



Santa Fe MPO Technical Coordinating Committee

Monday, February 20, 2023 **1:30 P.M.**

SPECIAL PROCEDURES FOR VIRTUAL ATTENDANCE AND PUBLIC COMMENT:

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:

<https://santafenm-gov.zoom.us/j/87686818809?pwd=OGs5TVdEakpvWmllVld4SXk4aHg0UT09>

Meeting ID: 876 8681 8809

Passcode: 259928

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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. 20, 2023, 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 Mon. Feb. 20, 2023 at 12PM.

AGENDA

- ◆ Call to Order
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from November 14, 2022

1. Communications from the Public

2. Items for Discussion and Possible Action:

- A. Annual Selection of MPO TCC Chair and Vice-Chair (Brett Clavio, Chair)
- B. Review and Recommendation to TPB: Adoption of 2022 Targets for Safety (Performance Measure 1), Pavement/Bridge (Performance Measure 2) System Performance/Freight (Performance Measure 3) for New Mexico via Self Certifications for each (Hannah Burnham)
- C. Review and Recommendation to TPB: Revision to the Santa Fe MPO's 2023_2024 Unified Planning Work Program (UPWP) to reflect the actual grant revenues awarded via Self Certificate. (Erick Aune)
- D. Release for 30 Day Public Review: 2019 Bicycle Master Plan and 2020 Metropolitan Transportation Plan Updates: Additional Projects Considered (Leah Yngve)
- E. Annual Review of Santa Fe MPO Committee Training Manual (Erick Aune)
- F. Unveiling: DISCOVERING PATHS TODAY AND TOMORROW: AN ILLUSTRATED VISION OF THE ACEQUIA/RIVER TRAIL COTTONWOOD LOOP IN OGA PO'GEH/SANTA FE (Hannah Burnham and Leah Yngve)
- G. Project Updates (Leah Yngve & TCC Members)

3. Matters from MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: March 20th, 2023

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



Santa Fe MPO Staff Report

Technical Advisory Committee:
February 20, 2023
Santa Fe MPO Policy Board:
February 23, 2023

Matter of Approval:

RECOMMENDED ACTION: Review of and Recommendation of approval by the Transportation Policy Board for the adoption of the annual Performance Measures for safety (PM1), as well as the 2 and 4 year targets set by the Performance Measures for Bridge and Pavement Condition (PM 2) and Freight and CMAQ measures (PM 3).

Background:

Set annually, the Safety Performance Measure (PM) 1 Final Rule establishes five performance measures as the five-year rolling averages that include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Set every 4 years using 2 and 4 year targets, PM 2 relates to conditions of pavement and bridges on the National Highway System (NHS). The six measures are:

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

Set every 4 years using 2 and 4 year targets, PM 3 measures pertaining to Freight and Congestion Mitigation and Air Quality Improvement (CMAQ) are as follows:

Two measures to assess system performance:

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

One measure to assess Freight Movement:

1. Truck Travel Time Reliability (TTTR) Index

Three measures to assess the CMAQ Program:

2. Annual Hours of peak-hour excessive delay per capita
3. Percent of Non-Single Occupancy Vehicle (SOV) travel
4. On-Road Mobile Source Emissions Reduction

Findings and Analysis:

- For 2023, NMDOT data analysis of statewide crash records has set the following Safety Performance Measure (PM) 1:
 6. Number of Fatalities:
 - a. *This is expected to **increase** 3.7% and the statewide target is set at 446.6 people.*
 7. Rate of Fatalities per 100 million Vehicle Miles Traveled (HMVMT)
 - a. *This is expected to **increase** from 1.645 to 1.695 per HMVMT*
 8. Number of Serious Injuries
 - a. *This is expected to **decrease** 3.4% and the statewide target is set to 995.4 people.*
 9. Rate of Serious Injuries per 100 million VMT
 - a. *This is expected to **decrease** from 3.842 to 3.01 per HMVMT*
 10. Number of Non-motorized Fatalities and Non-motorized Serious Injuries
 - a. ***Remain largely the same** with only slight variations, with the 2023 target being set to 199.4.*

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

- Set every 4 years using 2 and 4 year targets, PM 2 relates to conditions of pavement and bridges on the National Highway System (NHS). The six measures are set as below:

Performance Measure	2 Year (2023)	4 Year (2025)
Percentage of Interstate pavements on the NHS in Good condition	42.7%	37.0%
Percentage of Interstate pavements on the NHS in Poor condition	3.2%	3.8%
Percentage of Non-Interstate pavements on the NHS in Good condition	40.6%	37.4%
Percentage of Non-Interstate pavements on the NHS in Poor condition	3.2%	3.9%
Percentage of bridges on the NHS in Good condition	30.8%	32.9%
Percentage of bridges on the NHS in Poor condition	4.1%	5.5%

Previous findings reported are as follows:

1. Percentage of Interstate pavements on the NHS in Good Condition
 - a. *This target was missed by 1%. 2023 targets are lower than the current base condition of 54%,*
 2. Percentage of Interstate pavements on the NHS in Poor Condition
 - a. *This target was met and the 2023 targets are higher than the 2021 baseline of 1.7%.*
 3. Percentage of non-Interstate pavements on the NHS in Good Condition
 - a. *This target was met and the 2021 baseline is set to 36.7, with the two and 4 year targets being higher than this baseline.*
 4. Percentage of non-Interstate pavements on the NHS in Poor Condition
 - a. *This target was met and the 2021 baseline is set to 4.6, with the two and 4 year targets being lower than this baseline.*
 5. Percentage of bridges on the NHS in Good condition
 - a. *This target was met, and the 2021 baseline is 36.2%.*
 6. Percentage of bridges on the NHS in Poor Condition
 - a. *This target was met and the 2021 baseline is 2.4%.*
- Set every 4 years using 2 and 4 year targets, PM 3 measures pertaining to Freight and Congestion Mitigation and Air Quality Improvement (CMAQ) are as follows:

Two measures to assess system performance:

1. Percentage of person-miles traveled on the Interstate System that are reliable
 - a. *This target was met with 98.5 % exceeding the 95.1% target set for 2021.*
2. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable.
 - a. *This target was met with 97.5% exceeding the 90.4% target set for 2021. A number of construction projects helped to increase the reliability of travel.*

One measure to assess Freight Movement:

1. Truck Travel Time Reliability (TTTR) Index
 - a. *This target was missed slightly by the NMDOT attributed to a project on I40 that affected truck travel times.*

Three measures to assess the CMAQ Program:

1. Annual Hours of peak-hour excessive delay per capita
 - a. *NM is not required to set a target for this measure*
2. Percent of Non-Single Occupancy Vehicle (SOV) travel
 - a. *NM is not required to set a target for this measure*
3. On-Road Mobile Source Emissions Reduction
 - a. *only one area in NM has been in nonattainment of this target covered by El Paso Metropolitan Planning Organization (EPMPO). Santa Fe need not set a target for this measure.*

Previously adopted targets can be found on the SFMPO website at:

<https://santafempo.org/programs/transportation-performance-management/>



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: Hgdt wct { '42, 2025

Transportation Policy Board: Hgdt wct { '45, 2025

Matter of Approval: Approve and Adopt Self-Certification adopting "Hqto cni'Co gpf o gpv'%"
vq'yj g'Santa Fe MPO's Federal Fiscal Years 2023-2024 Unified Planning Work Program
(UPWP)

Background:

Work Programs – Vj g'Ucpw'Hg'O RQ'Rqne { 'Dqctf 'cf qr vgf 'yj g'2-year Unified Planning Work Program nuv'uwo o gt'cpf 'y cu'cr r tqxgf 'd { "the NMDOT cpf 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 tgxlugf "2023 – 2024 UPWP"Hqto cni'Co gpf o gpv'%"kpenw gu'yj g'hqmy kpi " cf f kkpncni tcpv'hwf kpi <Uchh'J qwtu'qt'Dwf i gv

Dtgh'F guetkr vkp'qh'Ej cpi g

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Vcun'6'Multimodal Planning and Metropolitan Transportation Plan: 135,000'5: ' "kpetgcug'lp" ceeqtf cpeg'vq'yj g"HH 4245'Hgf gtcnF kntkdwkqp"Hqto wr'T guwmu'kpenw kpi "cp'kpetgcug kp'yj g" gs wkv { 'f kntkdwkqp" hcevt'ci tggf "wr qp'cv'yj g'4244"Uwo o gt'S wctvgt n 0

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Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: February 20, 2023

Matter of Approval: Release Amendment #1 to the Bicycle Master Plan for public comment.

Background:

The SFMPO Bicycle Master Plan (BMP) was adopted in July of 2019. The majority of new trails added to the project list comes from the process of reconciling previous records of proposed trails with the 2019 BMP list. Trail alignment sources include the 1999 General Plan, 1987 City Code, and Santa Fe County Sustainable Land Development Code. Each trail alignment was evaluated by MPO staff for possible inclusion in the BMP project list with considerations for feasibility and connectivity.

This amendment introduces a new category to the BMP called the Arroyo Network. This category recognizes the potential of arroyos to form a logical bicycle or pedestrian network along their courses, but stops short of calling for this specific type of network development. Instead, the Arroyo Network reserves the right to establish trail easements and evaluate trail feasibility and utility as development or other opportunities occur.

An interactive map of the BMP trail additions can be found here: <https://arcg.is/1ij85K>.

Additionally, text on page 71 will be modified to read:

This list of public projects within the Phase A, B, and C project tables on the following pages is as comprehensive as possible but is not exhaustive. New priorities for trail alignments, connections, crossings, and road improvements will continue to arise as the metropolitan area develops and as bicycle use expands. The MPO and its member agencies **may request additional trail connections and bicycle network improvements** as opportunities arise relating to private developments as well as public projects.

SFMPO – TCC Amendment Review	2/20/2023
SFMPO – Release for Public Review	2/23/2023
SFMPO – Close of 30 Day Public Review	3/24/2023
SFMPO – TCC Review and Public Comment and Recommendation	4/24/2023
SFMP – TPB Public Hearing and Approval	4/27/2023

Trail Name	Owner	Status	Phase	Miles	Cost	Score
599 Trail - Rio Grande Trail	CITY	Add	C	3.25	\$\$\$\$\$	26
AC Trail to Gov Miles ALT	CITY	Add	C	0.25	\$\$\$	23
Airport to River Trail	CITY	Add	B	1.35	\$\$\$\$	37

