop educational/promotional materials and participate in events related to transit and rail as a viable transportation option.

- ✓ Implement relevant strategies, goals and objectives detailed in the Metropolitan Public Transit Master Plan.
- ✓ Identify and review existing studies, data and information relevant to the public health and to the MPO Planning Area that may support access to and use of public transit.
- ✓ Support the Regional Transit Coordinating Committee for purposes of collaborative implementation of all planning initiatives.
- ✓ Identify and engage a consultant to create an educational video of a roadway safety transformation.
- ✓ Collaborate with Public and Community Health agency staff and advocates in furthering active transportation initiatives
- ✓ Communicate with the Public Works Streets and Drainage Maintenance Division to increase the lifespan of the existing transportation network, and plan for the minimization or mitigation of stormwater drainage impacts where feasible
- ✓ Coordinate events and promotional activities that encourage walking and bicycling.
- ✓ Identify and review existing studies, data and information relevant to the public health and to the MPO Planning Area that may support active transportation. Work with public health agencies to develop strategies that promote active transportation.
- ✓ Work with the New Mexico Department of Health to expand their Prescription Trails Program and other initiatives that directly related to active transportation.
- ✓ Collaborate with City and County efforts to reduce vehicle related Green House Gas emissions
- ✓ Staff input in support of Main Street initiatives

Task 4.1 - Related Expenses

- Professional services related to multi-modal elements supporting and informing the 2020-2045 MTP
- Purchase of Electric Cargo Bike as a means to efficiently deliver maps, attend public engagement activities, check bike/ped counters, install ped/bike cameras, deliver copies of the MTP Storybook to school and other activities related to transportation planning.

Task 4.1 - Work Products and Schedule [submitted according to approved PPM deadlines]

PRODUCT	FFY 2023 (October 1, 2022 – September 30, 2023)												FFY 2022 (October 1, 2023 – September 30, 2024)											
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
PMP Project List												X												

Key: X=Scheduled; C=Completed

4.2 Participation in MPO Member Plans, Projects and Studies [FTA code 44.24.00]

<i>Staff Hours</i>	<i>Estimated Staff Costs</i>	<i>Consultant Services</i>	<i>Other Expenses</i>	<i>Estimated Total Costs</i>
2360	\$118,000			\$118,000

Task 4.2 - Objectives:

1. Continue to participate and assist with the planning and data gathering in coordination

with the TCC and the relevant NMDOT, City or County agency coordinating studies whose outcome will have impacts on the Transportation Network within the MPO Planning Area. Continue to participate with local governing, non-profit, business and citizens groups that strive to make the metro area a more walkable, bike friendly, and livable community. Coordination of these studies is critical in determining future project justification and funding priorities.

Task 4.2 - Staff Activities:

- ✓ Provide technical assistance and input for development review process for both City and County
- ✓ Participate in Project Management Teams for multimodal transition plans, transit service plans, corridor studies and, location, alignment, or transportation improvement projects and studies.
- ✓ Assist in development and/or implementation of statewide plans and studies including: State Rail Plan, Strategic Highway Safety Plan, the New Mexico Transportation Plan, New Mexico Bicycle Plan, etc.
- ✓ Assist member agencies in studies, plans and initiatives including technical support for Impact Fee report updates.
- ✓ Engage local groups that may assist with the goals and strategies detailed in the 2020-2045 MTP
- ✓ Coordinate with MPO Member Agencies to develop Highway Safety Improvement Plan (HSIP) eligible safety projects based on the findings of any safety studies, and roadway safety audits. Coordinate and participate as needed with MPO Member Agencies on other safety related planning or initiatives.
- ✓ Participate in HSIP application review as appropriate.

