



Santa Fe MPO Technical Coordinating Committee

Monday, August 21, 2023 1:30 P.M.

New In-Person Location: 737 Agua Fria Street (Monica Roybal Center Conference Room)

AGENDA

- ◆ Call to Order
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from June 20, 2023 & May 22, 2023

1. Communications from the Public

2. Items for Discussion and Possible Action:

- A. Release for 30 Day Public Review: Santa Fe Safe Routes to School Action Plan (Santa Fe Conservation Trust)
- B. Review and Recommend: Adoption of the FFY2024-2029 TIP via Self-Certificate – *Including New Project Addition: S100820 "Traffic Signal Safety Improvements" via Highway Safety Improvement Program Funds* (Leah Yngve)
- C. Call For Projects: Update to the Metropolitan Transportation Plan's Bicycle Master Plan Project List (Leah Yngve)
- D. Review and Recommend: Adoption of Administrative Amendment to the Metropolitan Transportation Plan to Add Updated Performance Measures (Hannah Burnham)
- E. Review and Recommend: Adoption of Updates to the Santa Fe Metropolitan Planning Organization's By-Laws via Self-Certificate (Erick Aune)
- F. Project Updates (Leah Yngve & TCC Members)

3. Matters from MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: September 25, 2023

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**SUMMARY OF ACTION
SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
MONDAY, JUNE 20, 2022, 1:30 PM
500 MARKET STATION, SUITE 200, SANTA FE, NM**

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APPROVAL OF MEETING MINUTES FROM MAY 22, 2023	POSTPONED	2
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<u>ITEMS FOR DISCUSSION AND PUBLIC ACTION</u>		
RELEASE 2024-2029 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW	APPROVED	2-3
PROJECT UPDATES	INFORMATION/DISCUSSION	3
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**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
MONDAY, JUNE 20, 2022, 1:30 PM
500 MARKET STATION, SUITE 200, SANTA FE, NM**

A. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Bryce Gibson, Vice Chair, at 1:33 pm, on Monday, June 20, 2023, at 500 Market Station, Suite 200, Santa Fe, New Mexico.

ROLL CALL

MEMBERS PRESENT

Brett Clavio
Neal Denton
Robert Frenier
Javier Martinez
Tomas Martinez
Ivan Trujillo
Jeanne Wolfenbarger
Bryce Gibson, Vice Chair

MEMBERS ABSENT

Daniel Alvarado
John Lovato
Romella Glorioso-Moss, Chair

OTHERS PRESENT

Erick Aune, MPO Officer
Brian Snyder, Santa Fe County
Elizabeth Martin, Stenographer

B. APPROVAL OF AGENDA

MOTION A motion was made by Mr. Clavio, seconded by Mr. Denton, to approve the agenda as presented.

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

Mr. Clavio, yes; Mr. Denton, yes; Mr. Javier Martinez, yes; Mr. Tomas Martinez, yes; Mr. Frenier, yes; Mr. Trujillo, yes; Ms. Wolfenbarger, yes; Vice Chair Gibson, yes.

C. APPROVAL OF MEETING MINUTES FROM MAY 22, 2023

This item was postponed to the next meeting.

1. COMMUNICATIONS FROM THE PUBLIC

None.

2. ITEMS FOR DISCUSSION AND PUBLIC ACTION

A. RELEASE 2024-2029 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW

Mr. Aune said this is a procedural step to release the TIP 2024-2029 for public review. The TIP has been discussed at the last several meetings. Things can change during the review and there are four opportunities to make amendments throughout the year.

MOTION A motion was made by Mr. Trujillo, seconded by Mr. Thomas Martinez, to recommend approval to release the 2024-2029 draft Transportation Improvement Plan for public review.

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

Mr. Clavio, yes; Mr. Denton, yes; Mr. Javier Martinez, yes; Mr. Tomas Martinez, yes; Mr. Frenier, yes; Mr. Trujillo, yes; Ms. Wolfenbarger, yes; Vice Chair Gibson, yes.

B. PROJECT UPDATES

Mr. Aune reported that the Santa Fe County River Trail documents are 95% complete. This is an epic project. The level of detail is great. The trail is connected at Henry Lynch Road. The Trail Head is at the Silar Bridge. There will be ten parking spaces and 2 additional handicapped spaces.

Mr. Javier Martinez said there is construction on 1-25 between Cerrillos Road and Exit 290. We are doing mill and fill there to improve the road until we begin our TIP project. The mill and fill will be done before the July 4th weekend. We will get that striped as soon as we can.

Mr. Gibson reported that the NCRTD is looking to purchase land in the City of Santa Fe or in an outlying area. Right now, we share space with Santa Fe Trails for our

operations there. We want to expand our operations center. Our new center will have a ready room for drivers a store space for vehicles and an electric charging station. The RFP to do a site study will be out in the next few weeks.

Mr. Trujillo reported that one of the projects on the TIP is the west extension of State Road 14, New Mexico 99 to Alva Pu Po. That will begin mid July. The intent is to have an engineer on board to complete the design process. The project should be completed at the end of 2025. With the NE/SE Connector project we have a segment of Richards Avenue closed. The comments about the closure are lessening. The project is slightly ahead of schedule. We are on schedule to complete the project in the summer of 2024.

3. MATTERS FROM MPO STAFF

Mr. Aune said it does not look like we will need a meeting in July. We will meet again in August to adopt the TIP.

4. MATTERS FROM TCC MEMBERS

Mr. Clavio said Santa Fe County has been approved for a CFI grant from DOT for infrastructure. We are looking at getting 13 electric vehicle charging sites built to be located at Public Works, the community centers, some public housing facilities and other sites.

5. NEXT MEETING JULY 17, 2023

The July meeting was cancelled. The MPO TCC will meet again in August.

6. ADJOURN

There being no further business before the Committee the meeting adjourned at 1:50 pm.

Romella Glorioso-Moss, Chair



Elizabeth Martin, Stenographer

**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
MONDAY, MAY 23, 2023, 1:30 PM
500 MARKET STATION, SUITE 200, SANTA FE, NM**

A. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Romella Glorioso-Moss, Chair, at 1:38 pm, on Monday, May 23, 2022, at 500 Market Station, Suite 200, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Daniel Alvarado
Brett Clavio
Neal Denton
Robert Freier
John Lovato
Javier Martinez
Ivan Trujillo
Romella Glorioso-Moss, Chair

MEMBERS ABSENT

Bryce Gibson
Tomas Martinez
Jeanne Wolfenbarger

OTHERS PRESENT

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

3. APPROVAL OF AGENDA

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

VOTE Mr. Alvarado, yes; Mr. Clavio, yes; Mr. Denton, yes; Mr. Gibson, Mr. Martinez, yes; Mr. Freier, yes; Mr. Trujillo, yes; Chair Glorioso-Moss, yes.

4. APPROVAL OF MINUTES

MOTION A motion was made by Mr. Clavio, seconded by Mr. Denton, to approve the minutes as presented.

VOTE Mr. Alvarado, yes; Mr. Clavio, yes; Mr. Denton, yes; Mr. Gibson, Mr. Martinez, yes; Mr. Freier, yes; Mr. Trujillo, yes; Chair Glorioso-Moss, yes.

5. COMMUNICATIONS FROM THE PUBLIC

None.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

A. RECOMMEND APPROVAL OF TIP AMENDMENT 7

Ms. Yngve reviewed the list of amendments for the last cycle TIP, saying we received no public comments during the 15 day period.

MOTION A motion was made by Mr. Clavio, seconded by Mr. Denton, to recommend approval of TIP Amendment 7.

VOTE Mr. Alvarado, yes; Mr. Clavio, yes; Mr. Denton, yes; Mr. Gibson, Mr. Martinez, yes; Mr. Freier, yes; Mr. Trujillo, yes; Chair Glorioso-Moss, yes.

B. PROJECT UPDATES

Ms. Yngve reviewed the staff report, saying the next Transportation Improvement Plan will be presented to you next month. She shared her screen and reviewed the list of projects.

Chair Glorioso-Moss said, regarding Tierra Contenta, she met with DOT this morning on several projects so they can allocate funding. Can we get an update on County projects as to funding obligations.

Mr. Clavio said he will ask Public Works to get with Leah regarding any updates to the plan.

Mr. Martinez said Cerrillos and 2nd Street is not in project S100681. We are \$10 million short. Once we have the \$10 million, he will bring it back. The NM 466 study is almost complete.

3. MATTERS FROM MPO STAFF

Ms. Yngve said the MPO is coordinating with the City of Santa Fe, regarding Bike Month event at Genoveva Chavez Center on Saturday from 10:00 am to 2:00 pm. We will have pop-up bike lanes, a bicycle rodeo and exciting things for kids and adults. You are all invited.

4. MATTERS FROM TCC MEMBERS

Chair Glorioso-Moss welcomed Mr. Freier to the Committee.

Mr. Freier said he is the Director of Transportation for the Pueblo of Tesuque. Thank you for allowing me to be part of your Committee.

Mr. Clavio said the NE/SE Connector is under construction now. It should be executed by the end of the year. You will see detour signs posted as they go through the construction.

Mr. Denton said the USDOT grant required four changes. It is for a \$1.3 million project. The Feds will cover 80%. He will be speaking on KSWV radio with Ms. Yngve and Councilor Michael Garcia on BTAC.

Ms. Glendenning said there are all sorts of grants coming around. USDOT Navigator is a great tool for that. The New Mexico Outdoor Equity Fund just released their notice of funds as well. The total of the outdoor funds is \$7 million. As to State funds, the ADA Title 6 Coordinator is asking for entities to submit their requests by September 18th.

Mr. Alvarado said, as to the code rewrite, we are done with the first part, first phase. The next step is to issue a report on what we heard from the public and the City. There will be a draft with the proposed changes. The RFP Overall Plan will begin in July.

Mr. Martinez said we are working on the 466/St. Michaels interchange. We are looking at the preferred option for construction. We are still working with the Santa Fe Indian School on the right of way. The 1-25 project is going well. We will be switching traffic to the other side sometime in June.

5. NEXT MEETING JUNE 20, 2022

6. ADJOURN

There being no further business before the Committee, the meeting adjourned at 2:07 pm.

Romella Glorioso-Moss, Chair

Elizabeth Martin, Stenographer



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 21, 2023

Matter of Approval: Release for 30 Day Public Review: Santa Fe Safe Routes to School Draft Action Plan

RECOMMENDED ACTION: Release for 30 Day Public Review: Santa Fe Safe Routes to School Draft Action Plan

Background:

The August draft is available at <https://sfct.org/safe-routes-to-school/action-plan/> - > <https://sfct.org/wp-content/uploads/2023/08/Santa-Fe-Safe-Routes-to-School-Action-Plan-Aug-2023.pdf> I have a 16-page condensed pdf version, attached, which eliminates most background and all appendices, attached. Maybe this is something a little more appropriate for review.

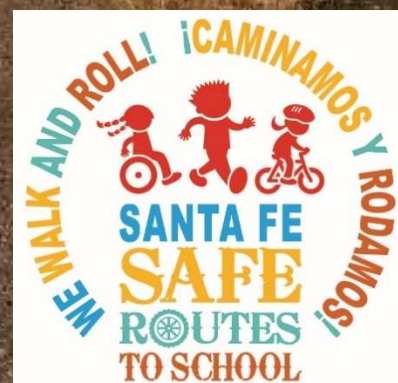
There is also a Powerpoint presentation version on our website from last February presentation and use it to introduce the Plan to anyone interested. It is available on our web site, linked on same page as the big version -> <https://sfct.org/wp-content/uploads/2023/02/SFSRTS-Action-Plan-Condensed-Version-Feb-3-2023.pdf>

Santa Fe Safe Routes to School Action Plan for 2023-2027 and a sustainable SRTS program beyond that

Condensed Draft: August 2023

Santa Fe Conservation Trust
on behalf of City of Santa Fe Parks Department
with
Santa Fe Metropolitan Planning Organization
Santa Fe Public Schools

- Tim Rogers, Santa Fe Safe Routes to School Coordinator
- Chuck Malagodi, SRTS Education Consultant
- Ashleigh Curry, SRTS Program Consultant
- Santa Fe Metropolitan Planning Organization
- Santa Fe Safe Routes to School Coalition



What is Safe Routes to School?

Safe routes to school (SRTS) is an effort to promote walking and bicycling to school through the “Six E’s”:

- Education
- Encouragement
- Engineering
- Enforcement
- Equity
- Evaluation

This Action Plan builds on knowledge and experience with SRTS in Santa Fe in the past twenty years. Since May 2021, the Santa Fe SRTS Coalition, including the City, Santa Fe Public Schools (SFPS), the Santa Fe Metropolitan Planning Organization, and many more community partners, has supported the efforts of the Santa Fe Conservation Trust (SFCT), as “Santa Fe Safe Routes to School Coordinator,” to implement SRTS pilot activities and to develop this Action Plan for 2023-2027 and beyond.



