



## Santa Fe MPO Transportation Policy Board

Thursday, November 17, 2022 **3:30 P.M.**

### **IN PERSON LOCATION:**

500 Market Street, Suite 200

Roundhouse Room

(Above REI at the Railyard)

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

Directions & Parking: <http://www.railyardsantafe.com/north-railyard/>

### **AGENDA**

- ◆ Call to Order
  - ◆ Approval of Agenda
  - ◆ Approval of Meeting Minutes from August 25, 2022
1. **Communications from the Public**
  2. **Items for Discussion and Possible Action:**
    - a. **Presentation: Complete Streets Ordinance: Mehesh Sita, American Heart Association**
    - b. Approval of FFY 2022-2027 TIP Amendment 5 via Self Certificate (Leah Yngve)
    - c. Review of Santa Fe MPO Joint Powers Agreement Financial Contribution of Each Party: Approval of Self-Certificate - "Request to the City of Santa Fe Additional Annual Voluntary Funds to Support Transportation Planning Services from the Santa Fe MPO" (Erick Aune and Staff)
    - d. Approval of 2023 MPO TCC and TPB Calendar
    - e. Agency Project Updates (Members and Leah Yngve)
  3. **Matters from MPO Staff**
  4. **Matters from TPB Members**
  5. **Adjourn** - Next TPB Meeting: February 23, 2023
  6. *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  
 SANTA FE MPO TRANSPORTATION POLICY BOARD  
 THURSDAY, AUGUST 25, 2022, 5:00 PM  
 500 MARKET STREET, SUITE 200, ROUNDHOUSE ROOM  
 SANTA FE, NEW MEXICO**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER	QUORUM	1
APPROVAL OF AGENDA	APPROVED	1
APPROVAL OF MINUTES	APPROVED	1
COMMUNICATIONS FROM THE PUBLIC	NONE	2
 <u>DISCUSSION/ACTION ITEMS</u>		
APPROVAL OF MEMORANDUM OF AGREEMENT BETWEEN THE SFMPO AND NMDOT AWARDED FUNDING FOR THE FFY2023 THROUGH FFY2026 VIA FTA PLANNING FUNDS TO MANAGE AND OPERATE THE SFMPO IN ACCORDANCE TO THE SFMPO UPWP	APPROVED	2
APPROVAL OF SANTA FE LOCAL ROAD SAFETY PLAN VIA SELF CERTIFICATION.	APPROVED	2
APPROVAL OF FFY 2022-2027 TIP AMENDMENT 4 VIA SELF CERTIFICATION.	APPROVED	2-3
AGENCY PROJECT UPDATES	INFORMATION/DISCUSSION	3
MATTERS FROM MPO STAFF	INFORMATION/DISCUSSION	3
MATTERS FROM TCC MEMBERS	NONE	3

**SANTA FE MPO TRANSPORTATION POLICY BOARD  
THURSDAY, AUGUST 25, 2022, 5:00 PM  
500 MARKET STREET, SUITE 200, ROUNDHOUSE ROOM  
SANTA FE, NEW MEXICO**

**1. CALL TO ORDER**

The meeting of the Santa Fe MPO Transportation Policy Board was called to order by Commissioner Hank Hughes, Chair, at 5:03 pm, on Thursday, August 25, 2022, and was held at 500 Market Street, Santa Fe, New Mexico.

**MEMBERS PRESENT**

Councilor Jamie Cassutt, Vice Chair  
Councilor Amanda Garcia  
Commissioner Anna Hansen  
Councilor Renee Villarreal  
Commissioner Hank Hughes, Chair  
1 Vacancy

**MEMBERS ABSENT**

Commissioner Rudy Garcia, Excused  
Paul Brasher, Excused

**OTHERS PRESENT**

Erick Aune, MPO Officer  
Leah Yngve, MPO

**2. APPROVAL OF AGENDA**

**MOTION** A motion was made by Councilor Cassutt, seconded by Councilor Villarreal, to approve the agenda as presented.

**VOTE** The motion passed on a voice vote.

**3. APPROVAL OF MINUTES**

There was a discussion about an error in the minutes.

**MOTION** A motion was made by Councilor Cassutt, seconded by Councilor Chavez, to approve the minutes as amended.

**VOTE** The motion passed on a voice vote.

**4. COMMUNICATIONS FROM THE PUBLIC**

None.

**5. DISCUSSION/ACTION ITEMS**

**A. APPROVAL OF MEMORANDUM OF AGREEMENT BETWEEN THE SFMPO AND NMDOT AWARDING FUNDING FOR THE FFY2023 THROUGH FFY2026 VIA FTA PLANNING FUNDS TO MANAGE AND OPERATE THE SFMPO IN ACCORDANCE TO THE SFMPO UPWP.**

Mr. Aune gave an overview of the request and the MOA.

There was discussion.

**MOTION** A motion was made by Councilor Cassutt, seconded by Councilor Villarreal, to approve the Memorandum Of Agreement between the SFMPO and NMDOT.

**VOTE** The motion passed on a voice vote.

**B. APPROVAL OF SANTA FE LOCAL ROAD SAFETY PLAN VIA SELF CERTIFICATION.**

Mr. Aune explained the process of the plan development and the highlights of the Plan.

There was discussion.

**MOTION** A motion was made by Commissioner Hansen, seconded by Councilor Villarreal, to approve the Santa Fe Local Road Safety Plan via Self Certification.

**VOTE** The motion passed on a voice vote.

**C. APPROVAL OF FFY 2022-2027 TIP AMENDMENT 4 VIA SELF CERTIFICATION.**

Mr. Aune reviewed the staff memo in the packet for the FFY 2022-2027 TIP Amendment 4.

There was discussion.

**MOTION** A motion was made by Commissioner Hansen, seconded by Councilor Cassutt, to approve the FFY 2022-2027 TIP Amendment 4 via Self Certification.

**VOTE** The motion passed on a voice vote.

**D. AGENCY PROJECT UPDATES**

Ms. Yngve gave an update on each of the Agency projects.

**6. MATTERS FROM MPO STAFF**

Mr. Aune reported on staff activities.

**7. MATTERS FROM TCC MEMBERS**

None.

**8. NEXT MEETING**

September 19, 2022

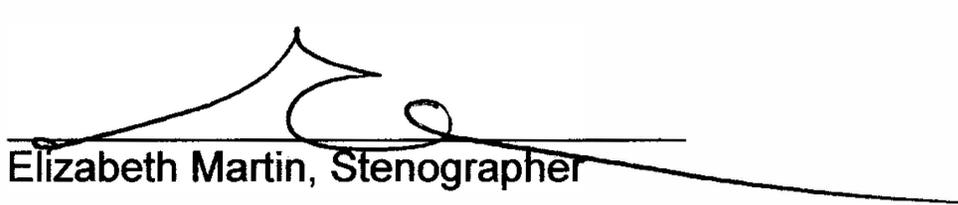
**9. ADJOURN**

There being no further business before the Committee, the meeting adjourned at 6:20 pm.