Along Old Airport Rd to 599 Tr	CITY	Add	C	0.5	\$\$\$	19
Arroyo Hondo Rail Connector	COUNTY	Add	C	2	\$\$\$\$	27
I-25 Frontage Trail	CITY	Add	B	1	\$\$\$	27
Old Taos Sidepath	CITY	Add	B	0.25	\$\$	26
Richards Sidepath	CITY	Add	B	1	\$\$\$	31
South Meadows sidepath/connect	CITY	Add	A	0.3	\$\$	39
TC Phase 3 to Milpas	CITY	Add	B	0.2	\$\$\$	28
W. Frontage to Future River Tr	CITY	Add	C	0.9	\$\$\$	24
County proposed trails CCD	COUNTY	Add	C			
County proposed trails N of 599	COUNTY	Add	C			
Arroyo Barranca Trail	CITY	Arroyo Network	No phase. To be preserved for use and developed into soft or hard surface trails as development occurs			
Arroyo de la Paz Trail	CITY	Arroyo Network				
Arroyo de la Piedra Connector	CITY	Arroyo Network				
Arroyo de la Piedra Trail	CITY	Arroyo Network				
Arroyo de las Trampas Trail	CITY	Arroyo Network				
Arroyo de los Amigos Trail	CITY	Arroyo Network				
Arroyo de los Pinos Trail	CITY	Arroyo Network				
Arroyo en Medio Trail	CITY	Arroyo Network				
Arroyo Frijoles Trail	COUNTY	Arroyo Network				
Arroyo Rosario Trail	CITY	Arroyo Network				
Arroyo Saiz Trail	CITY	Arroyo Network				
Arroyo Tenorio Trail	CITY	Arroyo Network				
Arroyo Torreon Trail	CITY	Arroyo Network				
Arroyo Verde Trail	CITY	Arroyo Network				
Foothill Arroyo Trail	CITY	Arroyo Network				
Las Mascaras Trail	CITY	Arroyo Network				
Lorca Prk to Plaza del Sur	CITY	Arroyo Network				
River Trail	CITY	Arroyo Network				
Caja del Oro Grant Sidepath	COUNTY	Developer	No phase, as development occurs	0.5		
Las Soleras Trails	CITY	Developer		4.9		
Arroyo de los Chamisos to OSFT	CITY	Soft surface	C	0.4	\$\$	
Canada Rincon to Ridgetop	CITY	Soft surface	C	0.4	\$\$	
Drainage Easement Trail	CITY	Soft surface	C	0.5	\$\$	
Monte Sereno Loop Trail	COUNTY	Soft surface	C	3	\$\$	
Ridgetop Sidepath	CITY	Soft surface	C	0.1	\$\$	
Ridgetop to La Tierra	CITY	Soft surface	C	0.4	\$\$	
Ridgetop to Montoyas	CITY	Soft surface	C	0.9	\$\$	



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: February 20, 2023

Matter of Approval: Release Amendment #3 to the Metropolitan Transportation Plan for 30 day public comment.

Background:

The Santa Fe 2020-2045 Metropolitan Transportation Plan was adopted in May of 2020. The current amendment proposes adding three projects to the fiscally constrained project list due to new agency priorities for regional and federal funding.

SFMPO – TCC Amendment Review	2/20/2023
SFMPO – Release for Public Review	2/23/2023
SFMPO – Close of 30 Day Public Review	3/24/2023
SFMPO – TCC Review and Public Comment and Recommendation	4/24/2023
SFMP – TPB Public Hearing and Approval	4/27/2023

Rank	Project	Agency	Cost	Score	Multimodal	Public Health	Equity
18	San Isidro All-Weather Crossing (Bridge): Construction of a bridge, two roundabouts, river maintenance, and River Trail interface	Santa Fe County	\$8,700,000	130	walk, bike	Yes	yes
19	Agua Fria safety improvements: Osage to Siler	City of Santa Fe	TBD	125	walk, bike	Yes	no
20	Arroyo de los Chamisos Crossing: Richards to Richards bridge and roundabout construction	City of Santa Fe	\$20,640,000	115	walk, bike	Yes	no

**Santa Fe Metropolitan Planning Organization
Transportation Policy Board and
Technical Coordinating Committee
Training, Orientation and Reference
Manual and 2023 Work Plan**

February 6, 2023



WWW.SANTAFEMPO.ORG

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500 Market St., Suite 200, Santa Fe,

87501 Updated: 02/06/23

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Click the YouTube link
for an 11 minute MPO
Planning Process Video!



The Santa Fe MPO is...



City of Santa Fe



Santa Fe County



Pueblo of Tesuque



NMDOT

I. PURPOSE STATEMENT

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

The purpose of this manual is to serve as a tool and resource to both the newly appointed and experienced MPO Policy Board members and Technical Coordinating Committee members. **The manual is designed to be an interactive document with quick electronic reference links to key concepts,** documents and resources. The manual may be customized to meet individual needs. It is our goal not to overwhelm the users of this document with voluminous amounts of material but highlight what we believe are the most significant elements that MPO decision makers would benefit from being fully informed.

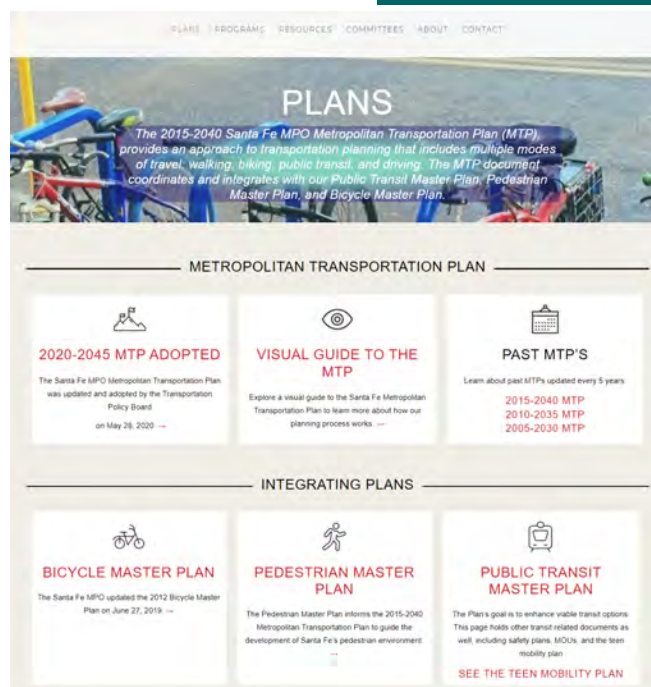
II. SANTA FE MPO WEBSITE

WWW.SANTAFEMPO.ORG

The Santa Fe MPO website has been deliberately developed to place vital information about the MPO at the finger tips of all users including elected officials, staff and the general public. The website is kept current with up-to-date materials as well as archival material for reference purposes. We encourage each member to familiarize themselves with the site