Task 4.2 - Work Products and Schedule [submitted according to approved PPM deadlines]

PRODUCT	FFY 2023 (October 1, 2022 – September 30, 2023)												FFY 2024 (October 1, 2023 – September 30, 2024)											
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
On Going	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Key: X=Scheduled; C=Completed

4.3 Metropolitan Transportation Plan [FTA code 44.23.00]

<i>Staff Hours</i>	<i>Estimated Staff Costs</i>	<i>Consultant Services</i>	<i>Other Expenses</i>	<i>Estimated Total Costs</i>
500	\$25,000	\$	\$ -	\$25,000

Task 4.3 Objectives:

1. Implement recommended strategies found in the 2020-2045 MTP. Continue to coordinate with the implementation of the New Mexico Transportation Plan, especially in the arena of performance measures and adopted statewide targets detailed in the MTP and any additional federal requirements to implement a performance management program.

Task 4.3 Staff Activities:

- ✓ Facilitate amendments as necessary to the 2020-2045 MTP
- ✓ Work with NMDOT in the implementation of the New Mexico Transportation Plan Continue to consult with key stakeholders, such as Federal, State and local Agencies, Chamber of Commerce, Disability Groups, etc. to assist with the implementation of recommended strategies, programs and projects for the MPO Planning Area transportation network found in the 2020-2045 MTP
- ✓ Utilize where necessary the services of private consultants to assist with the implementation of the MTP.
- ✓ Capitalize on the MPO's constructive relationships with existing local economic development and affordable housing agencies/organizations by supporting 2020-2045 MTP goals and strategies within the framework and context of the impacts to local economic development and affordable housing factors.
- ✓ Implement relevant strategies, goals and objectives detailed in the 2020-2045 MTP
- ✓ update and master plans that may advance the basic tenants of advantages of Travel Demand Management.
- ✓ MTP update to include provisions to meet Performance-Based Planning and Programming (PBPP) established in the 23 CFR 450.326(d) for MPOs. This includes TIP documentation on how the investment strategies, objectives, performance measures and targets reflected in the program of projects contribute to the achievement of performance targets. Update all applicable performance targets as required.
- ✓ Continue to work with all possible stakeholders within the MPO Planning Area that may provide a substantive role in the management of transportation demand.

Task 4.3 Related Expenses:

- Engage consultant services to help update the Metropolitan Transportation Plan 2020-2045

Work Products and Schedule [submitted according to approved PPM deadlines]

- Complete update of the FFYs 2020-2045 MTP

PRODUCT	FFY 2021 (October 1, 2020 – September 30, 2021)												FFY 2022 (October 1, 2021 – September 30, 2022)											
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
Update Performance Targets per PPM												x												x

Key: X=Scheduled; C=Completed

APPENDIX 1.1: BUDGET SOURCES

FFY2023	Federal Funds	Local Match 14.56%	Total
FFY 2023 (Section 112) FHWA	\$254,395.00	\$43,352	\$297,747
FFY 2023 (Section 112) Total Funding	\$254,395.00	\$43,352	\$297,747
	Federal Funds	Local Match 20%	Total
FFY 2023 (Section 5303) FTA	\$67,898.00	\$16,974.50	\$84,872.50
FFY 2023 (Section 5303) Total Funding	\$67,898.00	\$16,974.50	\$84,872.50
FFY 2023 UPWP: TOTAL FUNDING	\$322,293.00	\$60,326.46	\$382,619.46
FFY2024	Federal Funds	Local Match 14.56%	Total
FFY 2024 (Section 112) FHWA	\$254,395.00	\$43,352	\$297,747
FFY 2024 (Section 112) Total Funding	\$254,395.00	\$43,352	\$297,747
	Federal Funds	Local Match 20%	Total
FFY 2024 (Section 5303) FTA	\$67,898.00	\$16,974.50	\$84,872.50
FFY2024 (Section 5303) Total Funding	\$67,898.00	\$16,974.50	\$84,872.50
FFY 2024 UPWP: TOTAL FUNDING	\$322,293.00	\$60,326.46	\$382,619.46
FFY 2023 & FFY 2024 UPWP: TOTAL FUNDING	\$644,586.00	\$120,652.91	\$765,238.91

APPENDIX 1.2: BUDGET SUMMARY BY TASK

1 – PROGRAM MANAGEMENT, PROFESSIONAL DEVELOPMENT, PUBLIC PARTICIPATION AND UNIFIED PLANNING WORK PROGRAM (UPWP)