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Commissioner Hank Hughes, Chair



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Elizabeth Martin, Stenographer

# Introduction to Complete Streets



*Source: Smart Growth America and the National Complete Streets Coalition*

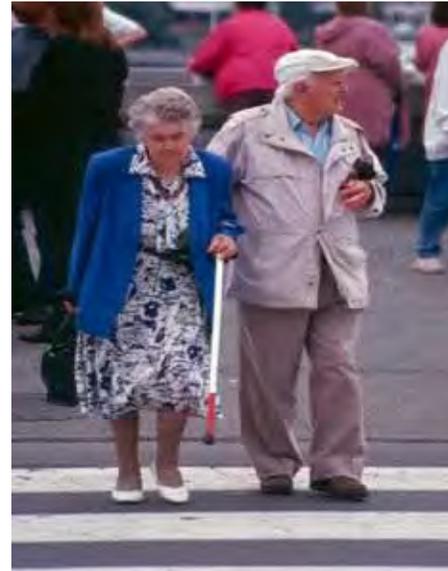
What are  
Complete  
Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.

# What are Complete Streets?

- Complete Streets make it easy to cross the street, walk to shops, and bicycle to work
- Complete Streets are streets for everyone
- Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street



# Americans want choices

66%

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73%

currently feel they have no choice but to drive as much as they do.

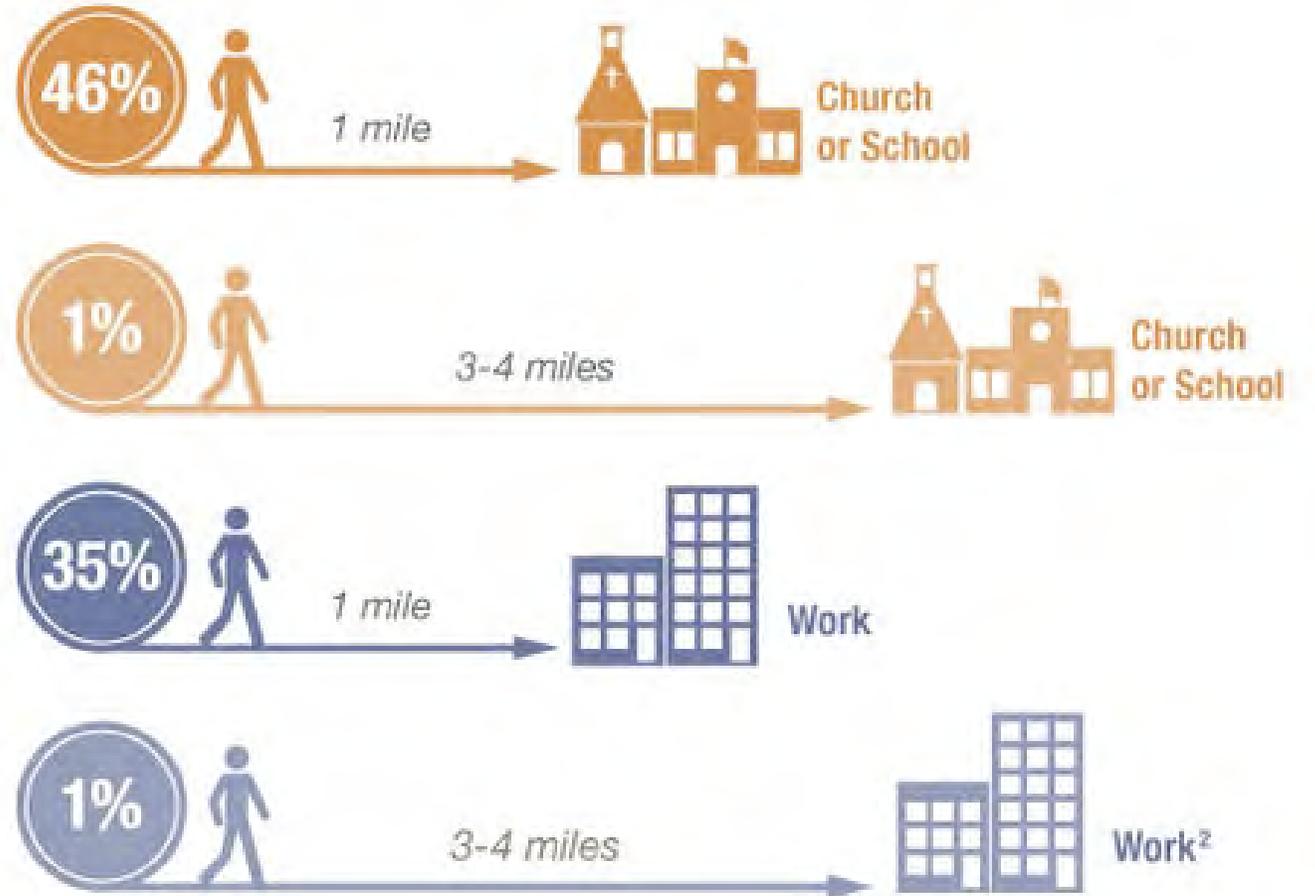
57%

would like to spend less time in the car.

People will  
walk

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STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



# Who wants Complete Streets?

47%

of older Americans say it is unsafe to cross a major street near their home.

54%

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

56%

express strong support for adoption of Complete Streets policies.



Incomplete streets are  
unsafe

More than 40%  
of pedestrian  
deaths in 2007  
and 2008  
occurred  
where no  
crosswalk was  
available.

# Incomplete streets are unsafe

Especially for:

- People of color
- Low-income communities
- Older adults
- Children





Streets are inadequate

- No sidewalks
- Too dangerous to cross on foot
- No lighting
- No signage

A woman with long dark hair, wearing a light blue jacket and dark pants, is seated in a wheelchair on a concrete sidewalk. She is viewed from the side and slightly from behind, looking towards the left. The background shows a large, light-colored building with many windows and dark shutters, partially obscured by trees. The scene is outdoors with green grass and a clear sky. The overall lighting is soft, suggesting an overcast day or late afternoon. The image has a dark, semi-transparent overlay, making the text and bullet point stand out.

# Streets are inadequate

- Inaccessible for wheelchair users

We know  
how to  
build right



We know how to build right



Paved  
shoulders  
on  
bridges



Protected  
bike lanes



# Improved Safety

More than 40% of pedestrian fatalities occur where there is no available crosswalk.

Slower speeds = improved safety

Pedestrian crashes decreased 88% with sidewalks; 69% with hybrid beacon; 39% with medians; and 29% with road conversions

# Health Benefits

The Centers for Disease Control and Prevention recommend adoption of Complete Streets policies as a **strategy to prevent obesity**.