Why Your Job is Important!

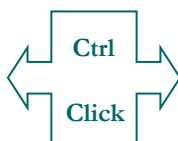
- Transportation Planning in the United State is undergoing a vast transformation. Moving from a project-by-project approach to a comprehensive approach based on a clear vision about a community's future.
- You are part of that change and a key player in the future of this community.



III. ORGANIZATIONAL STRUCTURE : BY WHAT POWERS DO WE EXIST?



[JOINT POWERS AGREEMENT \(JPA\)](#)



[MEMBERSHIP BY-LAWS and OPERATING PROCEDURES](#)

You may view the most recent JPA by clicking on the link above. By the nature of the JPA, where each of the member agencies mutually agree to continue form the MPO with associated terms, including:

1. Recognition of its “authority” via federal enabling legislation or Title 23 CFR Part 450 and Title 49 CFR Part 613)
2. Purposes;
3. Organization;;
4. Planning Data;
5. Planning Area;
6. Budget and Funding; and
7. Terms

Federal regulations and the MPO JPA establish the operational and procedural requirements for the MPO. The Bylaws establish guidance for issues pertaining specifically to the MPO that are not otherwise addressed in other documents.

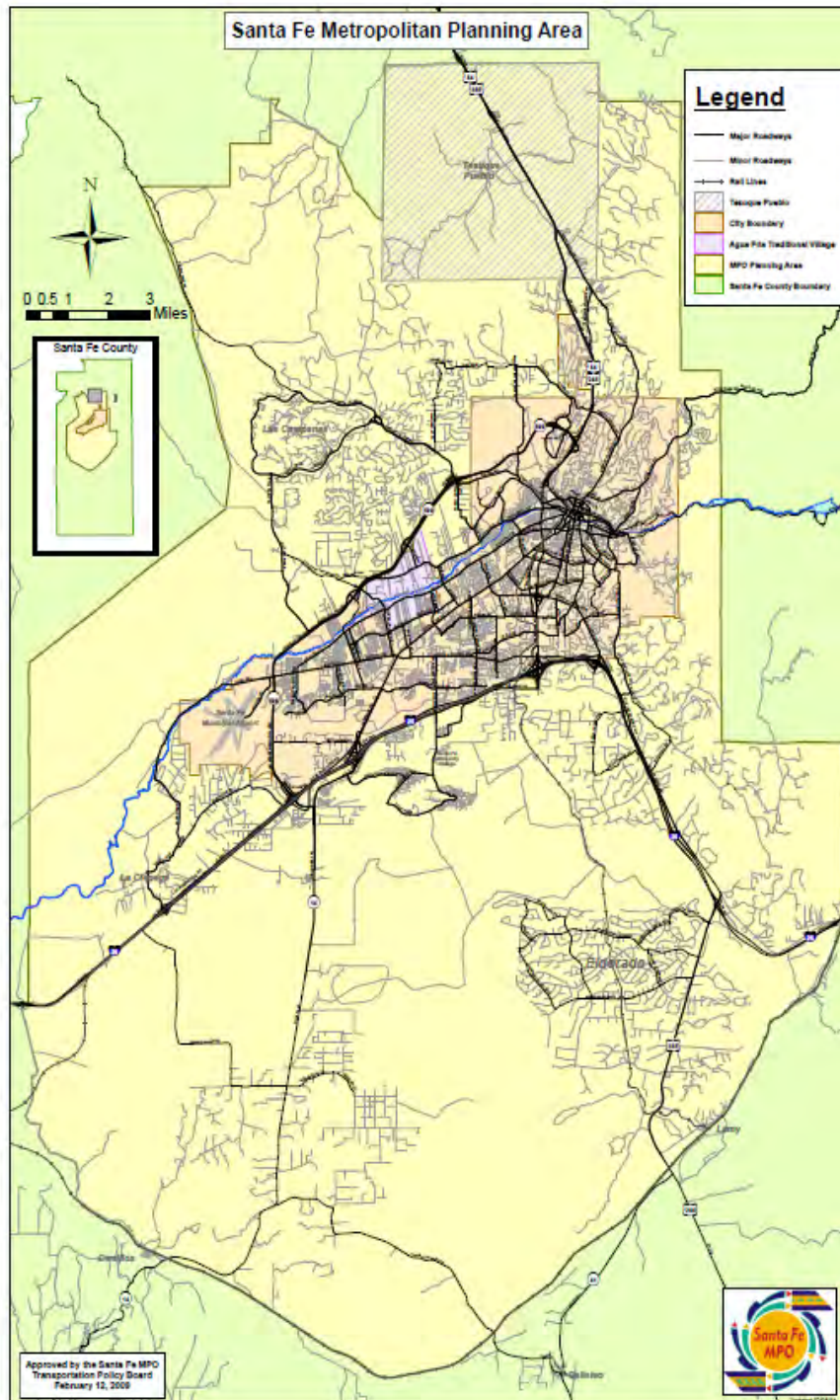
1. Authority; (JPA)
2. Membership/ Alternates/ Officers;
3. Meetings/ Quorum/ Voting Procedures;
4. Oversight/ Tech Cord Committee/ Staff/
5. Amendment Process

It is recommend that all members review the JPA to fully understand the commitment your representation brings to the table.