Figure 2 Walk and Roll to Amy Biehl Community School, 2022

SFCT conducted this activity under contract through June 30, 2023, with the City of Santa Fe Parks and Open Space Division. through the support of federal “Transportation Alternatives Program” (TAP) funds awarded to the City by the New Mexico Department of Transportation (NMDOT). After a six-month interim period during which SFCT is to receive Outdoor Equity Grant support from the state Outdoor Recreation Division, SFPS will take over as Safe Routes to School Coordinator in January 2024 as the direct recipient of two more years of federal TAP funding.

For more information on SRTS initiatives elsewhere in the country and around the world, please see:

- National Center for Safe Routes to School - www.saferoutesinfo.org
- Safe Routes National Partnership - www.saferoutespartnership.org

For resources on SRTS in Spanish, please see:

- What is Safe Routes to School? – [Un manual sobre las rutas seguras a la escuela](#)
- Key Messages and Discussion Points – [Mensajes claves y puntos de discusión](#)

Education – Objective, Pilot Activities, Plans for 2023-24, Vision of 2024 & Beyond

Objective: Increased knowledge and awareness among all users of the transportation system of safe and effective travel to and from school in the presence of walkers and cyclists.

1. Students, family members, and school staff understand how to safely walk to and from school.
2. Students, family members, and school staff understand how to safely ride a bicycle to and from school.
3. Motorists operating in school zones understand how to safely interact with students, family members, and school staff walking to and from school.

Pilot Activities:

Through the services of SRTS Education Consultant Chuck Malagodi, community partner Bike Santa Fe, and other SRTS staff and stipendees, the Santa Fe SRTS program has offered Santa Fe Public Schools a variety of bicycling and walking education curricula since Summer of 2021, reaching thousands of SFPS students as summarized in the tables below and in Appendix 4.

The objective is for SFPS staff, including physical education teachers and others, to integrate walking and bicycling education into what they teach so that all SFPS students have an opportunity to learn about safely walking and bicycling in their community. Drawing on experience in Albuquerque, SRTS programming in Santa Fe has included the following elements.



Figure 28 "Walk this Way" pedestrian safety education provided by SRTS Educator Chuck Malagodi

- Walk This Way is a 45-minute presentation most appropriate for first or second graders. The program will cover traffic sign recognition, head/helmet safety and how to be visible. A smart board and computer or projector and computer that has internet access will be needed to show a ten minute video. This presentation could be offered to the whole grade level or to individual classes depending on what would work within your schedule.
- Bike This Way is a 45-minute presentation most appropriate for third and fourth graders. It covers how to cycle safely on the road as well as helmet and head safety. A smart board and computer or projector and computer will be needed to show a ten-minute video. This presentation could be offered to the whole grade level or to individual classes depending on what would work within your schedule.
- Pump It Up is a 45-minutes to an hour class, most appropriate for grades 5-8, that briefly covers bicycle safety before teaching students how to repair a flat tire. All students will receive a glueless patch kit to take home. Gyms are perfect locations to house this class seeing that room for the students to spread out is necessary. Class size should be limited to 40 youth.

- Bike Fleets: Schools that already have pedal-bicycle fleets have the opportunity for more intensive education and training.
 - During the Summer of 2021, the Santa Fe SRTS program offered a three-to-four-day curriculum for students at El Camino Real Academy and Nina Otero CS that began with in-class pedestrian and bicycle education followed by an outdoor “bicycle rodeo,” where students navigated a course featuring common traffic signs and signals, and a more advanced skills session where students learned and practiced maneuvering their bicycles around and over obstacles. Both schools continue to provide their own programming using these fleets for physical education classes as well as after-school programs.
 - In 2022-23, Milagro MS and Ortiz MS acquired bicycles for on- and off-campus bike education activities. The SFSRTS program conducted a training for PE and other school staff in May 2023 in order to support implementing bike education at Ortiz MS, which received its fleet of bicycles through “Ride for Focus.”
- Striders: Striders are small, pedal-less bicycles that provide a better way to learn how to balance on a bicycle than traditional training wheels. Several SFPS schools with strider fleets are in a position to teach basic cycling skills to new riders. SFPS staff at El Camino Real Academy and Nina Otero CS have been actively providing this instruction along with a Bike Santa Fe volunteer. The SRTS program may be able to help disseminate this knowledge to teachers at other schools with striders, which include Ramirez Thomas ES, César Chávez ES, and Aspen CS.



Figure 29 Bike Rodeo at El Camino Real Academy as part of Summer programming in 2021

In its first two years of activity, the Santa Fe SRTS program

- developed a strong working relationship with the New Mexico Brain Injury Alliance to provide schools with helmets
- provided Milagro MS and Ortiz MS assistance in acquiring bicycles.
- provided ECRA and Nina Otero assistance in maintaining their bicycle fleets and conducted on-campus fix-it sessions at these schools for students and families’ bikes.
- provided assistance in getting striders from Free Bikes 4 Kids to Aspen CS and Sweeney ES.
- provided training for 14 teachers, staff, and community members on “Teaching Bicycle Skills to Children at the Railyard Park Community Room on Mar. 26, 2022

- conducted three “Fix-It Fiestas” in April 2022, at Aspen CS, César Chávez ES and the Railyard Park, to help fix roughly 60 children’s and adults’ bicycles while developing important connections with families in the community.
- Provided helmets and instruction to roughly 20 youth at a community-wide Bike Rodeo at the Genoveva Chavez Community Center in May 2023.

Tables: Santa Fe Safe Routes to School In-Class / On-Campus Education Activities June 2021- June 23

	Summer 2021	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Summer 2023*	Total	
# of schools	2	6	8	2	8	2	13	schools
Sessions	16	22	29	4	50	34	155	classes
Grade level(s)	1-8	1-8	k-8	1,7-8	1-8	1-8	k-8	grade level
students	261	394	977	59	957	530	3178	students reached
hours of instr.	24.5	22.5	51	5	61	54	218	hours of instruction
SFPS staff	19	22	29	3	56	10	139	times SFPS staff
SRTS staff	10	22	42	6	30	1	111	times SRTS staff
Stipendee	0	4	18	4	61	4	91	times stipendee
volunteers	6	9	6	5	13	0	39	times volunteer
Vol hours	18	19	12	11	13	0	73	volunteer hours

Schools by Season	Summer 2021	Fall 2021	Spring 2022	Fall 2022	Spring 2023	Summer 2023*	Total Seasons
ECRA	X	X					2
Nina Otero CS	X	X		X	X	X	5
Cesar Chavez ES		X	X				2
Wood-Gormley ES		X					1
Aspen CS		X	X		X		3
Sweeney ES		X	X				2
Milagro MS			X		X		2
Ramirez-Thomas ES			X				1
Ortiz MS			X		X		2
Chaparral ES			X	X	X		3
Carlos Gilbert ES			X				1
Piñon ES					X		1
Kearny					X	X	2
Acequia Madre					X		1
14 Schools	2	6	8	2	8	2	

* - through June 2023 only

For more details on educational programming provided by the SRTS program in this period, please see Appendix 4.



Figure 30 Promotional and educational materials provided by SFSTRS Program in conjunction with classroom instruction.

Plans for 2023-24

- Work with Milagro MS and Ortiz MS to use bicycle fleet to develop capacity to provide bicycle education.
- Work with other schools that have striders (Aspen CS, Ramirez Thomas ES, César Chávez ES) to integrate them into education curriculum.
- Continue to provide bicycle and pedestrian education to students in Grades 1-8 at SFPS schools, particularly with PE teachers, and particularly at focus schools that have not had full coverage within pilot efforts in 2021-23.

Vision for 2024 and beyond

- Add motorist safety element.
 - For Walk to School Day/Week/Month: Bus wraps? Radio Spots?
 - Outreach to parents and staff at focus schools

How will education around walking and biking to school be continued? A few options were discussed by members of the SRTS Coalition focusing on SRTS education:

1. Integrate into Physical Education (PE) instruction
 - a. Acquisition of a traveling bicycle fleet? (per vision of SFPS PE Lead)
 - b. Dedicated SFPS staff to coordinate and bring travelling bike fleet to PE teachers?
 - c. Will PE teachers cover the material? Do they have time/ability?
2. Dedicated SFPS Staff Person provides bike and pedestrian safety education
 - a. Including acquisition of a traveling bicycle fleet?
 - b. Can a position be created within SFPS? (Las Cruces model)
 - i. Sustainability Office
 - ii. Physical Education
3. Outside entity provides bike and pedestrian safety education
 - a. City of Santa Fe Recreation? (Albuquerque model)
 - b. Private organization, e.g. Bike Santa Fe

With SFPS as the recipient of TAP funds to cover SRTS activities in 2024-25, it is envisioned that an SRTS Coordinator position within the SFPS Sustainability Program will take responsibility for programming and providing bicycle and pedestrian safety education with a modest budget to support the participation of partners, stipendees, and volunteers with Bike Santa Fe and other local organizations and individuals.

Encouragement – Objective, Pilot Activities, Plans for 2023-24, Vision of 2024 & Beyond



Figure 31 Walk to Nina Otero Community School, October 2021



Objective: Effective promotion of walking and bicycling to school

1. Students, family members, and school staff participate in regular walk-to-school days
2. Students, family members, and school staff participate in regular bike-to-school days.
3. Motorists, law enforcement, elected officials, and others are aware of and supportive of these activities.

Pilot Activities:

From a baseline of two schools conducting monthly events, the SFSRTS program helped Santa Fe Public Schools expand walk- and bike-to-school events to five schools conducting weekly events by Fall of 2022, and six by Spring of 2023, with several more schools putting on participating in community-wide events or putting on their own walk-and-roll-to-school days. These schools include:

- El Camino Real Academy: Walk & Roll to School every Wed., from Cottonwood Village Mobile Home Park; Bike to School from Cottonwood Village and from Rufina St. for Bike-to-School Day
- Nina Otero CS: Bike from SWAN Park every Tuesday, Walk from Southside Library every Wed. (with some participation by Ortiz MS and César Chávez ES)



Figure 32. Incentives provided by NMDOT, including fluorescent anklets, wrist-slaps, and zipper pulls, ready for distribution on International Walk-to-School Day at Wood Gormley ES in 2021.

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- Aspen CS: Walk to School every Thursday on River Trail from Griego Park; Bike to School from Frenchy's Field in May (with participation by Gonzales C.S. and several others)
- Amy Biehl CS: Walk and Roll to School from Rancho Viejo Plaza every Wed. morning
- Chaparral ES: Walk and Roll to School from Ragel Park every Friday morning
- Acequia Madre: Bike to School from Patrick Smith Park every Friday morning (Spring 2023)
- Sweeney ES: Walk to School in May 2022 from State Farm Insurance office on Airport Rd. (discontinued Fall 2022 through at least Fall 2023 due to sidewalk closure for construction)
- Piñon ES: Walk from School to Pueblos del Sol Trails in Spring 2022, Earth Day Walk-to-School event in April 2023
- Ramirez Thomas ES: Walk to Summer School each Wed. in June 2023.

In addition, the SRTS program has encouraged these and more schools to participate in annual "International Walk-to-School Day" in October and "National Bike to School Day" in May. Participation over the years in these annual events by SFPS schools can be tracked on the national "Walk Bike and Roll" web site at www.walkbiketoschool.org.

For National Bike-to-School Day in particular, the SRTS program has encouraged other area schools to join the Bike to Nina Otero event on the Tierra Contenta Trail, with participation by Ortiz MS, Santa Fe School for the Arts and Sciences, and César Chávez ES, and the Bike to Aspen CS event on the River Trail, with participation by Gonzales CS, Carlos Gilbert ES, Acequia Madre ES, and Mandela International Magnet School.

Overall participation in walk-and-roll-to-school events in 2021-23 can be summarized as follows:

	events	# of students	# of adults	total # of participants
Summer 2021	7	136	16	152
Fall 2021*	21	136	95	231
Spring 2022	39	384	211	596
Fall 2022	71	1250	517	1767
Spring 2023	82	1081	565	1646
Summer 2023	4	37	30	67
Total 2021-23	223	3024	1432	4459

* - incomplete reporting of student participation



Figure 33. The SF SRTS Program has provided numerous schools with "sandwich board" assemblies with custom-printed foam board inserts to promote walk-and-roll to school events, bike rodeos, and "fix-it fiestas."

For more information on participation in walk-and-roll-to-school events, please see Appendix 5, Table of Walking and Bicycling Events, June 2021 – June 2023.

Vision for 2023 and beyond

Based on the number of students living within safe walking distance along streets (see Figure 22), as well as consideration of additional students who may arrive via informal or formal off-road routes, key schools to recruit for increased participation in regular Walk and Roll to School events in Fall of 2023 and beyond include:

- César Chávez Elementary School
- Gonzales Community School
- Kearny Elementary School
- Ortiz Middle School
- Pinon Elementary School
- Ramirez-Thomas Elementary School
- Salazar Elementary School

Sweeney ES is an additional school with a significant student population that lives within walking distance but, as with Salazar ES above, many of these students and their families must contend with hazardous walking conditions, and thus qualify for “hazard bussing.” Promotion of walk- and bike-to-school events at these schools is desirable but to be most effective may be contingent on further assessment of walking routes and formulation of engineering and enforcement strategies to improve the safety of students and families using these routes.