Task	FTA Codes	Staff Hours	Estimated Staff Cost	Consultant Services	Other Expenses	Estimated Total Costs
1 Program Support and Admin, Prof. Dev., PPP & UPWP	21	4160	\$ 291200		\$ 9039	\$ 300,239
TOTALS		4160	\$ 291200		\$ 9039	\$ 300,239

2 - TRANSPORTATION IMPROVEMENT PROGRAM

Task	FTA Codes	Staff Hours	Estimated Staff Cost	Consultant Services	Other Expenses	Estimated Total Costs
2 TIP Prep and Project Assistance	25	460	\$ 23,000		\$2,500	\$ 25,500
TOTALS		460	\$ 23,000		\$2,500	\$ 25,500

3- DATA COLLECTION/ANALYSIS: TRAFFIC, CRASH, TRAVEL DEMAND AND RELATED ACTIVITIES

Task	FTA Codes	Staff Hours	Estimated Staff Cost	Consultant Services	Other Expenses	Estimated Total Costs
3 Data Collection/Analysis	24	1200	\$ 60,000	\$ 15,000	\$ 9,000	\$ 84,000
TOTALS		1200	\$ 60,000	\$ 15,000	\$ 9,000	\$ 84,000

4 TRANSPORTATION PLANNING

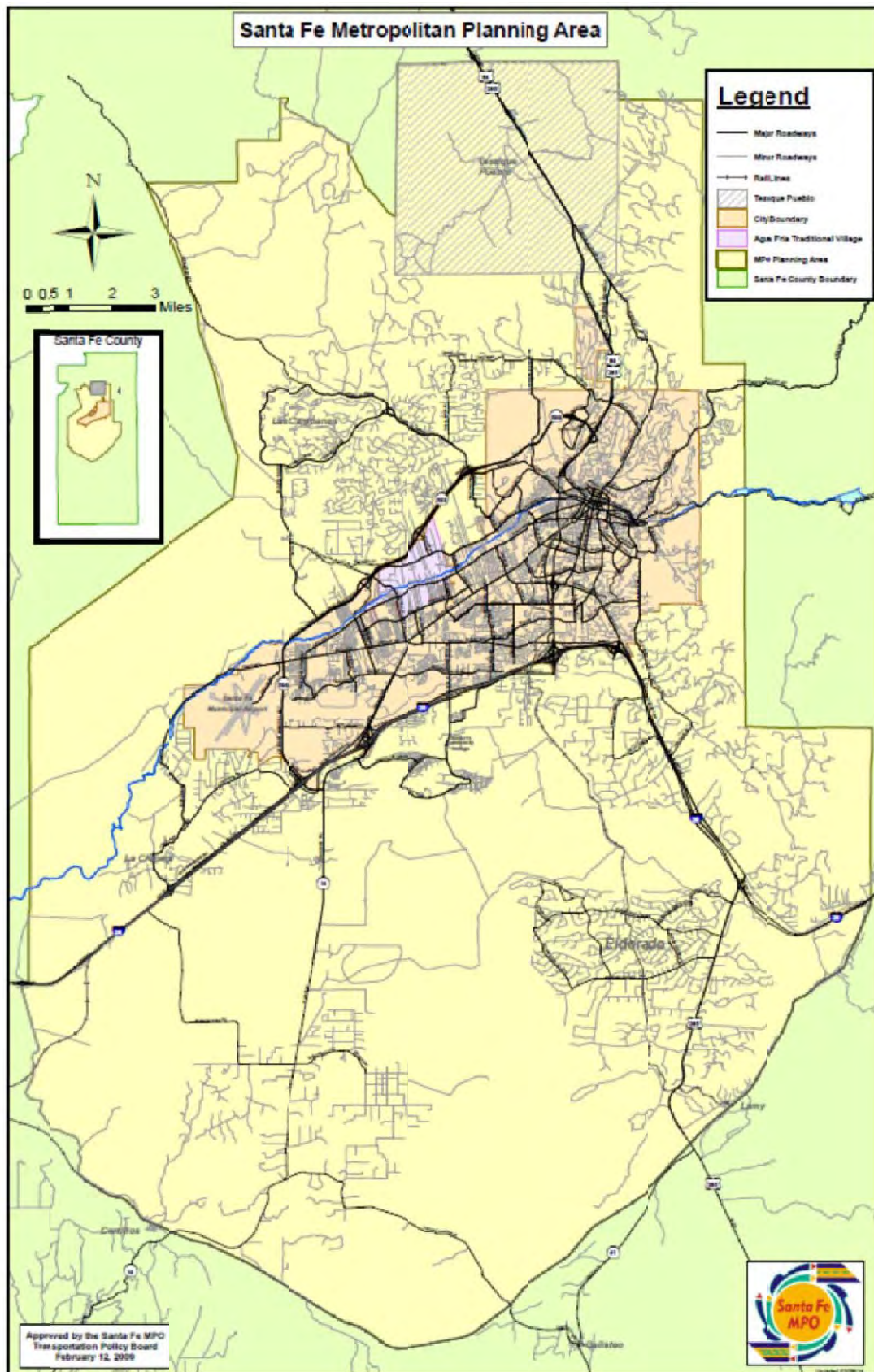
Task	FTA Codes	Staff Hours	Estimated Staff Cost	Consultant Services	Other Expenses	Estimated Total Costs
4.1 Multi-Modal/ Active Transportation	23	3800	\$ 190,000	\$ 17,500	\$ 5,000	\$ 212,500
4.2 Participation in Member Plans and Studies	24	2360	\$ 118,000			\$ 118,000
4.3 Metropolitan Transportation Plan	23	500	\$ 25,000			\$ 25,000
TOTALS		6660	\$ 333,000	\$ 17,500	\$ 5,000	\$ 355,500