IV. SANTA FE MPO BACKGROUND

When the United State Congress passed the [Federal-Aid Highway Act of 1962](#) they included a declaration that “*the Secretary (of Transportation) shall not approve any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by the State and local communities.*”

The Santa Fe Metropolitan Area gained MPO status in 1982 by the federal government when the population of the metropolitan area reached 50,000, the same year the Commodore 64, 8=bit home computer was launched.



V. PLANNING AREA BOUNDARY:

The Santa Fe MPO Planning Area is a contiguous boundary “likely to become [urbanized](#) within the twenty year forecast period covered by the [2020-2045 Santa Fe MPO Metropolitan Transportation Plan.](#)”

The [Santa Fe 2020 Census Urbanized Area Population](#) was 94,241 with 47,331 housing units and 46.8 sq miles. The [MPO Planning Area](#) covers approxi-mately 25% of Santa Fe County’s land area and includes 80% of its population (Planning Area Population = 125,865, Santa Fe County Population = 151,946)

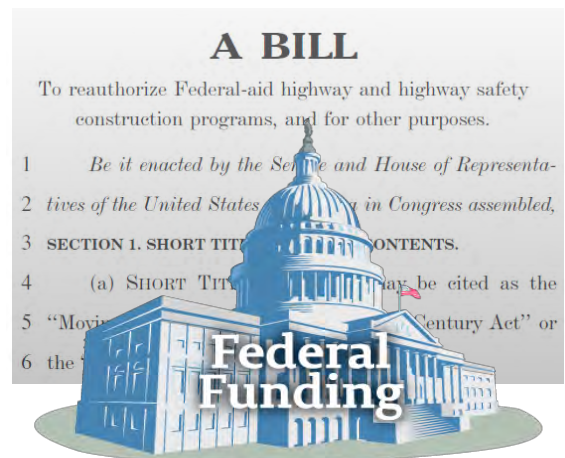
[For details of the origins of MPO Planning Areas please click here.](#)

Why Your Job is Important!

- The demographics of our metro area are ever changing. The Southside has the fastest growing census tracts with a high percentage of families. Overall Santa Fe is an aging demographic and travel patterns are slowly shifting away from the single passenger vehicle.
- Keeping pace with these changes is critical to meeting area needs!

VI. SURFACE TRANSPORTATION REAUTHORIZATION LEGISLATION: IIJA and MPOs

On 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 in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.



When added to the \$293.5 billion baseline funding (last year of the FAST Act: \$58.708 x 5) total guaranteed funding over 5 years is \$567.4 billion.

MPO Highway PL Funding (Sec. 11104, page 56)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$358M	\$438M	\$447M	\$456M	\$465M	\$474M

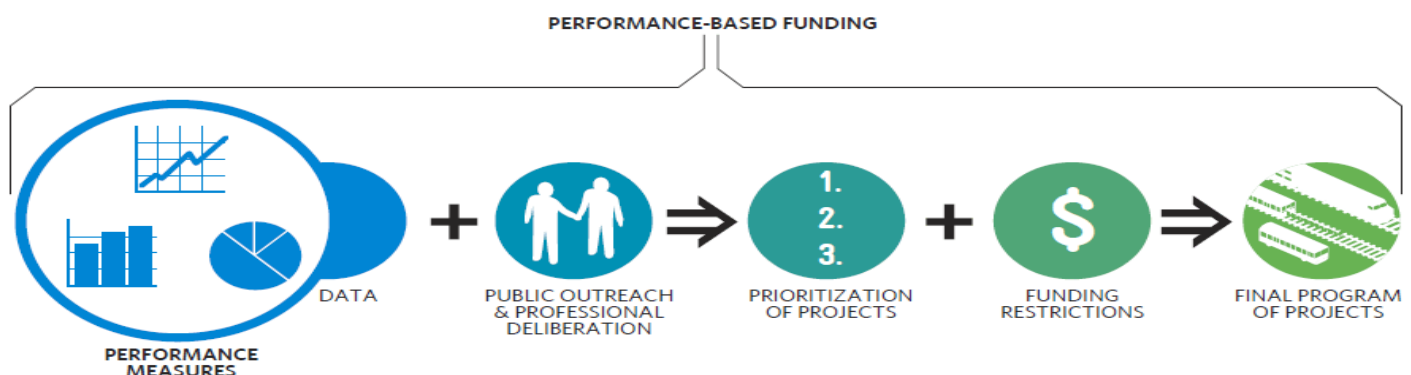
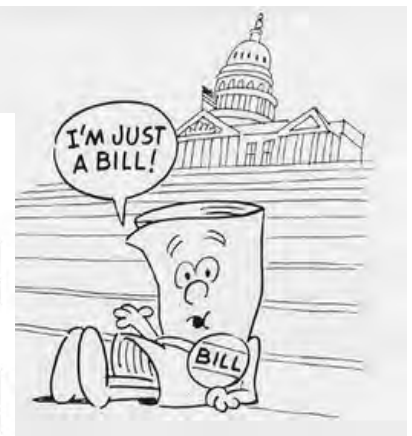
MPO Transit PL Funding (Sec. 30017, page 1287)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$107M	\$184.6M	\$188.5M	\$193.4M	\$197.4M	\$202.4M

Surface Transportation Block Program (Sec. 11109 page 72)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$11.228 B	\$13.835B	\$14.112B	\$14.394B	\$30.180B	\$30.784B

- Add new eligibilities.
- 55% of the STBGP will be suballocated each year.
- States shall establish a consultation process for non-TMA MPOs to describe how STBGP funds will be allocated equitably among the MPOs over the five years of the bill.