Ultimately the desire is for the SRTS program to become district-wide so that any and all schools that have any significant population living within walking distance can participate in walk or bike to school days, and be supported by the SRTS program in doing so.

Engineering – Objective, Pilot Activities, Plans for 2022-23, Vision of 2023 & Beyond

In many cases, infrastructure improvements will be key to making walking and bicycling more attractive and safe for Santa Fe’s children and families. Desirable improvements can be identified through review of past planning processes as well as inclusive assessment of walking and bicycling conditions on and around school campuses and elsewhere in the neighborhoods that they serve.

Typical engineering improvements that can be pursued to improve walking and bicycling routes to school include:

- Accessible sidewalks
- Marked Crosswalks
- Multi-Use Trails
- Signage, warning lights
- Pavement markings
- Traffic calming, including bump-outs and median refuges for crosswalks
- Bike lanes or striped shoulders



Figure 34 ECRA students explore the future River Trail under S. Meadows Dr.

In 2019, the Santa Fe Bicycle Master Plan provided updated planning and priorities for many trail segments that could benefit walking and bicycling to school in Santa Fe, as summarized in the following table. By creating new connections that are not along streets, many of these trail segments could increase the number of children who live within walking distance from a school, and several would effectively provide safe routes for children currently considered to be living in “hazard” walking zones.

Santa Fe MPO - Bicycle Master Plan Trail Prioritization: Rankings in 2019			
for Top Trail Segments with possible Significance as Safe Routes to School			
Rank*	Category	SCORE*	K-8 School(s) Served: (1) = immediate/direct, (2) = more distant/indirect
1	RIVER TRAIL Connection between Cottonwood Estates and ECRA school	39	(1) El Camino Real Academy
3	ACEQUIA TRAIL: Rufina to San Felipe, with connector and crosswalk at Agua Fria	38	(2) Sweeney E.S., El Camino Real Academy
6	RIVER TRAIL: Caja del Oro Grant Rd. west to AFTC line (w/connection n. to S. Meadows)	35	(1) El Camino Real Academy
7	RIVER TRAIL: San Felipe to E. of S. Meadows (at AFTC line)	35	(1) El Camino Real Academy
8	ACEQUIA TRAIL: Atajo to Cielo Azul development (n. side of Las Acequias Park)	34	(1) Ramirez-Thomas E.S.
9	ACEQUIA TRAIL: Otowi to La Cieneguita via Maclovio and Hmnos Rdgzs Parks	34	(1) Salazar E.S.
10	ACEQUIA TRAIL: Rufina to Atajo/Las Acequias Park (via Cielo Azul development)	34	(1) Ramirez-Thomas E.S.
12	MID-TOWN CAMPUS TRAIL: East boundary, from Siringo to near St. M's Dr., w/ connections to LaFarge Library, Milagro M.S. and shopping center	34	(1) Milagro Middle School
14	TIERRA CONTENTA (A.C.) TRAIL: Buffalo Grass to S. Meadows	34	(1) Ortiz M.S., Sweeney E.S.
15	RIVER TRAIL: Siler Rd. to San Ysidro Crossing, with connection to Henry Lynch Rd.	34	(2) El Camino Real Academy
16	RIVER TRAIL: San Ysidro Crossing to Caja del Oro Grant Rd. (pave existing trail)	34	(2) El Camino Real Academy
17	ACEQUIA TRAIL: Connection to Larragoite Park and Agua Fria St.	33	(2) Aspen C.S.
18	CANADA RINCON TRAIL: Calle del Viento (@ Calle Mejia) to Camino Francisca (@Zoo)	33	(2) Gonzales C.S.
19	NM CENTRAL RAIL TRAIL: Pinon ES to Pueblos del Sol Trails	33	(1) Pinon E.S.
22	ACEQUIA TRAIL: Lopez Lane to Atajo	33	(2) Ramirez-Thomas E.S.
27	TIERRA CONTENTA (A.C.) TRAIL: Along S. Meadows, to Cam. Entrada via School X-ing	32	(1) Sweeney E.S., Ortiz M.S.
28	ARROYO CHAPPARAL TRAIL: from Arroyo Chamiso Trail under Zia to Chaparral E.S.	32	(1) Chaparral E.S.
29	Mid-Town Campus Wall Trail: Continue e. side easement trail to n., connect to Lujan S	32	(1) Milagro Middle School
* - All scores and rankings reflect overall trail considerations - not specific to SRTS			

The Metropolitan Pedestrian Master Plan of 2015 included analysis of possible school-area improvements to benefit walking and bicycling to and from Sweeney ES, Ortiz MS, El Camino Real Academy, and Ramirez-Thomas ES (see Appendix 7).

The Santa Fe SRTS team has built on the recommendations in these plans through focused analysis of where children who attend a given school live and what improvements might best facilitate walking and bicycling to that school. This analysis is informed by mapping and numerous site visits, including walk and roll to school events and participatory field assessments of walking and bicycling conditions.

These activities have helped inform the development of specific recommendations for engineering, enforcement, education, and other solutions to improve the safety and comfort of routes to school. A detailed list of issues, opportunities, and associated infrastructure improvements recommended by the SFSRTS team appears in Appendix 6.

These recommendations can be further informed by data on crashes, traffic volume, and planned improvements by the city, County, state, or school district (as provided in the sample School Profile for ECRA, see Appendix 3).



Figure 35. Mapping of walking routes around Milagro Middle School by a seventh-grader after a walk from school in April 2023.



Figure 36. Chaparral ES students examine pavement quality in nearby Ragle Park.

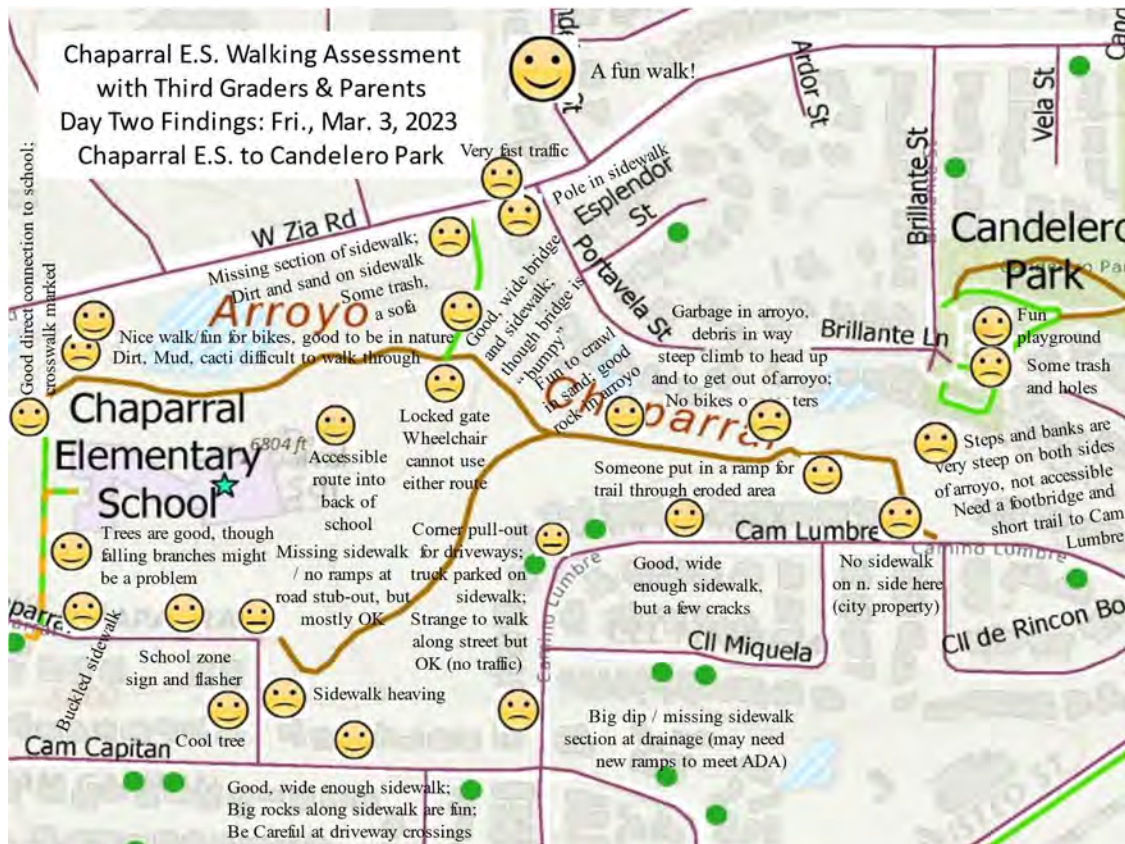


Figure 37. Summary of observations by Chaparral ES third-graders after a walk to Candelero Park and back in March 2023.

Some of the desired infrastructure improvements that have been identified that would serve the most SFPS students, and SRTS program action in pursuit of these improvements, include:

- River Trail / ECRA-Cottonwood Village Trail Connection – SRTS program participating in planning and design by City, anticipated construction Fall 2023 (see Figure below).
- Tierra Contenta Trail, connection to S Meadows Rd. – SRTS Program participated in planning and design of this City trail extension which will serve Ortiz MS and Sweeney ES
- Tierra Contenta Phase 3A Trail Connection to Nina Otero School Crossing on Paseo del Sol – SRTS program is working with the City, developers, and SFPS to ensure direct, uninterrupted trail connectivity from Tierra Contenta Trail / Fire Station 5.
- Formal connectivity between Ocate Rd. and Nina Otero CS – Dirt trails exist to SE corner of campus; SRTS Program will work with City to review any relevant development plans & SFPS to consider inclusion in capital improvements
- Arroyo de los Pinos / Mid-Town Campus Trail – SRTS program has worked through the City Bicycle and Pedestrian Advisory Committee (BPAC) and SFPS to ensure that trails along east and north boundaries of the campus are prioritized by the City, included in Mid-Town Campus planning and roll-out, and embraced by SFPS to directly tie into Milagro MS.

- Pueblos de Sol Trails connection to Pinon ES – SRTS program has visited site with SFPS facilities staff and worked with City Parks and Sustainability Programs to consider within Trails Plus Grant application



Figure 38 Priority #1 in Santa Fe's Bike Master Plan is also the top infrastructure priority of the SFSRTS program: An accessible multi-use trail connecting El Camino Real Academy to hundreds of ECRA families in Cottonwood Village Mobile Home Park - construction anticipated in Fall 2023.



Figure 39. Engineering concerns also include maintenance and operations. For the sake of a single construction driveway crossing, this otherwise viable 500-foot stretch of sidewalk along South Meadows Ave was closed for two school years (2022/23 and 2023/24), preventing access to Sweeney ES's school crossing for the duration of a commercial development construction project.

Evaluation & Equity – Objective, Pilot Activities, Plans for 2022-23, Vision of 2023 & Beyond

The Santa Fe SRTS Program addresses equity concerns by focusing on under-served schools in the southwestern part of the City. We provided education and/or encouragement support to all six public schools with k-8 students on Santa Fe’s “South Side” (ECRA, Sweeney ES, César Chávez ES, Nina Otero CS, Ramirez-Thomas ES, and Ortiz MS) in 2021-2022. The SRTS Coordinator and many of our closest partners (including roughly half of our walk n’ roll stipendees) are fluent in Spanish, which is invaluable for working with students and families at these and other schools. We have included Spanish-language messages on sandwich board advertisements, school marquees, and flyers prepared for Walk-to-School and Bike-to-School events as well as for the three Fix-It Fiestas held in April 2022. Three bilingual staff from ECRA participated in our Spring 2022 training on “How to Teach Bicycle Skills to Children.”

As presented in the table below, eight of our ten focus schools are among those that meet criteria for students to automatically qualify for free lunch based on lower income levels in the neighborhoods they serve ([per list on SFPS website](#)).

Areas of SFSRTS Support to SFPS Schools, 2021-23

School	Grades	Education	Walking School Bus	Bike Train	Walk/Bike from School	Route Assessment	100% Free Lunch Eligibility
Major Focus Schools (4)							
Aspen CS	k-8	X	X	X	X	X	X
Chaparral ES	k-6	X	X	X		X	X
El Camino Real Academy	k-8	X	X	X	X	X	X
Nina Otero CS	k-8	X	X	X	X	X	X
Minor Focus Schools (6)							
Amy Biehl CS	k-6		X	X	X		
César Chávez ES	k-5	X					X
Ortiz MS	6-8	X		X			X
Piñon ES	k-6	X			X	X	
Ramirez-Thomas ES	k-5	X	X		X	X	X
Sweeney ES	k-5	X	X				X
Non-Focus Schools (7)							
Acequia Madre ES	k-6	X		X		X	
Carlos Gilbert ES	k-6	X		X			
E.J. Martinez ES	k-6	X					X
Gonzales CS	k-8			X			X
Kearny ES	k-6	X					X
Milagro MS	7-8	X			X	X	X
Wood-Gormley ES	k-6	X					

The SRTS Program continues to offer assistance to develop remote drop-off locations for families and students who live too far away or otherwise have difficulty walking or biking the full route from home to school.