## Risk of obesity:

- Increases **6%** for each hour spent in a car.
- Decreases **4.8%** for each additional kilometer walked.

States with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure.

Women who walk or bike 30 minutes a day have a lower risk of breast cancer.

A 30-minute round-trip bicycle commute is associated with better mental health in men.

Economic Benefits:  
Washington, DC:  
Barracks Row/8th  
Street SE

\$8 million public  
investment in  
streetscape  
improvements 2003-  
2004

\$8 million in private  
investment in following  
two years

32 new business  
establishments

\$80,000 in sales tax  
annually

# Economic Benefits : Lancaster, Calif.

Reconstruction; Changed signal timing; Added landscape; Created center “rambla” area; \$10 million public investment

- Reduced speeding
- Fewer crashes
- 50 new businesses
- 800 new jobs
- Vacancy rate: just 4%
- Sales tax revenue: up 26%

• *(Source: Smart Growth America)*



# Benefits Older Adults & People With Disabilities

- By 2025, nearly 1 in 5 Americans will be 65 or older.
- About ½ of all non-drivers over the age of 65 would like to get out more often
- Almost 1 in 5 Americans have some type of disability.
- Complete Streets = attention to detail for travelers with disabilities.
- Complete Streets can reduce isolation and dependence.

# Pedestrian Fatalities & Accidents in Santa Fe

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	1	7.7%	22	15.9%	2	22.2%	25	15.6%
2017	4	30.8%	37	26.8%	1	11.1%	42	26.3%
2018	5	38.5%	28	20.3%	2	22.2%	35	21.9%
2019	1	7.7%	26	18.8%	3	33.3%	30	18.8%
2020	2	15.4%	25	18.1%	1	11.1%	28	17.5%
<b>Total Crashes</b>	<b>13</b>	<b>100%</b>	<b>138</b>	<b>100%</b>	<b>9</b>	<b>100%</b>	<b>160</b>	<b>100%</b>

(Source: Traffic Safety Bureau, New Mexico Department of Transportation)

# Bicycle Accidents & Fatalities in Santa Fe

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2016	0	0.0%	34	26.2%	2	18.2%	36	25.2%
2017	0	0.0%	34	26.2%	2	18.2%	36	25.2%
2018	1	50.0%	25	19.2%	1	9.1%	27	18.9%
2019	0	0.0%	25	19.2%	3	27.3%	28	19.6%
2020	1	50.0%	12	9.2%	3	27.3%	16	11.2%
<b>Total Crashes</b>	<b>2</b>	<b>100%</b>	<b>130</b>	<b>100%</b>	<b>11</b>	<b>100%</b>	<b>143</b>	<b>100%</b>

(Source: Traffic Safety Bureau, New Mexico Department of Transportation)

# What Does This Ordinance Do?

Codifies into law the existing best practices

Utilizes existing capital outlay funding

Projects are prioritized based on:

- Safety
- traffic fatalities
- aging infrastructure
- low- and medium-income communities
- creating safe and efficient access for older adults and people with disabilities
- any other factors that enhance and improve public safety and health

# What Does This Ordinance Do?

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Transparency & Accountability

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Establishes Complete Streets Advisory Committee consisting of key stakeholders from Las Cruces

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Invites public and community input

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Develops a process for implementation, performances measures, evaluation, and staff training

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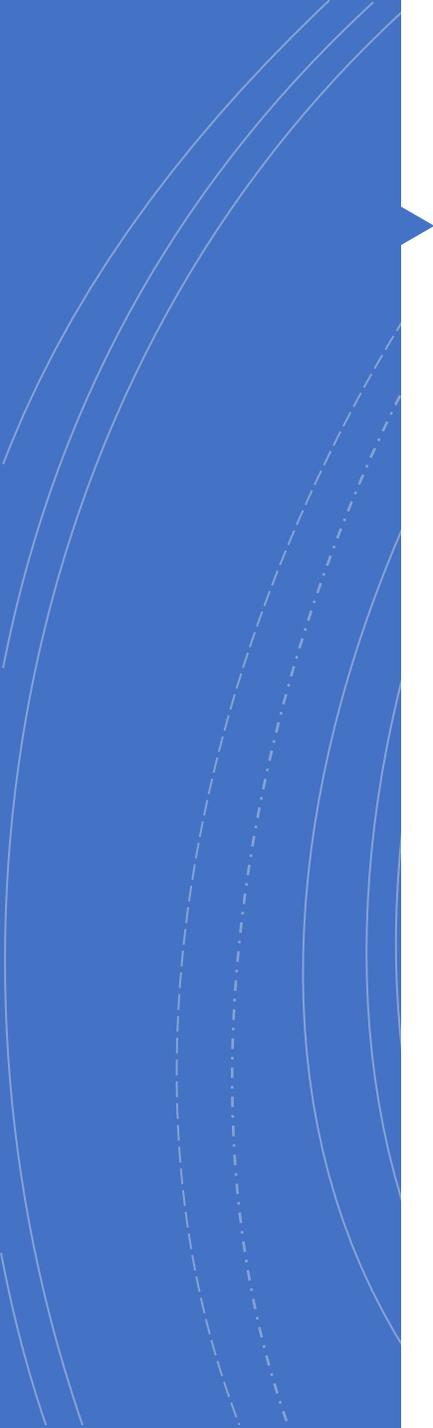
Reports to the City Council on complete streets projects

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Creates an annual implementation report to be shared with the City Council, advisory committee, and the general public

# What This Ordinance Doesn't Do Is:

- Create a mandate that all projects must comply with the Complete Streets Ordinance (Any exceptions are required to be notified in writing to the City Council, the advisory committee and the public)
- Prioritize projects solely based on income levels
- Siphon funds from one council district to another council district where the need may be greater
- Redirect a majority, if not all infrastructure improvement funds solely towards bringing all non-complete street compliant roads/streets into CS compliance



Thank You



## Santa Fe MPO Staff Report

**Technical Coordinating Committee: November 14, 2022**

**Transportation Policy Board: November 17, 2022**

**Matter of Approval:** Approval of 2022-2027 TIP Amendment 5

**RECOMMENDED ACTION:** Approval of the FFY 2022-2027 TIP Amendment 5 via this Self-Certificate formally adopting the amendment.

### Background:

Formal amendments to the Transportation Improvement Program (TIP) occur every quarter for additions of new projects to the TIP or significant project changes. Amendment 5 to the 2022-2027 TIP is following the below schedule:

SFMPO - Call for Amendment Proposals	10/05/2022
SFMPO – Deadline for Submittal of Amendment Proposals	10/19/2022
SFMPO – TCC Amendment Review	10/24/2022
SFMPO – Release for Public Review	10/28/2022
SFMPO – Close of 15 Day Public Review	11/11/2022
SFMPO – TCC Review and Public Comment and Recommendation	11/14/2022
SFMPO – TPB Public Hearing and Approval	11/17/2022

No public comment was received during the 15 day Public Review period.