Note: This image illustrates that performance measures are a form of data, and just one component of a larger performance-based funding process.
Source: Chicago Metropolitan Agency for Planning.

VII. SANTA FE MPO PURPOSE STATEMENT

The purpose of the Santa Fe MPO is to create a forum for transportation decision making in the metropolitan planning area. The Santa Fe MPO is responsible for:

- Facilitating cooperation, consistency, and connectivity between all transportation planning efforts within the Santa Fe metropolitan area
- Promoting a multi-modal, regional transportation system that is safe and energy and fiscally efficient
- Maximizing [community connectivity](#)
- Serving the mobility needs of all citizens
- Existing in harmony with the environment
- The MPO ensures proper spending of federal funds and use federal match requirements for projects of regional significance.

This is accomplished by following 5 core functions:

1. Establish and manage a fair and impartial setting for decision making;
2. Identifying and evaluating alternative transportation improvement options;
3. Updating the Metropolitan Transportation Plan (MTP);
4. Managing the Transportation Improvement Program (TIP); and
5. Involving the public.

BREAKING DOWN THE PURPOSE

Understand that the MPO is a federally mandated and federally funded transportation policy organization and going back to the Federal-Aid Highway Act of 1962, Congress created MPOs in order to ensure that existing and future expenditures for transportation projects and programs are based on a “continuing comprehensive planning process carried on cooperatively by States and local communities.” As an MPO member, you make key decisions on [multi-modal](#) transportation investments for your constituents and for the region.

- Transportation investment means allocating scarce federal and other transportation funding resources appropriately;
- Planning needs to reflect the region’s shared vision for its future;
- Adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives; and
- An MPO is needed to facilitate collaboration of governments, interested parties and residents in the planning process.

A “continuing comprehensive planning process” is reflected in the development and regular updates (every 5 years) to the Santa Fe Metropolitan Transportation Plan. The cooperative element can be seen by the detailed planning processes carried out by the Santa Fe MPO and the New Mexico Department of Transportation.

Why Your Job is Important!

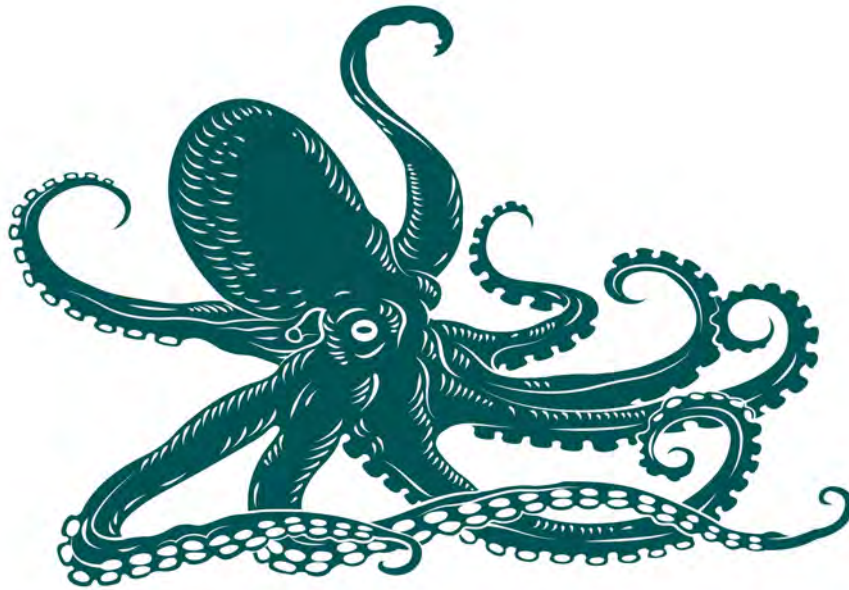
How transportation is defined and measured can affect which solutions are considered best.

Your challenge is to balance impacts of vehicles with impacts of transit service quality, bicycling, walking and land use accessibility.

The MPO is tasked with evaluating various perspectives that have significant impacts on the future of our community.

Elements described in this manual are in place to help you make comprehensive and informed

VIII: THE EIGHT PRINCIPLES OF THE MPO DECISION MAKING PROCESS



As an MPO decision maker, federal policy requires that the following be considered when you select projects and programs.

1. Enhance the integration and connectivity of the transportation system across and between modes for both people and freight .
2. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
3. Increased accessibility and mobility of people and freight.
4. Emphasize the preservation of the existing transportation
5. Promote efficient system management and operation.
6. Increase transportation safety for motorized and non-motorized users.
7. Support economic vitality (especially by enabling global competitiveness, productivity, and efficiency).
8. Increase transportation security for motorized and non-motorized users.

Why your job as an MPO Board Member is important!

“Transport planning is important because it shapes the way we live and work and can have strong, long-term impacts on the economy, the environment and the quality of peoples’ lives. It is also important because, once in place, it can be very difficult to change.”