We have worked to help expand the number of schools with access to bicycle fleets from the initial two (Nina Otero and ECRA) to include Milagro MS, which acquired 23 bicycles, and Ortiz MS, which recently qualified for a bike fleet and curriculum from “Ride for Focus,” after being informed of the opportunity by our education consultant. We will focus on working with these schools to “activate” these bike fleets for education as well as to inspire students and families to participate in bike-to-school activities. The Program was also able to coordinate with Free Bikes 4 Kids to help two additional schools fill out their “Strider” fleets for younger students – Sweeney ES and Aspen CS.

Future efforts can focus on acquisition of a shared fleet of bicycles and a trailer to transport them in order serve many more schools with hands-on bicycle education.

Implementation Plan

TAP FY2024 funds for activities in 2024 and 2025: Santa Fe Public Schools will be the recipient of \$294,000 in TAP funding for a Safe Routes to School Coordinator and Program Budget for fiscal years 2024 and 2025. The proposed duties of the SRTS coordinator, as a full-time equivalent position, are the following:

Duties of Santa Fe Safe Routes to School Coordinator (FTE)

SRTS Program: Convene SRTS Coalition; Update Action Plan / Monitor and Evaluate Progress; Gather, Analyze, and Present Data (Tallies, Surveys, Other SFPS and partners' data sources) to demonstrate effectiveness and equity of programs; Reporting to Funders and Partners; Pursue Additional Support (25%).

Encouragement: Organize, Publicize, and Participate in Promotional Activities with participating schools (regular walk-to-school and bike-to-school events) and community partners (broader promotional events), including arrange for provision of stipends for walk leaders and rewards/incentives for participants (25%)

Education: Provide / Organize provision of Walking and Bicycling Safety Education (in-class / on-campus and in the community, including addressing motorist awareness), including oversee / provide stipends (or other such arrangement) to community educators (20%)

Route Assessment and Planning for Improvements: Convene SFPS staff, partners & community to assess walking & cycling routes, facilitate development of recommendations for improvements and coordinate with relevant partners in "engineering" and "enforcement" areas; participate in City, County, State, and other planning and design processes that may help improve and facilitate more use of walking and cycling routes to school (15%)

Outreach: Bring in new schools and community partners, maintain web site and social media, regular communications to all interested parties, outreach/response to media and other inquiries (15%)

As specified in the successful TAP application submitted by SFPS, the SRTS Coordinator will be supported by modest budgets for the education, encouragement, route assessment, and planning and evaluation tasks described above, including stipends for teachers and other partners participating in events as well as materials for promotion and biking and walking education. This budget may be supplemented by other grant writing and partnership efforts, including seeking additional TAP funding to support SRTS efforts under the leadership of SFPS in 2026 and beyond.



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 21, 2023

Transportation Policy Board: August 24, 2023

Matter of Approval: Adoption of the FFY 2024-2029 Transportation Improvement Program (TIP)

RECOMMENDED ACTION: Approval of the FFY 2024-2029 Santa Fe Transportation Improvement Program (TIP) via this Self Certificate formally adopting the TIP.

Background:

The TIP is a formally adopted list of federally funded and regionally significant transportation projects in the MPO area. It is one of our required and essential work products. The TIP includes all surface transportation projects funded with federal funding and all regionally significant projects, even if funded by state or local dollars.

The Santa Fe TIP covers a period of six years, and the first four years are fiscally constrained; meaning funds are identified for those projects. Years five and six of the TIP are not required to be fiscally constrained and are used for planning purposes until a project is ready to move to the first four fiscally constrained years. All projects in the TIP must be included in and/or consistent with the MTP.

The 2024-2029 Transportation Improvement Program (TIP) is attached. The draft TIP includes one project, S100820: Traffic Signal Safety Improvements, which was not previously included in the draft TIP. This addition allows for the funds to be encumbered sooner and the project to begin at the beginning of FFY24.

The MPO did not receive any comments on the draft TIP during the public comment period or public input meeting.

The FFY 2024-2029 TIP followed the below schedule:

SFMPO - Call for Projects	1/30/2023
SFMPO – Deadline for Submittal of Proposals	5/15/2023
SFMPO – TCC Review Proposals	5/22/2023
SFMPO – TCC Release for Public Review	6/20/2023
SFMPO – 30 Day Public Review	6/27/2023 - 7/26/2023
SFMPO – Public Meeting – Monica Roybal and virtual	7/20/23, 5pm- 6pm
SFMPO – TCC Review Public Comment and Recommendation	8/21/2023
SFMPO – TPB Public Hearing and Adoption	8/24/2023

The TIP process and list can be viewed at <https://santafempo.org/programs/tip/>.

S100650 (Ver 7) 24-00 **FEDERAL**

Title: Acequia Trail - Rufina to San Felipe
Description: T/LPA Preliminary Engineering and construction for the Acequia Trail link from Rufina to San Felipe 1 mile
Project Type: Bicycle and Pedestrian (28) **District:** District 5
County: Santa Fe **Limits:** Point location

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	CMAQ - FLEX (CQX)	\$0	\$0	\$0	\$2,136,000	\$0	\$0	\$2,136,000
2024	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$0	\$364,000	\$0	\$0	\$364,000
<2024	Prior	\$575,000	\$500,000	\$0	\$0	\$0	\$0	\$1,075,000
2024-2027 TOTAL		\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
ALL YEARS TOTAL		\$575,000	\$500,000	\$0	\$2,500,000	\$0	\$0	\$3,575,000

Region: SFM (N/A)

Lead Agency: City of Santa Fe

S100800 (Ver 2) 24-00 **FEDERAL**

Title: Buckman OHV Area Maintenance
Description: T/LPA Buckman OHV area planning, site design, reconstruction, and maintenance.
Project Type: Other Trails (40) **District:** District 5
County: Santa Fe **Limits:**

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	REC TRAILS PROG (RTP)	\$6,480	\$0	\$0	\$102,440	\$10,800	\$0	\$119,720
2024	ROAD FUND (RF)	\$10,800	\$0	\$0	\$9,602	\$0	\$0	\$20,402
2024-2027 TOTAL		\$17,280	\$0	\$0	\$112,042	\$10,800	\$0	\$140,122
ALL YEARS TOTAL		\$17,280	\$0	\$0	\$112,042	\$10,800	\$0	\$140,122

Region: SFM (N/A)

Lead Agency: City of Santa Fe

S100470 (Ver 11) 24-00 **FEDERAL**

Title: St. Michael's Dr. Rail Trail Pedestrian Crossing/Underpass
Description: T/LPA THE PROPOSED PROJECT IDENTIFIED THROUGH THE RSA IS THE FOLLOWING: DESIGN AND CONSTRUCT A TRAIL UNDERPASS
Project Type: Safety (21) **District:** District 5
County: Santa Fe **Limits:** Point location at Milepost 1

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	HWY SAFETY IMPROV PROG (HSIP)	\$0	\$0	\$0	\$3,524,006	\$0	\$0	\$3,524,006
2024	ROAD FUND (RF)	\$0	\$0	\$0	\$391,556	\$0	\$0	\$391,556
<2024	Prior	\$974,770	\$94,667	\$0	\$0	\$0	\$0	\$1,069,437
2024-2027 TOTAL		\$0	\$0	\$0	\$3,915,562	\$0	\$0	\$3,915,562
ALL YEARS TOTAL		\$974,770	\$94,667	\$0	\$3,915,562	\$0	\$0	\$4,984,999

Region: SFM (9015.17)

Lead Agency: City of Santa Fe

S100820 (Ver 1) 24-00 **FEDERAL**

Title: Traffic Signal Safety Improvements
Description: T/LPA Design and construct countermeasures to improve the safety of signalized intersections throughout the City of Santa Fe for motorists, bicyclists, and pedestrians. The range of safety countermeasures which would be implemented include Flashing Yellow Arrows (FYA) for left-turn indications, improving the line-of-sight by increasing the offset between the left-turn lanes, consider two-stage pedestrian crossings where large medians are present, adding Leading Pedestrian Intervals (LPI) for pedestrians, improve visibility of crosswalks with high-visibility striping, and enhancing the visibility of signal heads by adding high visibility backplates. Intersections targeted will have high crash rates and be on Cerrillos Road, Airport Rd, St. Michaels Dr, and St Francis Dr.
Project Type: Safety (21) **District:** District 5
County: Santa Fe **Limits:** Various Locations

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	HWY SAFETY IMPROV PROG (HSIP)	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
2024	ROAD FUND (RF)	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
2024-2027 TOTAL		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
ALL YEARS TOTAL		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Region: SFM (N/A)

Lead Agency: City of Santa Fe

TS00032		(Ver 1) 24-00		FEDERAL				
Title:		Santa Fe Trails- Ridefinders						
Description:		RIDE SHARING PROGRAM						
Project Type:		Transit (23)					District: District 5	
County:		Santa Fe	Limits:	Not Location Specific				
FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	STBGS Small Urban IIJA - 50K to 200K (STB)	\$0	\$0	\$71,773	\$0	\$0	\$0	\$71,773
2024	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$12,231	\$0	\$0	\$0	\$12,231
2024-2027 TOTAL		\$0	\$0	\$84,004	\$0	\$0	\$0	\$84,004
ALL YEARS TOTAL		\$0	\$0	\$84,004	\$0	\$0	\$0	\$84,004
Region: SFM (N/A)					Lead Agency: City of Santa Fe			

TS00033		(Ver 1) 24-00		FEDERAL				
Title:		Santa Fe Trails- Ridefinders						
Description:		RIDE SHARING PROGRAM						
Project Type:		Transit (23)					District: District 5	
County:		Santa Fe	Limits:	Not Location Specific				
FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2025	STBGS Small Urban IIJA - 50K to 200K (STB)	\$0	\$0	\$71,773	\$0	\$0	\$0	\$71,773
2025	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$12,231	\$0	\$0	\$0	\$12,231
2024-2027 TOTAL		\$0	\$0	\$84,004	\$0	\$0	\$0	\$84,004
ALL YEARS TOTAL		\$0	\$0	\$84,004	\$0	\$0	\$0	\$84,004
Region: SFM (N/A)					Lead Agency: City of Santa Fe			

TS00100 (Ver 8) 24-00 **FEDERAL**

Title: Santa Fe Trails- 5307
Description: FIXED ROUTE/PARATRANSIT OPERATIONS
Project Type: Transit (23) **District:** District 5
County: Santa Fe **Limits:**

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	FTA 5307 - OPERATING (537O)	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
2024	LOCAL CONTRIBUTIONS (LOCC)	\$0	\$0	\$4,782,316	\$0	\$0	\$0	\$4,782,316
2024	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
2025	FTA 5307 - OPERATING (537O)	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
2025	LOCAL CONTRIBUTIONS (LOCC)	\$0	\$0	\$4,782,316	\$0	\$0	\$0	\$4,782,316
2025	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
<2024	Prior	\$0	\$0	\$47,894,166	\$0	\$0	\$0	\$47,894,166
2024-2027 TOTAL		\$0	\$0	\$15,964,632	\$0	\$0	\$0	\$15,964,632
ALL YEARS TOTAL		\$0	\$0	\$63,858,798	\$0	\$0	\$0	\$63,858,798

Region: SFM (5020.16)

Lead Agency: City of Santa Fe

S100760 (Ver 3) 24-00 **FEDERAL**

Title: Arroyo Hondo Trail Segment 1
Description: T/LPA Design segment 1 of the Arroyo Hondo Trail, 0.5 miles from the 599 Rail Runner Station to Turquoise Trail Subdivision Community Park.
Project Type: Bicycle and Pedestrian (28) **District:** District 5
County: Santa Fe **Limits:** Point location

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	CMAQ - FLEX (CQX)	\$272,508	\$0	\$0	\$0	\$0	\$0	\$272,508
2024	LOCAL GENERAL FUNDS (LGF)	\$46,439	\$0	\$0	\$0	\$0	\$0	\$46,439
2026	CMAQ - FLEX (CQX)	\$0	\$0	\$0	\$2,379,304	\$0	\$0	\$2,379,304
2026	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$0	\$405,445	\$0	\$0	\$405,445
2024-2027 TOTAL		\$318,947	\$0	\$0	\$2,784,749	\$0	\$0	\$3,103,696
ALL YEARS TOTAL		\$318,947	\$0	\$0	\$2,784,749	\$0	\$0	\$3,103,696

Region: SFM (N/A)

Lead Agency: County of Santa Fe

S100790

(Ver 2) 24-00

LOCAL

Title:

Avenida del Sur Extension

Description:

T/LPA Construct a new road and upgrade existing roadway from A Van Nu PO to HW14.