TOTALS FOR ALL TASKS

12,480	\$ 707,200	\$ 32,500	\$ 14,000	\$ 765,239
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FTA Codes: 44.21.00 Program Support Administration 44.22.00 General Development and Comprehensive Planning 44.23.00 Long Range Transportation Planning	44.24.00 Short Range Transportation Planning 44.25.00 Transportation Improvement Program 44.26.00 Planning Emphasis Areas 44.27.00 Other Activities
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APPENDIX 1.3: Planning Area Map





Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: April 25, 2022

Santa Fe MPO Policy Board: April 28, 2022

Matter of Approval: Review and
Recommendation - Santa Fe MPO Staff

RECOMMENDED ACTION: Approval of the 2022 Santa Fe MPO Complete Streets Resolution.

Background:

During the February MPO TCC and TPB meetings there were discussions regarding the draft resolutions with a recommendation to from the TCC to the TPB to approve. During the TPB meeting there was interested in having MPO Staff present the draft resolution to the County's Transportation Advisory Committee (TAC) in March. Members of the TAC provided critical review and supportive revisions that more reflect the values of the County directly. This includes a recognition of the more diverse rural road typologies and the inclusion of equestrian users and important to transportation planning. County staff have indicated they will take that draft through their County Commission approval process.

The Santa Fe MPO draft resolution included some minor changes and is included herein for your consideration again. The draft has support from the City's Bicycle Pedestrian Advisory Committee and it is our hope that the City will also adopt a version unto themselves.

The core principles and tenants of Complete Streets have evolved over the past decade nationally and have become well accepted as approved counter measures to many challenges found in our collective transportation networks and how we consciously design and redesign our roadways and streets.

We see this update as a well overdo and a well thought out commitment for all users of the network and where all users have equal value when it comes to transportation planning, policy and design.

SANTA FE METROPOLITAN PLANNING ORGANIZATION
RESOLUTION NO. 2022-01

**RESOLUTION ADVANCING COMPLETE STREETS AS A
PROVEN COUNTERMEASURE TO ADVANCE SAFER AND MORE
EQUITABLE TRANSPORTATION IMPROVMENTS IN THE SANTA
FE METROPOLITAN PLANNING AREA WHILE REDUCING THE
IMPACTS OF CLIMATE CHANGE.**

WHEREAS the Santa Fe MPO's members have been supporting the principles of Complete Streets since 2007 including the belief that ALL TRIPS HAVE EQUAL VALUE and acknowledge the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