The proposed amendments are:

TIP ID	Agency	DOC	Project Title	Type	Change
S100600	City of Santa Fe	22-05	Arroyo de los Chamisos Crossing	Road – New Construction	New project added to the TIP, \$1,000,000 in new funds from the Transportation Project Fund for design.
S100790	Santa Fe County	22-05	Avenida del Sur Extension	Road – New Construction	\$1 million in GO funds for engineering and ROW.
S100122	Santa Fe County	22-05	NE/SE Connector	Road – New Construction	FY23 TPF award of \$4.7m added to construction budget due to inflation and costs associated with construction management. \$2,628,583 in local funds added to construction. New total is \$21,193,578.

The next call for formal amendments will be January 2, 2023 through January 18, 2023.



# Santa Fe Metropolitan Planning Organization



## MPO SELF-CERTIFICATION

### **Amendment 5 to the FFY 2022-2027 TIP Approved on November 17th, 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 (SF MPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically Transportation Improvement Program (TIP) Amendment 5 meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630. The projects selected in the FFY 2022 – 2027 Transportation Improvement Program (TIP) were developed from the priorities outlined in the NMDOT Asset Management Plan, the New Mexico Strategic Highway Safety Plan, and the New Mexico Freight Plan; and from the priorities outlined in the Santa Fe Trails Transit Asset Management Plan, and the Santa Fe MPO 2020-2045 Metropolitan Transportation Plan and its formally adopted Master Plans.

The programmed projects included in this Amendment 5 to the TIP support the adopted Performance Targets of the Santa Fe MPO for Performance Measure 1 (Safety), Performance Measure 2 (State of Good Repair), Performance Measure 3 (System Performance), and Transit Asset Management. The TIP and each formal amendment were developed, reviewed and processed 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)).

The projects and revisions that were part of the amendment are as follow:

PROPOSED PROJECTS TO BE AMENDED:

TIP ID	Agency	DOC	Project Title	Type	Change
S100600	City of Santa Fe	22-05	Arroyo de los Chamisos Crossing	Road – New Construction	New project added to the TIP, \$1,000,000 in new funds from the Transportation Project Fund for design.
S100790	Santa Fe County	22-05	Avenida del Sur Extension	Road – New Construction	\$1 million in GO funds for engineering and ROW.
S100122	Santa Fe County	22-05	NE/SE Connector	Road – New Construction	FY23 TPF award of \$4.7m added to construction budget due to inflation and costs associated with construction management. \$2,628,583 in local funds added to construction. New total is \$21,193,578.

Hank Hughes, Chair- Santa Fe MPO TPB

Date

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## MPO SELF-CERTIFICATION

**Request to the City of Santa Fe Offices of the City Manager and Finance Director to consider Annual Voluntary Funds based on 12% of the total annual Santa Fe MPO allotment to Support Transportation Planning Services from the Santa Fe MPO as allowed in the Santa Fe MPO Joint Powers Agreement**

*Approved on November 17th, 2022*

*by the Santa Fe MPO Transportation Policy Board*

The Santa Fe Metropolitan Planning Organization Revised and Restated Joint Powers Agreement approved by the Office of the Secretary of the Department of Finance Administration on April 10, 2015 is an agreement between the City of Santa Fe, the County of Santa Fe and the Tesuque Pueblo for the purpose of continuing the Santa Fe MPO originally established by and between the City and the County through a JPA June 30, 1982.

Where the purpose of the JPA and the resulting MPO is to provide joint and coordinated transportation planning throughout the MPO Metropolitan Planning Area in accordance with all federal, State and local laws and the MPO is considered a separate body established to conduct transportation planning in cooperation with the New Mexico Department of Transportation (NMDOT). Where the parties are responsible to provide required local government matching funds and additional operating funds needed for the MPO and any party may voluntarily contribute cash or in-kind services toward MPO operation expenses.

The Santa Fe MPO Transportation Policy Board approves the request as outlined below based on the justification provided in the attached staff report duly considered during the November 17<sup>th</sup> Transportation Policy Board.

***Additional City Funds Voluntarily Contributed Annually where 12% of the total federal grant funds are budgeted by the City of Santa Fe.***

***Example:***

***FFY23 Awarded Section 112 Funds = \$343,990***

***FFY 23 Awarded Section 5303 Funds = \$114,553***

***Total = \$458,543\*12% = \$55,025.16***

***Grand Total = \$513,568.02***

Hank Hughes, Chair- Santa Fe MPO TPB

Date

\_\_\_\_\_

\_\_\_\_\_



## Santa Fe MPO Staff Report

**Transportation Policy Board: November 17, 2022**

**Matter of Approval:** Review of Santa Fe MPO Joint Powers Agreement Financial Contribution of Each Party: Approval of Self-Certificate - "Request to the City of Santa Fe Additional Annual Voluntary Funds to Support Transportation Planning Services from the Santa Fe MPO"

**RECOMMENDED ACTION:** Approval of Self-Certificate - "Request to the City of Santa Fe Office of the City Manager and Finance Director Additional Annual Voluntary Funds in the amount of 12% of the total MPO annual budget to Support Transportation Planning Services from the Santa Fe MPO"

### **Background:**

The Santa Fe MPO as created by a Joint Powers Agreement specifically allows for additional funding to be voluntarily provided for the operations and management of the MPO via the following language: "Any party may voluntarily contribute cash or in-kind services towards MPO operations expense."

Santa Fe MPO Staff carefully manage, review, document all expenses in accordance to Federal Code of Regulations (CFR) and provide detailed expense reports to the NMDOT each quarter for the purpose of reimbursing the City for each of the two federal planning grants that support the MPO.

Since 1982 the MPO has been providing transportation planning services in accordance to a simple federal funding formula. Federal planning grants from the FHWA (Section 112 Planning Grant) and the other from the FTA (Section 5303 Planning Grant) are awarded each Federal Fiscal Year in accordance to a federal formula based on population. In effect, the MPO is funded on a fixed budget each year with support from the City and the County in the form of a 20% cash match. (The City provides 70% and the County 30% of the local match)

In 2020 MPO staff projected out existing salary expenses (3 FTEs) into the FFY22 and FFY23 expected funding allocations and observed the following:

- A. The majority of our annual reoccurring fixed operating expenses and salaries required to maintain the MPO with recent salary adjustments, including this past year's 8% salary increase due to inflation will encumber the majority of anticipated funds.
- B. The result is a significant limitation on "other expenses" needed to continue to provide a high level of professional services to the City and County.