Project Type:

Road - New Construction (1)

District:

District 5

County:

Santa Fe

Limits:

Avenida del Sur from A Van Nu Po to HW14 (1.8 mile)

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$0	\$5,500,000	\$0	\$0	\$5,500,000
<2024	Prior	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2024-2027 TOTAL		\$0	\$0	\$0	\$5,500,000	\$0	\$0	\$5,500,000
ALL YEARS TOTAL		\$1,000,000	\$0	\$0	\$5,500,000	\$0	\$0	\$6,500,000

Region: SFM (N/A)

Lead Agency: County of Santa Fe

S100440 (Ver 20) 24-00 **FEDERAL**

Title: NM 466 (St. Michaels)
Description: STUDY, DESIGN AND CONSTRUCTION OF THE ST FRANCIS DR/ST MICHAELS DR INTERCHANGE; PEDESTRIAN ADA IMPROVEMENTS; PAVEMENT PRESERVATION, BRIDGE RECONSTRUCTION.
Project Type: Road - Add Capacity/Widening (3) **District:** District 5
County: Santa Fe **Limits:** US 84 from MP 161.9 to MP 163 milepost 161.9 to 163 (1.1 mile)

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	STP FLEX_NC (STPF_NC) ACCP	\$512,640	\$0	\$0	\$0	\$0	\$0	\$512,640
2024	ROAD FUND (RF) ACCP	\$87,360	\$0	\$0	\$0	\$0	\$0	\$87,360
2028	NAT HWY PERF PROG (NHPP)	\$0	\$0	\$0	\$18,796,800	\$0	\$0	\$18,796,800
2028	STP FLEX (STPF)	\$0	\$0	\$0	\$10,252,800	\$0	\$0	\$10,252,800
2028	STBGS Small Urban I/JA - 50K to 200K (STB)	\$0	\$0	\$0	\$10,252,800	\$0	\$0	\$10,252,800
2028	NAT HWY PERF PROG (NHPP)	\$0	\$0	\$0	\$2,563,200	\$0	\$0	\$2,563,200
2028	ROAD FUND (RF)	\$0	\$0	\$0	\$3,203,200	\$0	\$0	\$3,203,200
2028	ROAD FUND (RF)	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$1,747,200
2028	ROAD FUND (RF)	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$1,747,200
2028	ROAD FUND (RF)	\$0	\$0	\$0	\$436,800	\$0	\$0	\$436,800
<2024	Prior	\$2,350,000	\$0	\$0	\$0	\$0	\$0	\$2,350,000
ALL YEARS TOTAL		\$2,350,000	\$0	\$0	\$49,000,000	\$0	\$0	\$51,350,000

*ACCP is not part of Total

Region: SFM (1046.16)

Lead Agency: NM Dot

S100730 (Ver 5) 24-00 **FEDERAL**

Title: I-25 Pavement Preservation-**INFORMATIONAL**
Description: Mill and Fill, add auxiliary lanes between Saint Francis and Old Pecos trail interchanges, and add a merge lane at the I-25 exit ramp onto N14/Cerrillos Rd.
Project Type: Road - Major Preservation (6) **District:** District 5
County: Santa Fe **Limits:** I 25 from Cerrillos Road Interchange to Lamy Interchange milepost 276 to 291 (15 mile)

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2028	NAT HWY PERF PROG (NHPP)	\$0	\$0	\$0	\$17,088,000	\$0	\$0	\$17,088,000
2028	ROAD FUND (RF)	\$0	\$0	\$0	\$2,912,000	\$0	\$0	\$2,912,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000

Region: SFM (N/A)

Lead Agency: NM Dot

S100681 (Ver 5) 24-00 **STATE**

Title: Cerrillos Road NM 14 Roadway Reconstruction
Description: Reconstruction of Roadway, Sidewalk, ADA, and Drainage Improvements, and access management
Project Type: Road - Major Rehabilitation (6) **District:** District 5
County: Santa Fe **Limits:** NM 14 from St. Michaels Drive to St. Francis Drive milepost 52.04 to 53.71 (1.67 mile)

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	ROAD FUND (RF)	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000
2028	HB2 - 2021 LEGISLATIVE SESSION (HB2_21)	\$0	\$0	\$0	\$14,990,607	\$0	\$0	\$14,990,607
2028	HB2 - 2022 Legislative Session (HB2_22)	\$0	\$0	\$0	\$14,000,000	\$0	\$0	\$14,000,000
2024-2027 TOTAL		\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$28,990,607	\$80,000	\$0	\$29,070,607

Region: SFM (N/A)

Lead Agency: NM Dot

S100810 (Ver 2) 24-00 **FEDERAL**

Title: Santa Fe Safe Routes to School Coordinator and Program
Description: T/LPA Santa Fe Safe Routes to School Coordinator and Program
Project Type: Safe Routes to Schools (28) **District:** District 5
County: Santa Fe **Limits:**

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	TRANSP ALT FLEXIBLE (TAPF)	\$0	\$0	\$251,194	\$0	\$0	\$0	\$251,194
2024	ROAD FUND (RF)	\$0	\$0	\$42,807	\$0	\$0	\$0	\$42,807
2024-2027 TOTAL		\$0	\$0	\$294,001	\$0	\$0	\$0	\$294,001
ALL YEARS TOTAL		\$0	\$0	\$294,001	\$0	\$0	\$0	\$294,001

Region: SFM (N/A)

Lead Agency: Santa Fe Public Schools

S100720 (Ver 9) 24-00 **FEDERAL**

Title: US-285, Lamy - USDOT 013802M
Description: Relocate Active Advance Warning Signals
Project Type: Rail/Highway Crossing (22) **District:** District 5
County: Santa Fe **Limits:** US 285 from CR 33 to Del Charro Rd. milepost 284.5 to 286 (1.5 mile)

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2025	RR CROSSING - HAZ ELIMINATION (RRS)	\$0	\$0	\$0	\$201,600	\$0	\$0	\$201,600
2025	ROAD FUND (RF)	\$0	\$0	\$0	\$22,400	\$0	\$0	\$22,400
2024-2027 TOTAL		\$0	\$0	\$0	\$224,000	\$0	\$0	\$224,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$224,000	\$0	\$0	\$224,000

Region: SFM (N/A)

Lead Agency: Transit / Rail Division

TS00120		(Ver 6) 24-00		FEDERAL					
Title:		NCRTD- 5307							
Description:		OPERATING AND CAPITAL FUNDING FOR NCRTD ROUTES 255 AND 260							
Project Type:		Transit (23)						District: District 5	
County:		Santa Fe		Limits:					
	FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
	2024	FTA 5307 - OPERATING (537O)	\$0	\$0	\$72,950	\$0	\$0	\$0	\$72,950
	2024	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$72,950	\$0	\$0	\$0	\$72,950
	2024	LOCAL CONTRIBUTIONS (LOCC)	\$0	\$0	\$64,988	\$0	\$0	\$0	\$64,988
	2025	FTA 5307 - OPERATING (537O)	\$0	\$0	\$72,950	\$0	\$0	\$0	\$72,950
	2025	LOCAL GENERAL FUNDS (LGF)	\$0	\$0	\$72,950	\$0	\$0	\$0	\$72,950
	2025	LOCAL CONTRIBUTIONS (LOCC)	\$0	\$0	\$64,988	\$0	\$0	\$0	\$64,988
	<2024	Prior	\$0	\$0	\$2,499,655	\$0	\$0	\$0	\$2,499,655
	2024-2027 TOTAL		\$0	\$0	\$421,776	\$0	\$0	\$0	\$421,776
	ALL YEARS TOTAL		\$0	\$0	\$2,921,431	\$0	\$0	\$0	\$2,921,431
Region: SFM (5023.17)				Lead Agency: Transit / Rail Division					



MPO SELF-CERTIFICATION

Adoption of the Santa Fe MPO FFY2024-2029 TIP: Approved on August 24th, 2023 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically the 2024-2029 Transportation Improvement Program (TIP) has been duly adopted and 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 2024 - 2029 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 the 2024-2029 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 2024-2029 TIP was 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 St at . 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 below 15 funded projects comprise the FFY 2024 - 2029 TIP:

TIP ID	PROJECT TITLE	LEAD AGENCY	TYPE	TOTAL YEAR	PE
S100650	Acequia Trail - Rufina to San Felipe	City of Santa Fe	Bicycle and Pedestrian (28)	\$3,575,000	\$575,000
S100800	Buckman OHV Area Maintenance	City of Santa Fe	Other Trails (40)	\$140,122	\$17,280
S100470	St. Michael's Dr. Rail Trail Pedestrian Crossing/Underpass	City of Santa Fe	Safety (21)	\$4,984,999	\$974,770
S100820	Traffic Signal Safety Improvements	City of Santa Fe	Safety (21)	\$400,000	\$400,000
TS00032	Santa Fe Trails- Ridefinders	City of Santa Fe	Transit (23)	\$84,004	\$0
TS00033	Santa Fe Trails- Ridefinders	City of Santa Fe	Transit (23)	\$84,004	\$0
TS00100	Santa Fe Trails- 5307	City of Santa Fe	Transit (23)	\$63,858,798	\$0
S100760	Arroyo Hondo Trail Segment 1	County of Santa Fe	Bicycle and Pedestrian (28)	\$3,103,696	\$318,947
S100790	Avenida del Sur Extension	County of Santa Fe	Road - New Construction (1)	\$6,500,000	\$1,000,000
S100440	NM 466 (St. Michaels)	NM Dot	Road - Add Capacity/Widening (3)	\$51,350,000	\$2,350,000
S100730	I-25 Pavement Preservation- INFORMATIONAL	NM Dot	Road - Major Preservation (6)	\$20,000,000	\$0
S100681	Cerrillos Road NM 14 Roadway Reconstruction	NM Dot	Road - Major Rehabilitation (6)	\$29,070,607	\$0
S100810	Santa Fe Safe Routes to School Coordinator and Program	Santa Fe Public Schools	Safe Routes to Schools (28)	\$294,001	\$0
S100720	US-285, Lamy - USDOT 013802M	Transit / Rail Division	Rail/Highway Crossing (22)	\$224,000	\$0
TS00120	NCRTD- 5307	Transit / Rail Division	Transit (23)	\$2,921,431	\$0

Jamie Cassutt, Chair- Santa Fe MPO TPB

Date



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 21, 2023

Transportation Policy Board: August 24, 2023

Matter of Discussion: Call for Projects: Update to the Metropolitan Transportation Plan and Bicycle Master Plan Project Lists

Background:

The Metropolitan Transportation Plan (MTP) is updated every five years and the Bicycle Master Plan (BMP) is updated as needed. Each plan contains detailed projects lists that guide federal funding and agency priorities. However, priorities shift and change as opportunities and needs develop. Therefore, the MPO will conduct an annual call for projects to provide the opportunity for agencies and partners to submit new project updates to the MTP and BMP project lists. Inclusion on these lists is important for federal grant applications.

Metropolitan Transportation Plan Projects List Guidelines:

- Regionally significant/regional priority
- Targeted for federal funding
- Or regionally significant and targeted for public funding
- Within the SFMPO boundaries and to be completed before 2045

Bicycle Master Plan Project List Guidelines:

- Bike lanes, trails, or studies can be included
- The BMP project list is more comprehensive in nature, but proposals must still be feasible
- Trails for private or public funds are eligible
- Within the SFMPO boundaries

Please review the attached MTP project list and the interactive BMP project list at <https://arcg.is/1S4C0L> before submitting updates. Submissions should be sent to Leah Yngve at lyngve@santafenm.gov with a brief description of the project.

SFMPO - Call for Projects	8/21/2023
SFMPO – Deadline for Submittal of Proposals	9/18/2023
SFMPO – TCC Review Proposals	9/25/2023
SFMPO – TCC Release for Public Review	9/25/2023
SFMPO – 30 Day Public Review	9/27/2023-10/26/2023
SFMPO – TCC Review Public Comment and Recommendation	11/13/2023
SFMPO – TPB Public Hearing and Adoption	11/16/2023