WHEREAS for eight years (2012-2019), the National Highway Traffic Safety Administration (NHTSA) has ranked New Mexico in the top four states nationwide with the highest rates of pedestrian fatalities per 100,000 population; and

WHEREAS designing streets for speeds over 25 miles per hour dramatically increases the likelihood that a person struck while walking will be killed where designs that self-enforce lower speeds save lives and reduce both speed and driver error; and

WHEREAS Complete Streets are a comprehensive, integrated transportation network with infrastructure and design that supports safe and well managed travel along and across streets for all users, including pedestrians, users and of public transit, bicyclists, persons with disabilities, seniors, children, motorists, visitors, shared mobility services and movers of commercial goods; and

WHEREAS the Santa Fe MPO promotes transportation improvements that encourages walking, bicycling and transit use and see them as equal mobility options to the automobile; and

WHEREAS Complete Streets support the health and wellbeing of residents and the environment by creating and improving sustainable transportation options, providing opportunities for physical activity through improved access to active transportation, improving air quality through reduced vehicle emissions, mitigating the urban heat island effect, utilizing stormwater runoff and decreasing stormwater pollutants, and maximizing shade trees and vegetation; and

WHEREAS Complete Streets are essential in providing safe routes to schools and parks for children and parents; and

WHEREAS the encouragement of diverse and comprehensive public engagement and participation in community decisions concerning street design is critical to community context and to date, public engagement results have revealed a commanding desire for a more walkable, bikeable and transit accessible transportation network; and

WHEREAS streets ought to be designed to not only accommodate safe access for all users, but in a manner in which we create vibrant, attractive and sustainable public places that advance ambitious but reasonable environmental and social equity goals; and

WHEREAS the implementation of complete streets helps to shift toward carbon neutrality and is a sustainable planning practice, both of which are consistent with Santa Fe's Sustainability Plan and Climate Impact Reduction Goals"; and

WHEREAS streets designed for all users and not for commuter convenience offers long-term cost savings for local and state governments, provide public health benefits and provide financial benefits to property owners and businesses; and

WHEREAS there is a continued and urgent recognition that impacts of climate change are occurring more frequently and with added severity where the further design and promotion of a multi-modal, regional transportation system contributes to a comprehensive strategy to reduce greenhouse gas emissions; and

WHEREAS the MPO and members agree to prioritize the inclusion of complete streets in the review of new developments, new road construction or retrofits of existing roads, project funding priorities, and in other instances involving a potential change to the design of any street; and

WHEREAS the Santa Fe MPO and members therefore, in light of the foregoing benefits and considerations including more urgent safety needs and climate change impacts, wishes to improve its commitment to Complete Streets and desires for its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, sustainability and social equity and using design guidelines and standards that support best practices;

WHEREAS that the attached graphic summary of the benefits of complete streets within the Santa Fe Metropolitan Planning Area articulate a vision of how roads and streets may be repurposed to advance multiple goals of member agencies around

sustainability, community, affordable housing, safety, economic development and public health and are representative of our commitment to further advance these goals.

NOW, THEREFORE, BE IT RESOLVED by the Santa Fe MPO, as follows:

That the Santa Fe MPO affirms its commitment to Complete Streets as a core value and this resolution shall inform and guide the development or revision of land use plans, regulations and codes where the design and construction of streets form a comprehensive, safe and integrated transportation network for all road users and recognizes that it is not just a responsibility of one department but has critical implications across multiple departmental and division functions.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Santa Fe MPO, as follows: That the Santa Fe MPO shall strive to support the reconstruction of existing roadways and offer design guidelines for new developments in a manner that support the design elements described herein.



Santa Fe Complete Streets

What they are. Why they're important, How they benefit the community.



WHAT ARE COMPLETE STREETS?

COMPLETE STREETS ARE STREETS FOR EVERYONE.

Complete Streets are an approach that integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks.

WHAT IS A COMPLETE STREET?