One option would be to reduce salary expenditures by reducing the number of FTEs and allocate those funds to consulting fees and annually, however we have suggested that given the

proportional amount of services provided to the City and County with the majority of transportation network planning occurring within the City limits that the City consider an equitable voluntary addition of funding to the MPO to continue the level of service enjoyed by all parties to date.

The request is as follows:

Additional City Funds Voluntarily Contributed Annually where 12% of the total federal grant funds are budgeted annually.

**Example:**

**FFY23 Awarded Section 112 Funds = \$343,990**

**FFY 23 Awarded Section 5303 Funds = \$114,553**

**Total = \$458,543\*12% = \$55,025.16**

**Grand Total =\$513,568.02**

**Justification:**

The additional 12% or \$55,025.16 is based on the MPO providing technical and consulting services that are intended to continue to support the implementation of master plans, safety plans and the City's Multimodal Transition Plan as well as direct services listed below. It is important to note that any additional funds provided free up federal funds and we can then leverage a higher service capacity for our member agencies. In addition, the MPO cannot use federal funds as a cash match to grants. Additional City funds will support grant requests that can further advance planning activities and technical services.

Examples of services provided to the City of Santa Fe in Federal Fiscal Year 2022 from our quarterly reporting include the following:

***Quarter 1 – 4: Staff Activities***

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- MPO Officer worked with City Public Works Staff to assess their "ICIP Project Evaluation" and the Legislative Capital Outlay Request list to align projects with MPO plans.
- MPO Staff continued to engage with the City the NMDOT's design process for the redevelopment of Cerrillos Road
- MPO Staff met with sub-consultant working on ped/bike safety for the redesign of the St. Francis/St. Mikes Interchange on site to review alternatives.
- MPO Staff participated in Development Review Plans and other local project review meetings to provide feedback related to MPO issues on proposed projects and trail connection recommendations.
- MPO Officer participated in monthly "Core 40" meetings of which the purpose is to assist the City with the implementation of the 2040 Sustainability Plan.
- MPO Officer attended workshops and meetings in November regarding the continued efforts to develop the Mid-Town Campus site. MPO Officer supported the City via two rounds of interviews for two planning positions in the Land Use Department.

- MPO Staff attended monthly City of Santa Fe Planning Commission meetings on a monthly basis to support staff relative to projects and transportation impacts due to the vacancy of multiple traffic engineering staff.
- MPO Staff continued to support the City of Santa Fe Public Works Department supporting the project management of professional consultant services regarding the development of a Multi-Modal Transition Plan for the City this includes participation in bi-weekly update meetings.
- MPO Staff also assisted with their survey collection and data entry.
- MPO Staff continued to work with the City, the Santa Fe Public Schools and Santa Fe County with the advancement of a possible River Trail segment connecting a residential neighborhood via a walking path directly to El Camino Real Community School.
- MPO Officer supports the city by sitting on the monthly NCRTD Board as an “alternate” for the City.
- MPO Staff attended the City of Santa Fe Bicycle Pedestrian Advisory Committee as needed and provided presentation regarding projects and programs relevant to bicycle and pedestrian safety. MPO Planner worked with the Bicycle Pedestrian Advisory Committee to conduct a survey during the pop-up protected bike lane and the Santa Fe Century
- MPO Staff attended intersection redesign meeting regarding Sandoval and Montazuma (bike/ped improvements) to discuss possible solutions for cost over runs and need right-of-way
- MPO staff worked with the NCRTD’s staff to review the City’s draft Multimodal Transition Plan and to specifically discuss the coordination of possible future “micro-transit” area routes/services.
- MPO Staff continued to engage with the City the NMDOT’s design process for the redevelopment of Cerrillos Road and St. Frances/St. Michaels Drive Interchange.
- MPO Staff reviewed Phase 1B Study regarding redesign of the St. Francis/St. Mikes Interchange on site to review alternatives and provided comprehensive comments detailing the City’s desire to redesign St. Michael’s Drive specifically to consider a road diet and how two project efforts should consider this effort.
- MPO staff reviewed and attended meetings regarding the City’s Harrison Road sidewalk addition project.
- MPO Staff reviewed NMDOT’s Phase 1B Study detailing conceptual designs for the St. Francis overpass of St. Michael’s Drive and strongly encouraged the City to address the issue of proposed widening of St. Michael’s as it is the intent of the City to develop a study to implement a road diet on St. Michaels.
- MPO Officer worked with City Public Works Staff to finalize their “ICIP Project Evaluation” and the Legislative Capital Outlay Request list to align projects with MPO plans.
- MPO Staff continued to engage with the City the NMDOT’s design process for the redevelopment of Cerrillos Road and St. Frances/St. Michaels Drive Interchange specifically the location of sidewalks and potential widths.
- MPO staff provided critical comments regarding the City’s final Phase 1B Study of the Arroyo Chamiso Crossing Study and presented those comments to the City’s Bicycle Pedestrian Advisory Committee in June.
- MPO Staff participated in Development Review Plans and other local project review meetings to provide feedback related to MPO issues on proposed projects and trail connection recommendations.
- MPO Officer attended workshops and meetings regarding the continued efforts to develop the Mid-Town Campus site, specifically the “transportation study” that will inform traffic flows based on the intended land uses for the project.
- MPO staff supported the City via one round of interviews for planning positions in the Land Use Department.
- MPO Officer supports the city by sitting on the monthly NCRTD Board as an “alternate” for the City.
- MPO Officer provided power point presentations virtually and in person to multiple committees regarding the proposed draft of the Multimodal Transition Plan that is intended to be up for City approval next quarter.

- MPO Officer continued to worked with City Public Works Staff to finalize their “ICIP Project Evaluation” and the Legislative Capital Outlay Request list to align projects with MPO plans.
  - MPO Staff continued to engage with the City the NMDOT’s design process for the redevelopment of Cerrillos Road and St. Frances/St. Michaels Drive Interchange specifically the location of sidewalks and potential widths.
  - MPO Staff met with City Staff and consultant team designers/engineers regarding the development of the Phase ABC corridor study titled Arroyo de Los Chamisos Crossing Study.
  - MPO Staff participated in Development Review Plans and other local project review meetings to provide feedback related to MPO issues on proposed projects and trail connection recommendations.
  - MPO Officer attended workshops and meetings regarding the continued efforts to develop the Midtown Campus site, specifically the now submitted Master Plan with recommended transportation improvements.
  - MPO Officer attended a City of Santa Fe Planning Commission meeting and presented to them an overview of the MPO, an overview of the history of the transportation network and a discussion about how we can work together to mitigate the automobile dominated network by supporting multimodal programs and projects.MPO staff provided feedback to the City Land Use Department for the land use code rewrite.
- 

With support from Public Works Director Regina Wheeler and Land Use Director Jason Kluck we believe a formal request from the Transportation Policy Board to the City Manager and Finance Director to respectfully consider the annual budget adjustment is reasonable and will result in more efficient transportation planning services from the MPO.