TABLE 6-1. REGIONAL ROADWAY PRIORITIES

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

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
1	S100681 - Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities.	NMDOT	\$18,000,000	🚲 🚶 🚌 ❤️ ⚖️	●	●	○	●	○	●	◐	●	Short
2	S100440 - NM 466 (St. Michaels): Study, design, and construction of the St. Francis Drive/St. Michaels Drive interchange; pedestrian ADA improvements; pavement preservation; bridge reconstruction.	NMDOT	\$15,540,000	🚶 ❤️ ⚖️	●	●	○	●	○	◐	●	◐	Short
3	S100460 - Guadalupe Street Road Diet & Paseo de Peralta/Guadalupe Street Intersection Improvements: Reduce the roadway from 4 to 3 lanes, add bike lanes, widen sidewalks, and add additional pedestrian crossing from Paseo de Peralta (North) to Agua Fria Street. Reconfigure intersection to improve pedestrian crossings and upgrade traffic signals.	City of Santa Fe	\$4,150,000	🚲 🚶 ❤️	●	●	◐	○	○	●	◐	◐	Short
4	S100122 - South/East Connector: ROW acquisition, design, and construction of a new roadway.	Santa Fe County	\$4,750,000	🚲 🚶 ❤️	●	●	◐	●	○	○	◑	●	Short
5	S100470 - St. Michaels' Underpass; Design and construction of an underpass along the Rail Trail.	City of Santa Fe	\$4,700,000	🚲 🚶 ❤️ ⚖️	●	●	○	○	○	◐	○	●	Short
6	S100370 - Agua Fria Street/Cottonwood Drive Intersection Safety Improvements: Construct a roundabout at the intersection.	City of Santa Fe	\$1,775,000	❤️ ⚖️	●	◐	○	◐	○	○	◐	◐	Short
7	S100770 - Tierra Contenta Trail: Buffalo Grass to South Meadows Road	City of Santa Fe	\$575,000	🚲 🚶 ❤️ ⚖️	◐	●	○	○	○	●	◑	●	Short
8	S100660 - Cañada Rincon Trail: Calle Mejia to Camino Francisca	City of Santa Fe	\$900,000	🚲 🚶 ❤️	●	●	○	○	○	◐	◑	◐	Short
9	S100650 - Acequia Trail: Rufina to San Felipe	City of Santa Fe	\$1,500,000	🚲 🚶 ❤️ ⚖️	●	●	○	○	○	◐	◑	◐	Short
10	S100630 - Arroyo Hondo Trail Segment 2: Construct segment 2 of the Arroyo Hondo Trail 1.2 miles.	Santa Fe County	\$1,400,000	🚲 🚶 ❤️	●	●	○	○	○	◐	◑	◐	Short
11	S100640 - Arroyo Hondo Trail Segment 3: Construct segment 3 of the Arroyo Hondo Trail. 1.6 miles Engineering for connection to Richards Avenue.	Santa Fe County	\$1,700,000	🚲 🚶 ❤️	●	●	○	○	○	◐	◑	◐	Short
12	Agua Fria/South Meadows Intersection Improvements: Reconfigure intersection to include left turn bays on Agua Fria and improve pedestrian crossings and upgrade traffic signals.	City of Santa Fe	\$3,150,000	🚶 ❤️ ⚖️	◐	◐	○	●	○	○	○	◐	Short
13	S100430 - NM 599/US285 Ramp: Lengthen southbound on-ramp from NM 599 to US 84/285	NMDOT	\$3,200,000	❤️	◐	○	○	◐	○	○	○	◐	Short

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

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
14	St. Michaels Roadway Reconstruction Study	City of Santa Fe	\$500,000	🚲 🚶 ❤️ ⚖️	●	●	○	◐	◐	●	●	●	Short/Medium
15	S100740 - Bishop’s Lodge Road redesign and reconstruction including the addition of sidewalks, curb gutter, bike lanes, and associated drainage facilities.	City of Santa Fe	\$4,500,000	🚲 🚶 ❤️	◐	●	◐	◐	○	◐	◐	●	Short/Medium
16	Bishops Lodge Road and Tesuque Village Road Multimodal Road Safety Audit	Santa Fe County	\$50,000	🚲 🚶 ❤️ ⚖️	●	●	○	◐	○	○	○	●	Short/Medium
17	5101630 - Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Design.	NMDOT	\$1,600,000	🚲 ❤️	●	●	○	○	○	○	●	●	Short/Medium
18	San Isidro All-Weather Crossing (Bridge): Construction of a bridge, two roundabouts, river restoration, and River Trail interface	Santa Fe County	\$8,700,000	🚲 🚶 ❤️ ⚖️	●	●	○	◐	○	◐	●	●	Short/Medium
19	Agua Fria safety improvements: Osage to Siler	City of Santa Fe	\$10,500,00	🚲 🚶 ❤️	◐	●	◐	○	○	●	◐	●	Short/Medium
20	S100600 - Arroyo de los Chamisos Crossing: Richards to Richards bridge and roundabout construction	City of Santa Fe	\$20,640,000	🚲 🚶 ❤️	○	●	◐	◐	◐	◐	◑	●	Short/Medium
21	Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 ❤️	●	●	○	◐	○	◐	●	◐	Short/Medium
22	Camino del Monte Sol: expand the roadway to add shoulders and repave from Camino de Cruz Blanca to Old Santa Fe Trail.	City of Santa Fe	\$120,000	🚲 ❤️	●	◐	○	○	○	◐	◐	◐	Short/Medium
23	St. Francis Drive Pedestrian Intersection improvement: Pedestrian improvements at all the intersections along St. Francis Drive.	NMDOT/City of Santa Fe	\$600,000	🚶 ❤️	●	◐	○	○	○	◐	○	◐	Short/Medium
24	US-285 Frontage Road Corridor Study through the Pueblo of Tesuque.	NMDOT	\$175,000	❤️ ⚖️	●	◐	○	○	○	○	◐	●	Short/Medium
25	S100750 - Paseo del Sol Extension: Roadway extension of Paseo del Sol within the Tierra Contenta Master Planned development. The roadway will include 2 travel lanes, bicycle lanes, sidewalk, lighting and landscaping.	City of Santa Fe	\$8,000,000	🚲 🚶 ❤️ ⚖️	●	●	○	○	○	◐	◑	◐	Short/Medium
26	S100760 - Segment 1 of the Arroyo Hondo Trail	Santa Fe County	\$1,900,000	🚲 🚶 ❤️	●	●	○	○	○	◐	◑	◐	Short/Medium
27	Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$850,000	🚶 ❤️	◐	◐	○	○	○	◐	○	◐	Short/Medium
28	NM 599/Via Veteranos (CR 70) Interchange: Construct a new interchange.	NMDOT	\$8,000,000	❤️	●	○	○	◐	○	○	○	◐	Short/Medium
29	San Felipe Road Reconstruction: Reconstruct roadway from Airport Road to Agua Fria Street and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$1,600,000	🚲 🚶 ❤️ ⚖️	○	●	○	○	○	◐	○	◐	Short/Medium

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

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
30	Rancho Viejo Boulevard Bike Lanes (Shoulders): Widen from NM 14 to Avenida del Sur to add bike lanes.	Santa Fe County	\$1,000,000	🚲 ❤️	○	●	○	○	○	○	○	◐	Short/Medium
31	Rehabilitation or Replacement of Paseo de Peralta Bridge over the Santa Fe River	City of Santa Fe	\$2,500,000		○	○	○	○	○	○	●	○	Short/Medium
32	Cerro Gordo Reconstruction: Roadway improvements from Armijo Lane to Canyon Road. Existing road consists of millings over a dirt road and will need to be engineered for drainage and pavement.	City of Santa Fe	\$2,750,000		○	○	○	○	○	○	●	○	Short/Medium
33	Santa Fe River Trail – Constellation Drive to Paseo Real	City of Santa Fe	\$7,000,000	🚲 🚶 ❤️ ⚖️	●	●	○	○	○	◐	◑	●	Medium
34	Santa Fe River Trail – From Siler South to San Ysidro Crossing	Santa Fe County	\$5,000,000	🚲 🚶 ❤️ ⚖️	●	●	○	○	○	◐	◑	●	Medium
35	Santa Fe River Trail – From Caja del Oro Grant Road to San Felipe Road	Santa Fe County	\$7,980,000	🚲 🚶 ❤️ ⚖️	●	●	○	○	○	◐	◑	●	Medium
36	Bike Lane Loop: Richards, A Van Nu Po, and Avenida del Sur	Santa Fe County	\$2,000,000	🚲 ❤️	●	●	○	○	○	◐	○	○	Medium
37	Bishop Lodge Road bicycle, pedestrian, ADA, and transit improvements.	Santa Fe County	\$4,000,000	🚲 🚶 🚌 ❤️ ⚖️	●	●	○	○	○	○	○	◐	Medium
38	Agua Fria Road/Henry Lynch Street Intersection Roundabout	Santa Fe County	\$130,000	❤️ ⚖️	◐	◐	◐	◐	○	○	◐	○	Medium
39	Governor Miles Road Reconstruction: Reconstruct roadway from Richards Avenue to Pueblos del Sol and add bike lanes, curb and gutter, sidewalk.	City of Santa Fe	\$2,000,000	🚲 🚶 ❤️	○	●	○	○	○	◐	○	◐	Medium
40	Henry Lynch Road Reconstruction: Reconstruction from Agua Fria to Rufina Street and add bike lanes, sidewalk.	City of Santa Fe	\$2,200,000	🚲 🚶 ❤️ ⚖️	○	●	○	○	○	◐	○	◐	Medium
41	NM 599/Camino de los Montoyas Interchange w/ Frontage Road: Construct a new interchange.	NMDOT	\$11,050,000	❤️	●	○	○	◐	○	○	○	◐	Medium
42	St. Francis Street Lights Between W. San Mateo and Cerrillos	NMDOT	\$500,000	🚶 ❤️ ⚖️	●	◐	○	○	○	◐	○	○	Medium
43	Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado Street.	City of Santa Fe	\$4,000,000		○	○	○	○	○	○	●	○	Medium
44	Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM 14 to A Van Nu Po.	Santa Fe County	\$3,675,000	⚖️	○	○	◐	○	○	○	◑	○	Medium
45	Hyde Park Road (NM 475) Shoulder Improvements: Widen from Artist Road to Hyde Memorial State Park – Construction.	NMDOT	\$14,400,000	🚲 ❤️	●	●	○	○	○	○	●	●	Medium/Long
46	Rufina Street/Lopez Lane Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians.	City of Santa Fe	\$1,800,000	🚶 ❤️ ⚖️	●	●	○	○	○	◐	○	○	Medium/Long

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

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
47	Beckner Road/Richards Avenue Intersection Improvements: Pedestrian improvements, striping, signage.	City of Santa Fe	\$2,000,000	🚶❤️	●	●	○	○	○	◐	○	○	Medium/Long
48	Tesuque Village Road Bike Lanes: Extend bike lanes from the Tesuque Pueblo Fire Department to the Pueblo of Tesuque boundary.	Santa Fe County	\$1,650,000	🚲❤️⚖️	◐	●	○	○	○	○	○	◐	Medium/Long
49	Jaguar Drive Extension to Municipal Airport: Roadway connection from NM 599 to the Santa Fe Regional Airport. The two-lane roadway may include bicycle lanes, curb and gutter, sidewalk, landscaping, and drainage accommodations.	City of Santa Fe	\$5,000,000	🚲🚶❤️⚖️	○	◐	◐	◐	◐	○	◑	◐	Medium/Long
50	NM 599/I-25 Frontage Road Overpass: Construct an overpass to carry the North Frontage Road over NM 599. Reconfigure existing Frontage Road at grade intersection with NM 599 to right in/right out only.	NMDOT	\$6,000,000	❤️	◐	○	○	◐	○	○	○	◐	Medium/Long
51	West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage.	City of Santa Fe	\$7,000,000	🚲❤️⚖️	○	●	○	○	○	○	○	◐	Medium/Long
52	West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes.	Santa Fe County	\$1,000,000	🚲🚶🚌❤️⚖️	○	●	○	○	○	○	○	◐	Medium/Long
53	Calle Po Ae Pi Extension: Pave dirt section include sidewalks.	City of Santa Fe	\$1,000,000	🚲❤️	○	◐	○	○	○	◐	●	○	Medium/Long
54	Acequia Trail – Otowi to La Cieneguita via Maclovía Park, Gallegos Drive, and Los Hermanos Rodríguez Park	City of Santa Fe	\$750,000	🚲🚶❤️⚖️	◐	●	○	○	○	◐	◑	○	Medium/Long
55	Los Sueños Trail and La Vida Lane Road Improvements	Santa Fe County	\$3,000,000		○	○	○	○	○	○	◐	○	Medium/Long
56	Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey	City of Santa Fe	\$500,000	❤️⚖️	○	◐	○	○	○	○	◑	○	Medium/Long
57	Los Sueños Trail street extension	Santa Fe County	\$3,000,000		○	○	◐	○	○	○	◑	○	Medium/Long
58	Caja del Rio/Paseo Real Connector	Santa Fe County	\$3,433,647		○	○	◐	○	○	○	◑	○	Medium/Long
59	County Road 62 Realignment and Improvements: NM 599 to Caja del Oro Grant Road	Santa Fe County	\$3,000,000		○	○	○	○	○	○	◑	○	Medium/Long
60	NM 599/Airport Road Interchange: Construct a new interchange.	NMDOT	\$11,000,000	❤️	●	○	○	◐	○	○	○	◐	Long
61	I-25/NM 466: Interchange Improvements: Reconfigure interchange and lengthen ramp.	NMDOT	\$7,200,000	❤️	●	○	○	◐	○	○	○	◐	Long
62	I-25/NM 599: Interchange Ramp Improvements: Lengthen on- and off-ramps.	NMDOT	\$2,500,000	❤️	◐	○	○	◐	○	○	○	◐	Long

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

Rank	Project Name and Description	Lead Agency	Cost (2020 Dollars)	Multimodal, Public Health and Social Equity Elements	Evaluation Criteria								Time Frame/ Need
					Safety & Security	Multimodal Mobility & Accessibility	Greenhouse Gas Reduction	Congestion Relief & System Operations	Economic Vitality: Freight & Commerce	Commercial & Community Vitality	System Preservation	Partnership & Funding	
63	Old Santa Fe Trail Bike Lanes (County): Widen from El Gancho Way to Two Trails Road.	Santa Fe County	\$1,000,000	🚲❤️	○	●	○	○	○	○	○	◐	Long
64	I-25/St. Francis Drive: Interchange Improvements: Reconfigure interchange and lengthen ramp.	NMDOT	\$8,300,000	❤️	◐	○	○	◐	○	○	○	◐	Long
65	North West Quadrant Trail: Segment of trail within the North West Quadrant area.	City of Santa Fe	\$300,000	🚲🚶❤️	◐	●	○	○	○	○	◑	○	Long
66	La Tierra/Jacona Connection Study	Santa Fe County	\$500,000		○	○	◐	◐	◐	○	◑	○	Long
67	I-25 Auxiliary Lanes: NM 599 to Cerrillos: Construct a third lane in each direction between interchanges.	NMDOT	\$4,000,000		○	○	○	◐	○	○	◑	◐	Long
68	I-25 Auxiliary Lanes: St. Francis Drive to NM 466: Construct a third lane in each direction between interchanges.	NMDOT	\$2,000,000		○	○	○	◐	○	○	◑	◐	Long
69	I-25 Auxiliary Lanes: Cerrillos to St. Francis Drive: Construct a third lane in each direction between interchanges.	NMDOT	\$17,000,000		○	○	○	◐	○	○	◑	◐	Long
70	I-25/Richards Avenue Interchange: Construct a new interchange.	NMDOT	\$25,000,000		○	◑	○	◐	◐	○	◑	◐	Long
71	Extension of NM 599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to Airport Road.	NMDOT	\$4,300,000		○	○	○	○	○	○	○	◑	Long



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 21, 2023

Transportation Policy Board: August 24, 2023

Matter of Approval: Approval of Administrative Amendment #1 to the Metropolitan Transportation Plan.