International Forum for Rural Transport and Development

Given the importance of the above principles when considering financial investments and plans, how do we do we honor them? ... please advance to the next page please

IX: TOP FOUR PROGRAMS AND PLANS OF THE MPO

Each of these four planning initiatives are designed to address the directives, principals, goals and measures detailed by the Federal Highway Administration through the Fast Act.

2015-2040 METROPOLITAN TRANSPORTATION PLAN (MTP)



This is “the” document that strives to incorporate each of the required principals in both the process for development and the implementation thereof. The MTP is at the foundation of your decision making. Do not underestimate the powers of the MTP!

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



The TIP is your super-charged grocery list with fiscal accountability built in. A short-term multi-modal project list expected to be

funded within a four year period.

The MPO is required to produce a new TIP every two years. The TIP must be in alignment with the MTP, where projects that are placed on your grocery list must have been well planned out prior to even thinking about heading out to the Piggly Wiggly!

Like all planning efforts the TIP has a built in public comment component.

The TIP is fiscally constrained by each fiscal year. It includes a financial plan that shows which projects can be implemented using existing revenue sources and which projects are to be implemented using proposed revenue sources. Sorry, no room for impromptu last minute shopping!

PUBLIC PARTICIPATION PLAN (PPP)



The PPP is your commitment to making decisions based on the voice of the community.

The Public Participation Plan spells out approaches for public engagement at each stage of the planning process and for each

of the required MPO planning products.

Unified Planning Work Program (UPWP)



Us bureaucrats could not have possibly come up with a more uninspiring and yawn inducing title for this important document, and no existing official definition captures the essence and relevance of this document. So we will try our own...

“The UPWP states what the MPO will do, who will do it, with what funds, and when!”

To be clear, if it’s not in the UPWP it shouldn’t be happening! The UPWP is also a tool to evaluate the performance of MPOs and staff provides quarterly progress reports to the NMDOT and FHWA.

X: THE HEROES and HEROINES OF THE MPO

Each of these three master plans provide credence, respect and support to the mobility option they represent at the same time honoring a balanced multi-modal system and yes have a bit of magic in them.

SANTA FE METROPOLITAN BICYCLE MASTER PLAN 2019

SANTA FE METROPOLITAN PLANNING ORGANIZATION



NEW MEXICO DEPARTMENT OF TRANSPORTATION
SANTA FE COUNTY
PUEBLO DE TEJANO
CITY OF SANTA FE

BICYCLE MASTER PLAN

The Bicycle Master plan is your commitment to include bicycling as both a key component of all transportation projects and stand alone facilities throughout the metro area.

The Bicycle Master Plan is comprehensive in scope and details projects, programs, design recommendations pulled together with as strong vision for a bicycle friendly community.



PEDESTRIAN MASTER PLAN

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN



PRODUCED FOR THE SANTA FE METROPOLITAN PLANNING ORGANIZATION



design office: AGS ARCHITECTS
AUGUST 13, 2015

The Pedestrian Master Plan is your recognition that walking is NOT alternative transportation but a fundamental right to all persons no matter their ability, to both move through and access the metro area without a vehicle.

The Pedestrian Master Plan details the benefits of walking, supports a pedestrian's point of view in light of all transportation improvements and calls for stand alone pedestrian facilities with dedicated funding sources. Walking never felt so good!

PUBLIC TRANSIT MASTER PLAN

Santa Fe Metropolitan Public Transit Master Plan



Final Plan
Adopted June 25, 2015
Santa Fe MPO Transportation Policy Board



Santa Fean's invested in bus service more than twenty years ago since then the metro area includes three different bus service providers and the Rail Runner.

The Public Transit Master Plan identifies opportunities to maximize network capacity, collaborate

amongst service providers and expand the system efficiently in the long-term.



“DON'T LET THE MUGGLES GET YOU DOWN”

XI: 2015-2040 MTP EXECUTIVE SUMMARY



Santa Fe MPO Metropolitan Transportation Plan 2015-2040

Santa Fe metro residents use transportation for all of life's necessities and pleasures. Nearly every life decision is impacted by our transportation options; from small decisions like *"How will I get to the coffee shop this morning?"* to major decisions like *"How far away from my job do I want to live?"* Our residents use transportation to get to work, school, medical facilities, recreational amenities, shopping, and other community and social activities.

PLAN



2010
CORRIDOR
STUDIES



2012
METROPOLITAN
BICYCLE MASTER
PLAN



2015
METROPOLITAN
PUBLIC TRANSIT
MASTER PLAN



2015
METROPOLITAN
PEDESTRIAN
MASTER PLAN



Santa Fe MPO
Metropolitan
Transportation
Plan 2015-2040

The Santa Fe MPO 2015-2040 Metropolitan Transportation Plan (MTP) integrates mode-specific master plans and three recent major corridor studies and addresses pedestrian, bicycle, transit, rail and road needs.

VISION

Create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible for all users.

GOALS



SAFETY

A safe and secure transportation system for motorized and nonmotorized users.



SYSTEM PRESERVATION

A well maintained transportation system.



MOBILITY AND ACCESSIBILITY

An accessible, connected, and integrated transportation system.



CONGESTION RELIEF AND SYSTEM OPERATIONS

Efficient operation and management of the transportation system.



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.



PARTNERSHIP AND FUNDING

Regional collaboration in transportation planning, funding, and implementation.

ADOPTED AUGUST 27, 2015

ILLUSTRATIVE PLAN PROJECTS

List of regional project priorities which exceed the funding available between 2015 and 2040. If funding were available, these projects would be included in the fiscally constrained project list.