Complete Streets:

MAKE OUR
STREETS
SAFER

HELP OUR
COMMUNITY BE
HEALTHIER

ARE SUPPORTED BY
THE COMMUNITY

PROVIDE SAFER
ACCESS FOR FAMILIES
TO SCHOOLS AND
PARKS

SUPPORT ALL
AGES AND
ABILITIES

IMPROVE SOCIAL
EQUITY

CREATE ECONOMIC
BENEFITS

SUPPORT
ENVIRONMENTAL,
CLIMATE CHANGE,
AND SUSTAINABILITY
GOALS

HOW DO COMPLETE STREETS BENEFIT SANTA FE AND THE REGION?

They support all modes.

GOAL: MULTIMODAL MOBILITY & ACCESSIBILITY: An accessible, connected, and integrated transportation system.



GOAL: CONNECTIVITY - Provide critical connections for bicyclists and pedestrians of all ages and abilities that link destinations, transit, and neighborhoods.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

Complete streets balance the needs of multiple modes in the right-of-way and across the transportation network – creating space for convenient and efficient transit, ensuring complete sidewalks, and providing safe bicycling infrastructure. **Complete streets prioritize more than the traditional vehicle throughput and speed – and instead elevate safety and convenience across all modes and abilities** as the most important elements of a street.

In Santa Fe, large arterial roads bisect the city and create barriers for pedestrians and people on bikes. These streets (like Airport Road and Cerrillos Road) contain many of the commercial and employment destinations in the city but they lack safe, low-stress bike infrastructure, are difficult to cross, and are unpleasant to walk along. This leads 87.5% of people in Santa Fe to drive or carpool to work.

But, by building complete streets on key corridors, and developing additional multimodal routes that connect neighborhoods and important destinations (like schools and grocery stores), Santa Fe can create a community that offers a variety of transportation options.

They make our streets safer.

GOAL: SAFETY: a safe and secure transportation system for motorized and non-motorized users.



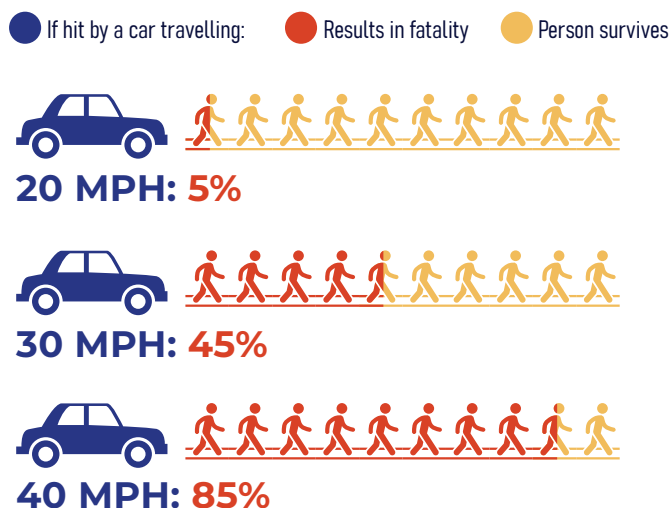
GOAL: Improve pedestrian safety through well-designed facilities along and across roadways, and by promoting safe driving, walking, and bicycling behaviors.

SANTA FE METROPOLITAN
PEDESTRIAN
MASTER PLAN

Between 2010 and 2019, New Mexico had the highest rate of pedestrian fatalities per 100,000 people of all states.¹ 58.8 percent of those deaths were on arterials.² This is during a time period where, nationwide, the number of pedestrians struck and killed by drivers increased by an astonishing 45 percent.

However, designing a street with pedestrians in mind – sidewalks, raised medians, traffic-calming measures, and treatments for travelers with disabilities – can reduce pedestrian risk by as much as 28%.¹

In many cases, reducing speeding will be paramount to increasing safety. At 20 miles per hour, there's a 5% fatality rate for people struck by a car. That fatality rate rises to 85% at 40 MPH.³ Complete streets incorporate the treatments above – and many more – to provide cues to drivers to slow down.



They support mobility for all ages and abilities.