RECOMMENDED ACTION: Approval of the Self Certificate Amending the Santa Fe MPO 2020 – 2045 Metropolitan Transportation Plan Appendix E with updated performance measures.

Background:

The Santa Fe 2020-2045 Metropolitan Transportation Plan and associated appendices were adopted in May of 2020. The NMDOT Planning Procedures Manual specifies that “MPOs report baseline safety performance and progress toward achieving the targets in the system performance report in the appendix of the MTP.”

The TPB adopted three updated performance measures for safety, pavement and bridge condition, and travel time reliability in February 2023. These reports will be incorporated into Appendix E: Performance Target Reporting via self-certificate to meet the NMDOT requirement.



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Administrative Amendment 1 of the 2020-2045 Santa Fe Metropolitan Transportation Plan

Approved on August 24th, 2023 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically the administrative amendment 1 of the 2020-2045 Santa Fe Metropolitan Transportation Plan meets the requirements of 23 CFR 450.324 detailing the requirements of the MTP and the amendment process. The amendment includes adding updated performance measures for safety, pavement and bridge condition, and travel time reliability to Appendix E: Performance Target Reporting.

The MTP also meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630 with the inclusion of adopted Performance Targets of the Santa Fe MPO for Performance Measure 1 (Safety), Performance Measure 2 (State of Good Repair), Performance Measure 3 (System Performance), and Transit Safety and Asset Management. The MTP was developed by the Santa Fe MPO in accordance with the Santa Fe MPO Public Participation Plan and the Santa Fe MPO Title VI Plan. The Santa Fe MPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

June 12th, 2019

Jamie Cassutt, Chair- Santa Fe MPO TPB

Date



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for Safety (PM1) Federal Fiscal Year 2023

Approved on February 23rd, 2023 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, the adoption of Performance Measure Targets for Safety (PM1) for Federal Fiscal Year 2023 meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630. The Santa Fe Metropolitan Planning Organization hereby certifies that the following, attached via Appendix A, Federal Fiscal Year (FFY) 2023 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017) hereby approved and adopted on February 23rd, 2023. These targets shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan upon completion of the update to the 2025 – 2050 MTP. The state is required to set annual targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Program (HSP). The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The Santa Fe MPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

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

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

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

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

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

(7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S. C. 7504, 7506(c) and (d). June 12th, 2019

ATTACHMENT A:

NMDOT FFY 2023 PM 1 Targets Report – 9/20/22 “Performance Measure (PM) Target Report - PM1 2023 Safety Targets”



02/23/23

Hank Hughes, Chair MPO TPB

Date



Performance Measure (PM) Target Report – PM 1 2023 Safety Targets

This document outlines the 2023 Safety Targets (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017). The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) is responsible for coordinating the setting of PM 1 targets.

Overview of PM 1 Measures

The state is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatality rate: fatalities per 100 million vehicle miles travelled (HVMVT)
4. Serious injury rate: serious injuries per HVMVT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).

Coordination with Stakeholders

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the targets.

1. NMDOT staff from the Traffic Safety Division (TSD) and the MPPB met in spring of 2022 to review preliminary data and discuss methodology. These meetings included the TSD staff responsible for setting and reporting the National Highway Traffic Safety Administration (NHTSA) HSP targets and staff from MPPB responsible for the HSIP FWHA targets. Also included were staff from the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit who under contract maintain the state's crash database, and consultants under contract with MPPB who provide technical support for the HSIP.
2. On May 26, 2022, the NMDOT Traffic Safety Division held a meeting with stakeholders to discuss and adopt the targets required in the (HSP).
3. On June 15, 2022, MPPB staff presented the targets to the MPOs.
4. On June 22, 2022, the draft of the PM1 Target Report was emailed to the MPOs for review and comment.
5. On July 21, 2022, the NMDOT Safety Committee reviewed and approved the 2023 Safety Targets as outlined in this report for submittal in the 2022 HSIP Annual Report.
6. The MPOs have until February 28, 2023, to formally adopt the NMDOT PM 1 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

In setting the 2023 safety targets, NMDOT and stakeholders did not rely solely on the crash data projections but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

- NMDOT used Excel to plot a linear best fit line based on 6-years of actual data to project for future years.
- The preliminary Annual VMT for 2021 was provided by the Data Management Bureau of the NMDOT Planning Division.
- VMT from 2016 through 2021, with 2020 excluded was used to calculate projected 2022 and 2023 VMT.
- Crash Data for 2021 is preliminary and provided by UNM.
- The source data table is attached as Appendix B. This data was used to calculate the linear regression equations that yield the 2022 and 2023 projections. It also contains the data that was used to calculate the five-year moving averages.
- On target number 2, Number of Serious Injuries and target number 4, Rate of Serious Injury **blue** is used to denote where the initial projection was not suitable as the target and further explanation of the methodology is provided.

NMDOT PM 1 (Safety) 2023 Targets

1 Number of Total Fatalities

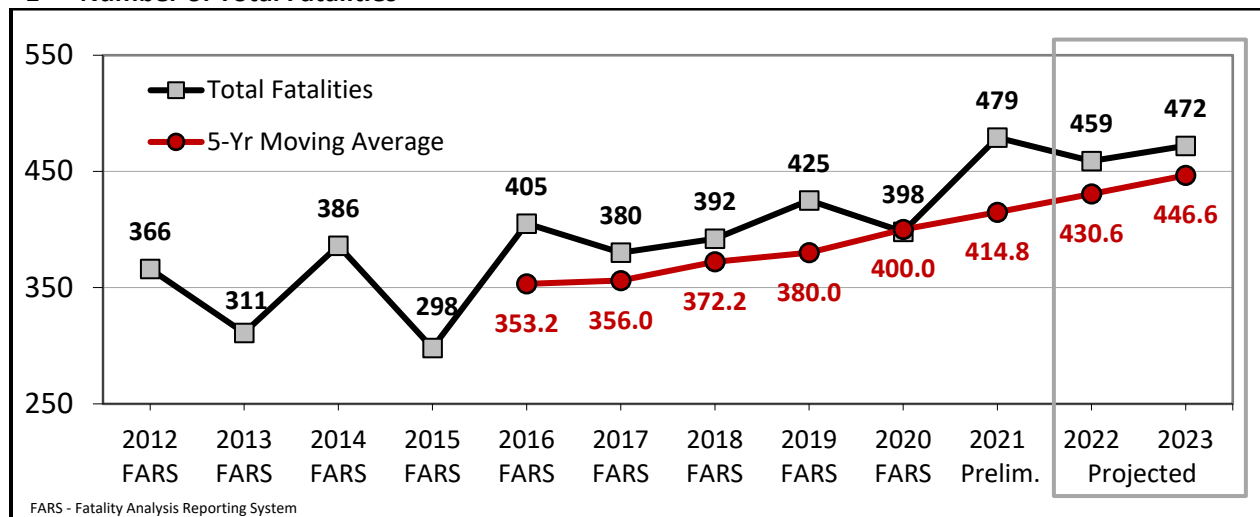


Figure 1

NMDOT 2020 Target for Number of Total Fatalities: 401.9

NMDOT 2021 Target for Number of Total Fatalities: 411.6

NMDOT 2022 Target for Number of Total Fatalities: 421.9

NMDOT 2023 Target for Number of Total Fatalities: 446.6

NMDOT Justification: The preliminary reported number of fatalities for 2021 increased by about 20 percent from 2020, as it rose from 398 to 479 fatalities. The five-year moving average (5YMA) fatalities from 2022 to 2023 are also projected to rise, although less aggressively, by 3.7 percent (430.6 to 446.6). With fatalities projected to keep rising, the five-year average projection of 446.6 (shown in Figure 1) is determined to be the 2023 target.

2 Number of Serious Injuries

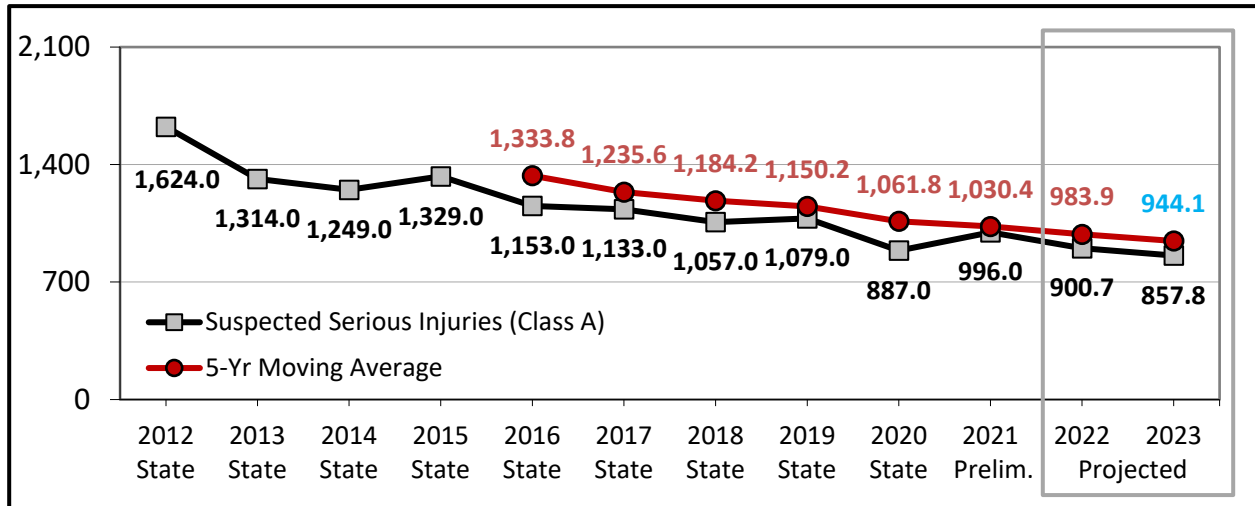


Figure 2A

NMDOT 2020 Target for Number of Serious Injuries: 1,074.2
NMDOT 2021 Target for Number of Serious Injuries: 1,030.5
NMDOT 2022 Target for Number of Serious Injuries: 1,030.5
NMDOT 2023 Target for Number of Serious Injuries: 995.4

NMDOT Justification: The calculation for the (5YMA) of serious injuries in 2023 resulted in a projection of 944.1 serious injuries, as shown in Figure 2A. This is roughly a 10% decrease from the previous year's target of 1,030.5. A decrease of 10% is a considerably more aggressive decrease when compared to the typically observed year-over-year (YOY) decrease of 5YMA serious injuries dating back to 2017.

To illustrate this, the black line in Figure 2B shows the YOY percent change values of the 5YMA for serious injuries. It is important to observe a 10% decrease has not yet been achieved. For this reason, the 5YMA target for serious injuries has been adjusted to 995.4 to be more consistent with the observed YOY decrease of 5YMA serious injuries.