PRIORITIZATION

With limited funding available across all transportation modes and an active community desiring context sensitive and complete transportation improvements, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move our region's transportation system toward fulfilling our vision and achieving our goals. As such, the prioritization process for each transportation mode is linked to the goals, objectives, and performance measures.

The "Fiscally-Constrained"

project list includes those regional priority projects that are anticipated to be built or implemented with the transportation revenues that are reasonably expected to be available over the next 25 years.

PERFORMANCE MEASURES

The MPO will track 13 performance measures over time to gauge progress toward meeting our goals and performance targets.

- Mode split
- Housing and Transportation Affordability Index
- Annual transit ridership
- Total crashes per VMT
- Bicycle crashes per 10k daily commuting pedestrians
- Total number of fatalities and serious injuries
- Percent of road, bike, pedestrian, and transit facilities in good or fair condition
- Number of miles of sidewalks, multi-use paths, and on-road bicycle facilities
- Vehicle delay per capita
- Annual tons of mobile source GHG emissions
- Number of projects that incorporate sustainable design
- Total transportation funding by mode



The fiscally constrained roadway plan includes 39 projects to be funded over the next 25 years with the estimated \$232 million in revenue. Priority roadway projects are expected to contribute the greatest toward meeting the overall system performance targets and goals. Consistent with the MPO's Complete Streets Policy, the priority roadway projects are multimodal and are expected to improve the biking, walking, transit riding, and driving experience.



The Santa Fe Metropolitan Public Transit Master Plan (PTMP) includes short, mid and long term strategies to address planning, marketing, infrastructure, and other needs designed to ensure sustainability and growth in transit ridership. Prioritized transit activities include service at Zia Station, construction for Southside and Sheridan Avenue transfer facilities, and quarterly planning meetings, among other ongoing coordination, and enhancement activities.



The Santa Fe Metropolitan Pedestrian Master Plan (PMP) identifies more than 250 locations for pedestrian improvements through public input and data analysis. Roughly a quarter of the locations fall within 10 designated "Areas of Critical Concern" that call for improvements for safe passage for pedestrians, bicycles and vehicles. The plan prioritizes the need for the formation of a pedestrian advocacy committee to help coordinate implementation efforts.



The Santa Fe Metropolitan Bicycle Master Plan (BMP) emphasizes that bikeway planning and development focus on continuing to develop "arterial" trail alignments and on-street and off-street connections to those alignments. Several high priority bike projects have been constructed using the City of Santa Fe and Santa Fe County GO Bond funds, supplemented with Federal funds.



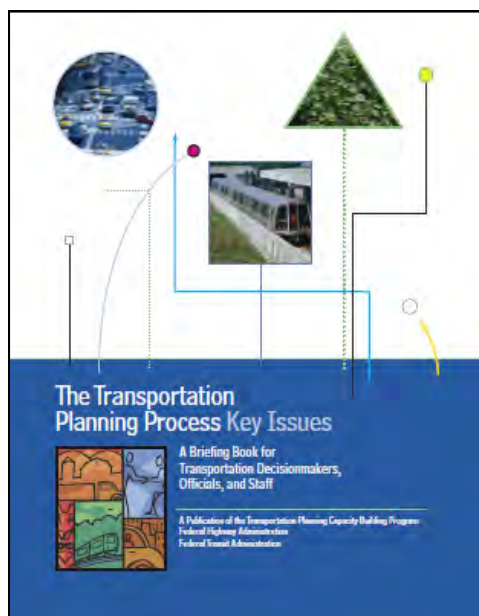
Santa Fe MPO
Metropolitan
Transportation
Plan 2015-2040

XI. ADDITIONAL RESOURCES SPECIFIC TO MPOS

Click and Go!



Santa Fe MPO 101 PPT Presentation



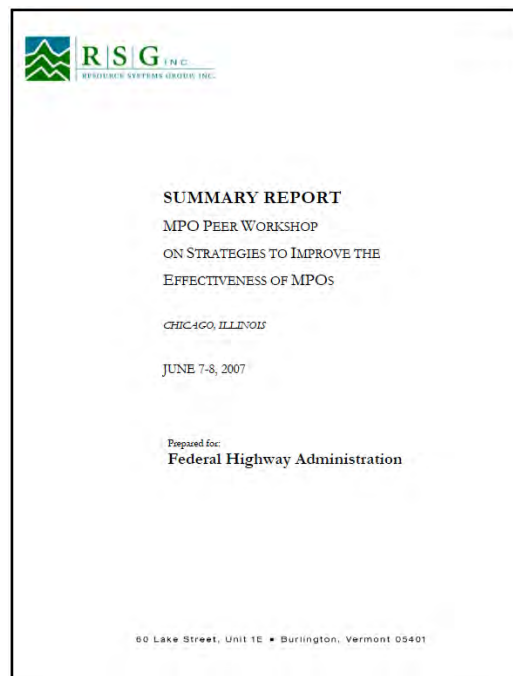
The Transportation Planning Process Key Issues. Federal Highway/Transit Administrations



MPO 101: An Introduction to the Purpose and Function of an MPO. Association of Metropolitan Planning Organizations



NMDOT: Metropolitan Planning Organization in New Mexico: A Quick Reference Guide.



MPO Peer Workshop on Strategies to Improve the Effectiveness of MPOs—RSGinc and Federal Highway Administration

Why your job is important!

Safety!

Each year more than 30,000 men, women and children die due to automobile related collisions. Imagine New Mexico University Stadium attendees being wiped out annually, not to mention the number of citizens critically wounded in collisions.

Transportation infrastructure investments should carefully weigh all safety implications. Opportunities to invest in safety measures on existing surfaces is clearly important.