VISION: Santa Fe is a place where people of all ages and abilities can safely and comfortably have bicycle and pedestrian access along a comprehensive network of multi-use trails and complete streets, connecting residential neighborhoods with employment centers, parks, open space, schools, retail centers, and other public and private services throughout the metropolitan area.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

GOAL: SAFETY - Create a bicycle network that is safe and comfortable for bicyclists of all ages and abilities, particularly at schools and surrounding neighborhoods.

SANTA FE METROPOLITAN
BICYCLE MASTER PLAN
2019

Incomplete streets are often primarily designed for able-bodied adults who can walk quickly, easily interpret road risks, or confidently navigate on a bicycle. Alternatively, complete streets improve transportation options and safety for everyone – extra consideration is given to children, the elderly, and the physically impaired in complete street designs.

In Santa Fe, 13% of residents have some form of disability, 25% are over 65 years of age, and 16% are under the age of 16.⁴

Despite the number of people in Santa Fe that face these challenges, many sidewalks in Santa Fe are extremely narrow (too narrow for wheelchairs or strollers) missing curb ramps, or contain physical obstacles (like light posts and signs). Other streets lack sidewalks altogether. Removing these barriers can make it easier to navigate our streets and community.

Children also deserve a transportation system that serves their needs. Complete Streets provide children with opportunities to walk, bike and play in a safe environment - allowing them to stay active and gain independence.⁵ By slowing traffic and providing additional safety improvements, complete streets can make streets safe for kids (and their parents) to view walking or biking to school as viable options.

They help our community be healthier.

GOAL: Develop a pedestrian network that promotes active, healthy lifestyles and sustains a healthy environment.

SANTA FE METROPOLITAN
PEDESTRIAN
MASTER PLAN

GOAL: PUBLIC HEALTH: A transportation system that supports healthy lifestyles.

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

Engaging in physical activity for as little as 30 minutes a day can prevent or help treat conditions such as diabetes, breast and colon cancer, depression, dementia, anxiety, osteoporosis, cardiovascular disease, obesity, and high blood pressure.⁶

Providing opportunities for people to integrate walking or biking into their daily routines can help them meet daily and weekly exercise recommendations and stay healthy and fit. According to a study released in 2014 by the American Journal of Public Health, there is a direct and significant correlation between how close people live to biking and walking infrastructure and the amount of weekly exercise they get.⁷ By providing complete streets throughout Santa Fe, many more residents can live near facilities that allow them to incorporate exercise into their everyday routine.

In Santa Fe County, obesity affects 18.4% of adults and more than 14% of those ages 10-17. Only 24.1% of adolescents in Santa Fe were physically active for at least 60 minutes per day.⁸ As stated in the Santa Fe Metropolitan Bicycle Master Plan, "Given Santa Fe's educational budget restrictions and declining offerings in physical education, promoting walking to school and establishing a safe and reliable bicycle network is a logical strategy for children's health that can benefit the entire community"



They are good for the community and are supported by the community.

During public outreach that was conducted during the development of Santa Fe's many transportation plans – Bicycle, Pedestrian, Transit, Multimodal Transition, and Metropolitan Transportation – the public has repeatedly requested the implementation of complete streets infrastructure and the improvement of multimodal networks.

Across all these plans, when Santa Fe residents were asked during transportation planning efforts what their top priorities were for improvement to the transportation network, the top for responses were:

1. Expanded bus and train service
2. Better connected and safer bicycle and pedestrian networks
3. Improved quality of infrastructure for all modes
4. Target improvements for those populations who need it most

The responses above can all be addressed through the implementation of complete streets within Santa Fe.

Additionally, as part of the development of the Santa Fe Metropolitan Transportation Plan, when asked, "If you had \$5 million available to spend on the transportation network, where would you spend it?" **73% of residents chose to allocate their funds to transit, bike/pedestrian, or road safety improvements.**⁹ Complete streets would improve the transportation network in relation to each of these categories.

They support environmental, sustainability goals, climate goals.

GOALS: *Plan for and invest in a safe, modernized transportation system that supports low-emission, active, and equitable mobility options for all users.*

Achieve annual reductions in daily vehicle miles traveled. Achieve annual increases in the total miles of sidewalks, on-road bicycle lanes and multi-use paths. Increase public transit ridership annually..