We appreciate your consideration.

ITEM # 15-0218  
RECEIVED

APR 08 2015

DFA  
OFFICE OF THE SECRETARY

**SANTA FE METROPOLITAN PLANNING ORGANIZATION  
REVISED AND RESTATED JOINT POWERS AGREEMENT**

THIS REVISED AND RESTATED METROPOLITAN PLANNING ORGANIZATION JOINT POWERS AGREEMENT (the "Agreement") by and between the City of Santa Fe, New Mexico, a municipal corporation (the "City"), the County of Santa Fe, New Mexico, a political subdivision of the State of New Mexico (the "County"), and Tesuque Pueblo, a sovereign nation, is entered into as of this 10<sup>th</sup> day of April, 2015, for the purpose of continuing the Santa Fe Metropolitan Planning Organization (the "MPO") originally established by and between the City and County through a Joint Powers Agreement, dated June 30, 1982.

**RECITALS**

**WHEREAS:**

- A. In accordance with the Joint Powers Agreements Act, NMSA 1978, §§ 11-1-1 through 11-1-7 (the "JPA Act"), the City, the County, and the Tesuque Pueblo are public agencies and are authorized by law to enter into this Agreement;
- B. The purpose of the MPO is to provide joint and coordinated transportation planning throughout the MPO Metropolitan Planning Area ("MPA") in accordance with all federal, State and local laws;
- C. The parties hereto recognize that the MPO should be a separate body established to conduct transportation planning in cooperation with the New Mexico Department of Transportation ("NMDOT"); and
- D. NMDOT recognizes the MPO and the need to periodically update joint powers agreements between participating local governments.

## AGREEMENT

NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES THAT THEY SHALL CONTINUE THE METROPOLITAN PLANNING ORGANIZATION ACCORDING TO THE FOLLOWING TERMS:

### **I. SCOPE OF AGREEMENT.**

**A. Authority.** It is the intention of the parties that under the terms of this Agreement the MPO shall continue to function pursuant to the authority granted by federal law and regulations (49 U.S.C. § 5303; 23 C.F.R. §§ 450.100 through 450.338). The MPO is hereby granted the authority to perform all acts necessary to fulfill the purposes of this Agreement.

**B. Purposes.** The MPO shall serve as a forum for cooperative decision-making in transportation-related matters between the parties hereto as well as among other federal and state agencies by receiving and considering citizen input. The MPO shall also serve to assist other governmental agencies and the public by supplying transportation-related information and data gathered by the MPO staff.

**C. Required Work Products.** MPO work activities and products are listed in the NMDOT Planning Procedures Manual and shall be conducted in accordance with the most current federal act authorizing transportation funding. The following work products are required by federal law and regulation (23 USC § 104 and § 134; 23 CFR Part 450) and defined in the MPO Planning Process:

1. Develop and update every five years the Metropolitan Transportation Plan (“MTP”), the long-range transportation plan for the MPA over the next twenty-five years;
2. Develop and update every four years a Public Participation Plan (“PPP”) and

Title VI Plan in order to outline the process of public involvement in plans and studies related to the MTP;

3. Develop and periodically update the Transportation Improvement Program (“TIP”), which lists projects and programs with identified funding for the purpose of implementing the MTP;

4. Develop an annual List of Obligated Projects;

5. Develop a biennial Unified Planning Work Program (“UPWP”) with Budget; an annual Performance and Expenditure Report; and Quarterly Reports with Invoices for the purpose of setting out and reporting on the work activities of the MPO staff;

6. Following the conclusion of each decennial census, update the MPO MPA map with a smoothed urbanized area boundary map and roadway functional classification map; and

7. Develop Transportation System Performance Measures, Targets, and evaluation criteria that address at a minimum, the current seven National Performance Goals, or goals within the most current long-term highway authorization legislation, including, but not limited to, safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery days.

**D. Organization.** The MPO is organized with a Transportation Policy Board (“TPB”), a Technical Coordinating Committee (“TCC”), and MPO staff.

1. The TPB is the recognized governing authority for the MPO and is governed by its bylaws. It consists of representatives from the City, the County, Tesuque Pueblo, and the NMDOT.

2 The TPB shall establish policies and plans that govern the Metropolitan Transportation Planning process.

3. The TPB shall establish the TCC, comprised of staff of the parties hereto and other agency staff involved in transportation planning, to provide technical review and project recommendations to the TPB.

4. The City, in consultation with the TPB, shall hire and retain MPO staff and shall, at a minimum, hire and retain an MPO Officer for the purpose of daily administration of MPO activities.

5. The number of MPO staff and the physical location of MPO staff offices shall be determined jointly by the TPB and the City, as fiscal agent of the MPO.

6. The MPO Officer shall maintain official plans and records of the MPO and shall administer the daily operations of the MPO and prepare necessary reports as required by federal regulations.

7. The MPO Officer shall manage the budget and expenditures of the MPO planning funds as appropriated by the federal government and distributed by NMDOT.

8. The MPO Officer shall be responsible for the development and update of the MTP, the PPP, the Title VI Plan, the TIP, the List of Obligated Projects, the Annual Performance and Expenditure Report, the Quarterly Reports with Invoices, and the UPWP with Budget, for review by the TCC and approval by TPB.

E. **Planning Data.** To the maximum extent possible, the parties hereto agree to utilize common base data, statistics and projections for the planning area and to exchange pertinent planning data collected by any party.

F. **Metropolitan Planning Area.** The MPO MPA, determined in accordance

with 23 CFR 450.312, within which transportation planning shall be conducted includes the City and, at a minimum, those lands anticipated to urbanize over at least a twenty-year period, as shown on the MPO MPA map and attached to this Agreement, as such may be updated by the TPB from time to time.

G. **Budget and Cost Allocation.** The MPO shall receive federal transportation planning funds from the United States Department of Transportation (“USDOT”) Federal Highway Administration (“FHWA”) Section 112 funds and the Federal Transit Administration (“FTA”) Section 5303 funds, as administered and distributed by NMDOT in accordance with an established allocation formula, and under the terms of the applicable agreement with NMDOT.

1. The parties are responsible to provide required local government matching funds and additional operating funds needed for the MPO. Any party may voluntarily contribute cash or in-kind services towards MPO operations expense. Contingent upon appropriations being made by the City and County pursuant to Section IV(B) of this Agreement and beginning with federal fiscal year 2016, the cash match requirement and additional operating funds for the MPO shall be allocated between the parties as follows: Seventy per cent (70 %) from the City and thirty per cent (30%) from the County, which is based on the ratio of population within the MPA. At the County’s option, the County’s share of the required cash match and additional operating funds may be advanced to the City, as fiscal agent for the MPO, at the beginning of the federal fiscal year or be paid on a mutually agreeable periodic basis pursuant to invoices from the City based upon actual expenditures of the MPO. The parties hereto shall review on an annual basis the financial contribution of each party in providing the required local government matching funds and additional operating funds for the MPO.

2. The City shall act as fiscal agent for the MPO.

H. **Conflict Resolution.** The parties agree to work in good faith to resolve any conflicts that concern this Agreement or arise out of this Agreement in a timely and conciliatory manner. The TPB Chair shall be responsible in the first instance for resolving disputes arising out of this Agreement. If the TPB Chair cannot satisfactorily resolve a dispute, then any party may petition the MPO to attempt to resolve the dispute using guidance in the NMDOT Planning Procedures Manual. In the event these steps do not resolve the dispute, then the parties agree to a mediation process administered by the FHWA or FTA. Disputes shall be first discussed by representatives of each party having the authority, if necessary, to bind the party that they represent. Such representatives shall use their best efforts to amicably and promptly resolve the dispute. If the parties are unable to resolve the dispute through informal mechanisms or mediation within thirty days of the occurrence of the event or circumstances giving rise to the dispute, a final determination shall be made through binding arbitration or other alternative dispute mechanism mutually agreeable to the parties.

**II. TERM.**

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE SECRETARY OF THE NEW MEXICO DEPARTMENT OF FINANCE AND ADMINISTRATION (“DFA”). This Agreement shall continue in effect until such time as it may be terminated by either the City or the County pursuant to paragraph III below.

**III. TERMINATION AND WITHDRAWAL.**

A. This Agreement may be terminated by either the City or the County upon written notice delivered to all parties at least 120 days prior to the intended date of termination. Such termination shall not nullify obligations incurred for performance or failure to perform prior to the date of termination.

B. Tesuque Pueblo may withdraw from this Agreement at any time by giving the other parties 120 days advance written notice. Such withdrawal shall not nullify obligations incurred for performance or failure to perform prior to the date of termination.

**IV. PROCUREMENT AND APPROPRIATIONS.**

A. **Procurement.** All procurements shall be made in accordance with the New Mexico Procurement Code, NMSA 1978, §§ 13-1-28 through 13-1-199.

B. **Bateman Act Compliance.** The terms of this Agreement are contingent upon sufficient appropriations and authorizations being made or given by the City and County to perform under this Agreement. If sufficient appropriations and authorizations are not made or given by the City or County, this Agreement may be terminated or this Agreement may be amended in accordance with paragraph VII below. A party's decision as to whether sufficient appropriations are available shall be accepted by the other parties and shall be final.

**V. LIABILITY.**

Each party shall be responsible for fiscal or other sanctions occasioned as a result of its own violation of any requirements applicable to performing under this Agreement. Nothing herein is intended to nor shall be deemed to waive the rights of the parties hereto to claim the privileges and immunities granted to them under NMSA 1978, § 11-1-6 or under the Tort Claims Act, NMSA 1978, §§ 41-4-1 through 41-4-27, or any other applicable law or ordinance. Nothing herein shall be deemed or interpreted as a waiver of the sovereign immunity of the Tesuque Pueblo.

**VI. AMENDMENT.**

This Agreement shall not be altered, changed, or amended except by instrument in writing executed by the parties hereto and approved by DFA. Justifications for amendments may include, but shall not be limited to, the following:

A. The passage of new federal transportation legislation that includes new or revised requirements for metropolitan planning; or

B. A significant change in membership and structure of the MPO resulting from an entity withdrawing from the MPO; additions or reductions of membership to the MPO committees; significant changes based on census data, including formation of a new member agency within the MPO jurisdiction; or significant modifications to the MPO MPA.

**VII. NOTICES.**

Any notice required by this Agreement shall be given in writing to the parties designated below. Notice shall be effective when delivered personally to any party, or three business days after deposited, postage fully prepaid, registered or certified, in an official receptacle of the U.S. Postal Service.

CITY: Attn: City Manager  
City of Santa Fe  
200 Lincoln Ave.  
P.O. Box 909  
Santa Fe, New Mexico 87504-0909

COUNTY: Attn: County Manager  
Santa Fe County  
120 Grant Avenue  
P.O. Box 276  
Santa Fe, NM 87504-0276

TESUQUE PUEBLO: Attn: Office of the Governor  
Tesuque Pueblo  
Route 42 Box 360-T  
Santa Fe, NM 87506

**VIII. GOVERNING LAW.**

This Agreement shall be governed by, and construed in accordance with, the laws of New Mexico.

Nothing herein shall be deemed or interpreted as a waiver of the sovereign immunity of the Tesuque

Pueblo.

**IX. STATUS OF AGREEMENT; JPA ACT.**

The parties acknowledge and agree that this Agreement constitutes an "agreement" as that term is used in the JPA Act.

**X. ACCOUNTABILITY.**

The City of Santa Fe shall maintain accurate and complete records of all MPO activities and, upon receipt of a reasonable written request, shall make such records available to the other parties and to the public, including any federal, state or local authority, during regular business hours.

**XI. DISTRIBUTION OF RESIDUAL PROPERTY AND SURPLUS FUNDS.**

A. Upon termination of this Agreement the parties will distribute and dispose of all property acquired in connection with this Agreement. If any property is acquired in connection with this Agreement the division or distribution of which is not specifically provided for in this Agreement, then such property shall be distributed to the party that acquired it; or if the property was acquired by more than one party, the property shall be distributed to each party in accordance with that party's pro rata share of acquisition and maintenance costs, if any, unless otherwise agreed by the parties.

B. Upon termination of this Agreement, any surplus money on hand shall be returned to the parties in proportion to the contributions made by the parties.

**XII. PUBLIC RECORDS.**

The parties intend that this Agreement be considered a "public record" for purposes of the Inspection of Public Records Act, NMSA 1978, §§14-2-1 through 14-2-12.

**XIII. CONFORMITY WITH JPA ACT.**

The parties intend that this Agreement conform in all respects with the JPA Act, and that this Agreement shall be construed and enforced in conformity with the JPA Act. In case of any inconsistency between this Agreement and the JPA Act, the provisions of the JPA Act shall control and this Agreement shall be deemed amended so that such controlling provisions of the JPA Act are incorporated into and made part of this Agreement, and any inconsistent provisions of this Agreement are deleted as and to the extent of the inconsistency.

**XIV. EFFECT ON 2009 JOINT POWERS AGREEMENT.**

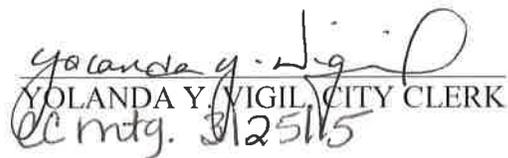
This Agreement replaces in its entirety the parties' 2009 Joint Powers Agreement, which shall be of no further force or effect once this Agreement is approved by DFA.