**Sustainable Santa Fe
25-Year Plan**
October 2018

In the Sustainable Santa Fe Plan, and other city and MPO plans, sustainability and mitigating climate change have been expressed as a major priority of the city and region. With transportation accounting for the largest share of carbon emissions in the U.S., achieving ambitious climate targets and creating more livable communities requires us to build streets and transportation networks that allow people to get around outside of a car.

In the Santa Fe Metropolitan Planning Area, transportation is the economic sector responsible for the majority of carbon dioxide emissions – at 41% of all emissions. Complete streets can help cut these emissions, as households located in a network of complete streets make significantly fewer of their daily trips by car.¹⁰

And, due to its compact size, almost all trips within Santa Fe have the potential to be completed by active transportation or transit. **48 percent of all trips in Santa Fe are within a mile, which would be about a 20-minute walk.** And 81% of all trips taken are within five miles, which would be up to a 30-minute bike ride.¹¹ Replacing these short trips currently taken by car can greatly reduce harmful emissions.

Driving related emissions for households living in non-car-dependent neighborhoods can be up to half of what they are for households in the car-dependent neighborhoods.¹² By implementing complete streets, Santa Fe can help make every neighborhood a neighborhood that doesn't necessitate car use.



They create economic benefits.

GOAL: Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and attractive and enjoyable public places

SANTA FE METROPOLITAN
**PEDESTRIAN
MASTER PLAN**

GOAL: ECONOMIC & COMMUNITY VITALITY:
A transportation system that supports economic and community vitality

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

What do communities get for their investments in complete streets? Compared to conventional transportation projects, complete streets projects are remarkably economical - for the most part, costing significantly less than conventional transportation projects.¹³

Dollar for dollar, bicycling is by far one of the cheapest transportation modes to support. Often bicycle facilities utilize existing roadway space, and only require relatively low-cost pavement markings and/or signage.

By installing infrastructure that increases the rates of biking, walking and transit use, the carrying capacity of a street can be increased for a fraction of the cost of acquiring additional right-of-way and installing additional lane miles – miles that would also eventually require repaving and maintenance in the future.

Complete streets aren't just cheaper to build, they grow the economy where they all installed. Complete streets projects lead to broader economic gains like increased employment, higher property values, and increased net new businesses.⁴



They improve social equity.

GOAL: SOCIAL EQUITY:
Equitable investments in transportation that enable quality of life for all residents

Santa Fe MPO
Metropolitan
Transportation
Plan 2020-2045

Everyone deserves the opportunity to achieve their full potential regardless of where they live, how they travel, who they are, or what social position they occupy. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities - no matter the mode used for transportation.

In a study of upward mobility, commuting time has emerged as the single strongest factor in the odds of a household escaping poverty. **The longer the average commute is in a given county, the worse the chances a low-income family there has of moving up the socioeconomic ladder.**¹⁴ Those without access to a car (or unable to drive), who rely on public transit, are likely to suffer from the longer commute times. By ensuring good transit service and access through complete streets elements, commute times can be reduced and access to jobs and opportunity improved.

People in Santa Fe spend 22% of their household income on transportation each year, or about \$11,718.¹⁵ When people have the opportunity to walk, bike, or take transit, they have more control over their expenses and aren't forced to consider purchasing a car they may not be able to afford.

While those with vehicles can choose to avoid unsafe streets and walking conditions, those without (3.5% of households in Santa Fe) are forced to walk or bike along streets that aren't designed with them in mind.

Because of this, people die while walking at much higher rates in lower-income communities compared to higher-income areas. However, low-income communities are significantly less likely to have sidewalks, marked crosswalks, and street design to support safer, slower speeds.¹⁶

Complete streets distributed equitably throughout Santa Fe can remove the safety risks of walking along our streets, bringing safety equity between those who walk, bike, or use transit as a means of transportation, and those who drive.

HOW DOES IT ALL FIT TOGETHER?

The City, County, and Metropolitan Planning Organization of Santa Fe are working together to advance complete streets and reduce the impacts of climate change in order to help meet their overlapping community goals.



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