IN WITNESS WHEREOF, the parties have executed this Agreement.

CITY OF SANTA FE:

  
JAVIER GONZALES, MAYOR

ATTEST:

  
YOLANDA Y. VIGIL, CITY CLERK  
CC mtg. 12/5/15

APPROVED AS TO FORM:

  
KELLEY BRENNAN, CITY ATTORNEY

APPROVED:

  
OSCAR S. RODRIGUEZ, FINANCE  
DIRECTOR

SANTA FE COUNTY:

  
ROBERT A. ANAYA, CHAIR  
BOARD OF COUNTY COMMISSIONERS

ATTEST:  
  
GERALDINE SALAZAR, COUNTY CLERK

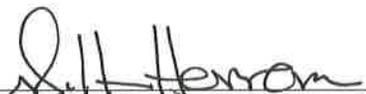
APPROVED AS TO FORM:

  
GREGORY S. SHAFER, COUNTY ATTORNEY

2-24-2015



TESUQUE PUEBLO:

  
MILTON P. HERRERA, GOVERNOR

ATTEST:  
  
EARL SAMUEL, LT. GOVERNOR

**THIS AGREEMENT HAS BEEN APPROVED BY:**

State of New Mexico  
Department of Finance Administration

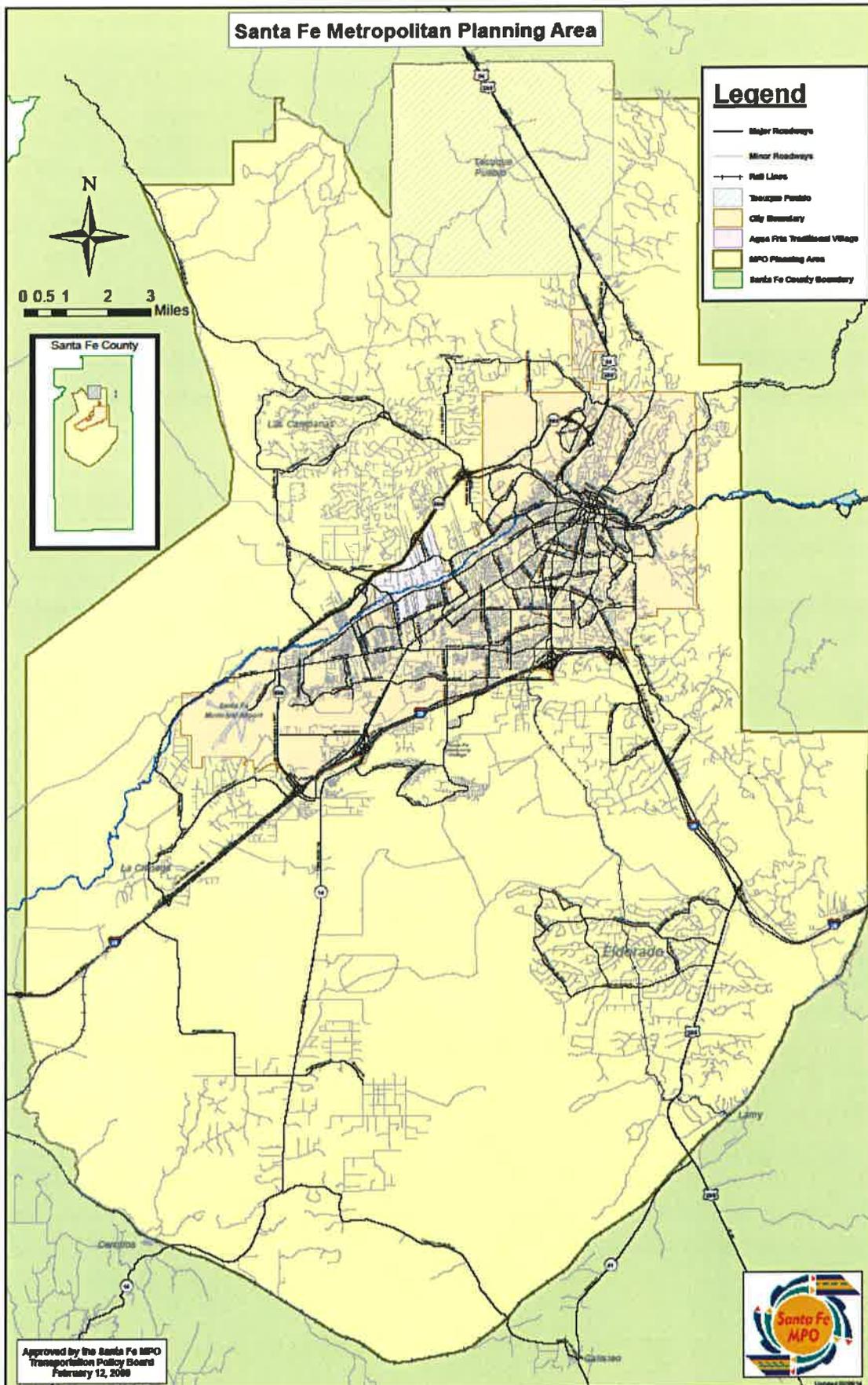


By: Thomas Clifford  
(Print Name)

Date: April 10, 2015

Attachment: Santa Fe MPO Metropolitan Planning Area

ATTACHMENT TO SANTA FE METROPOLITAN PLANNING ORGANIZATION  
REVISED AND RESTATED JOINT POWERS AGREEMENT



# 2023

## Santa Fe Metropolitan Planning Organization Annual Meeting Calendar

Proposed for adoption by TPB: 11/17/2022

TCC Meeting Dates @ 1:30pm

TPB Meeting Dates @ 5:00pm

### Important Dates

[Quarterly TIP Amendment Deadlines:](#)

Feb 23, May 25

**TPB Officer Selection** - February 23

**TCC Officer Selection** - January 23

[Quarterly UPWP Amendment Deadlines:](#)

March, June, September, and December 15th

[Quarterly Reimbursement Packet Deadlines:](#)

Jan 25, Apr 25, Jul 12, Oct 25

[Annual List of Obligated Projects](#) - December 28

[Annual Performance & Expenditure Report:](#) Draft - 11/15 | Final - 11/30

#### JANUARY

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#### NOVEMBER

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#### DECEMBER

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[SFMPO Office & Meeting Location](#)

500 Market Street, Suite 200

Santa Fe, NM 87501

505-955-6664

[santafempo@santafenm.gov](mailto:santafempo@santafenm.gov)

[www.santafempo.org](http://www.santafempo.org)