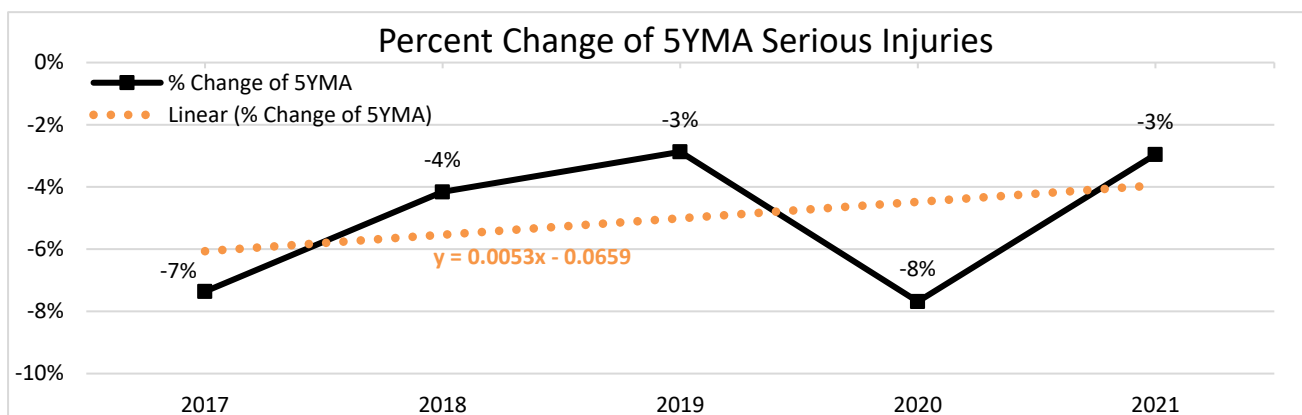


Figure 2B

To show how the adjusted target of 995.4 was calculated and how the percent change values were integrated into the calculation, consider the data for years 2016 and 2017. The 5YMA of serious injuries for these two years are 1,333.8 and 1,235.6, respectively, as shown in Figure 2A. With these two values in mind, the 2017 YOY percent change can be calculated by the following:

$$2017 \text{ YOY } \% \text{ Change} = \frac{(2017 \text{ 5YMA} - 2016 \text{ 5YMA})}{2016 \text{ 5YMA}} = \frac{(1,235.6 - 1,333.8)}{1,333.8} = \frac{-98.2}{1,333.8} = -7.4\%$$

Table 1 shows the YOY percent change for 2017 through 2021.

Table 1

Year	2016	2017	2018	2019	2020	2021
Serious Injury 5YMA	1,333.8	1,235.6	1,184.2	1,150.2	1,061.8	1,030.4
YOY Percent Change of 5YMA	NA	-7.4%	-4.2%	-2.9%	-7.7%	-3.0%

In order to calculate an adjusted 5YMA target of serious injuries, the YOY percent changes from 2017-2021 were used to generate a linear regression equation (Figure 2B):

$$Y = (0.0053 * x) - 0.0659$$

The corresponding x-value for each year, which is inserted into the linear regression equation, can be obtained from Table 2.

Table 2

Year	2017	2018	2019	2020	2021	2022	2023
x-value	0	1	2	3	4	5	6

Using the linear regression equation and an x-value of 6 from Table 2 to arrive at a 2023 target, the adjusted 5YMA target can be calculated as:

$$Y = (0.0053 * 6) - 0.0659 = -0.034 = -3.4\%$$

Using a percent change of -3.4% and applying it to the 2022 target of 1,030.5, a new 2023 5YMA target value of 995.4 serious injuries is obtained. The calculations that lead to this value of 995.4 are shown below.

$$2023 \text{ YOY } \% \text{ Change} = -3.4\% = -0.034 = \frac{(\text{Adjusted 2023 5YMA} - 1,030.5)}{1,030.5}$$

$$-0.034 * 1,030.5 = \text{Adjusted 2023 5YMA} - 1,030.5$$

$$\text{Adjusted 2023 5YMA} = (-0.034 * 1,030.5) + 1,030.5$$

$$\text{Adjusted 2023 5YMA} = 995.4$$

3 Rate of Fatalities

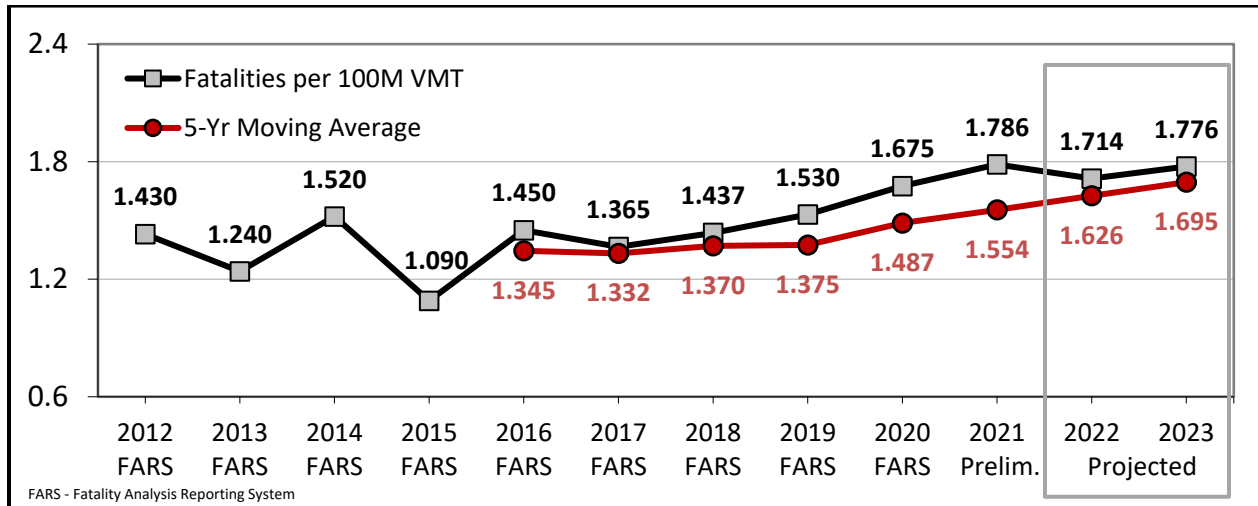


Figure 3

NMDOT 2020 Target for Rate of Fatalities: 1.429
NMDOT 2021 Target for Rate of Fatalities: 1.486
NMDOT 2022 Target for Rate of Fatalities: 1.645
NMDOT 2023 Target for Rate of Fatalities: 1.695

NMDOT Justification: The projected rate of fatalities for 2023 increased due to the stability projected for VMT in 2021-2023. Combined with the fact the preliminary total fatalities for 2021 shows a large increase and the 2022 projected fatalities also show increases, the fatality rate is also projected to increase, as shown in Figure 3. Observing that the VMTs are not increasing in step with the observed fatality numbers, as shown in Appendix B, this impacts the 5YMA, resulting in an increased fatality rate for 2023. As shown in Figure 3, the 2023 projected fatality rate of 1.695 is generally consistent with the rate of change in the five year moving average as observed since 2017.

4 Rate of Serious Injuries

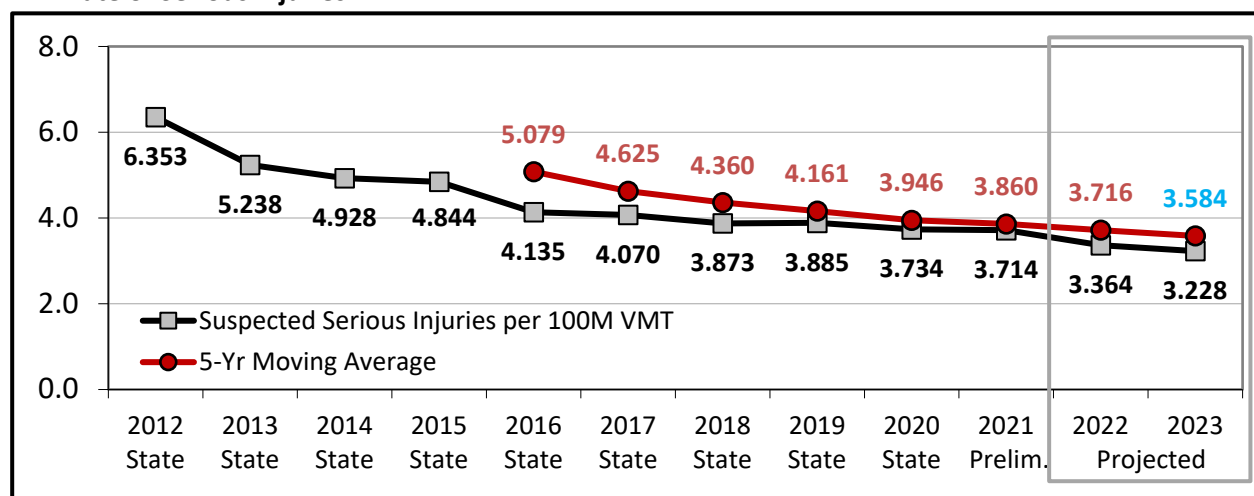


Figure 4A

NMDOT 2020 Target for Rate of Serious Injuries: 3.820
NMDOT 2021 Target for Rate of Serious Injuries: 3.842
NMDOT 2022 Target for Rate of Serious Injuries: 3.842
NMDOT 2023 Target for Rate of Serious Injuries: 3.801

NMDOT Justification: The calculation for the 5YMA of serious injuries per HMVMT for 2023 resulted in 3.584, as shown in Figure 4A. This is a considerably higher decrease compared to the typically observed decrease in rate of serious injuries dating back to 2017. The 2022 target is 3.842 and while the serious injury rate is declining, a change to 3.584 from 3.842 is not consistent with past trends.

For this reason, the 5YMA target for the rate of serious injuries per HMVMT has been adjusted to 3.801 to be more in line with the observed YOY decrease of 5YMA for the rate of serious injuries per HMVMT.

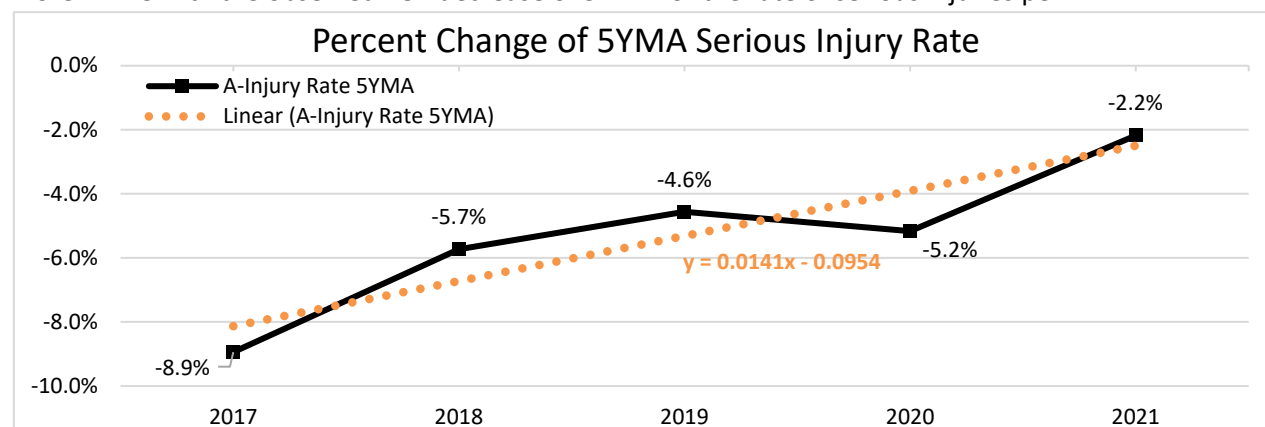


Figure 4B

To show how the adjusted target of 3.801 was calculated and how the percent change values were integrated into the calculation, consider the data for years 2018 and 2019. The 5YMA rate of serious injuries for these two years are 4.360 and 4.161, respectively, as shown in Figure 4A. With these two values in mind, the 2019 YOY percent change can be calculated by the following:

$$2019 \text{ YOY } \% \text{ Change} = \frac{(2019 \text{ 5YMA} - 2018 \text{ 5YMA})}{2018 \text{ 5YMA}} = \frac{(4.161 - 4.360)}{4.360} = \frac{-0.199}{4.360} = -4.6\%$$

Table 2 shows the YOY percent change for 2017 through 2021.

Table 2

Year	2016	2017	2018	2019	2020	2021
Serious Injury Rate 5YMA	5.079	4.625	4.360	4.161	3.946	3.860
YOY Percent Change of 5YMA	NA	-8.9%	-5.7%	-4.6%	-5.2%	-2.2%

In order to calculate an adjusted 5YMA target of serious injury rate, the YOY percent changes from 2017-2021 were used to generate a linear regression equation (Figure 4B):

$$Y = (0.0141 * x) - 0.0954$$

The corresponding x-value for each year which is inserted into the linear regression equation can be obtained from Table 2.

Table 3

Year	2017	2018	2019	2020	2021	2022	2023
x-value	0	1	2	3	4	5	6

Using the linear regression equation and an x-value of 6 from Table 2 to arrive at a 2023 target, the adjusted 5YMA target can be calculated as:

$$Y = (0.0141 * 6) - 0.0954 = -0.0108 = -1.1\%$$

Using a percent change of -1.1% and applying it to the 2022 target of 3.842, a new 2023 5YMA target value of 3.801 serious injuries per HMVMT is obtained. The calculations that lead to this value of 3.801 are shown below.

$$2023 \text{ YOY } \% \text{ Change} = -1.1\% = -0.0108 = \frac{(\text{Adjusted } 2023 \text{ 5YMA} - 3.842)}{3.842}$$

$$-0.0108 * 3.842 = \text{Adjusted } 2023 \text{ 5YMA} - 3.842$$

$$\text{Adjusted } 2023 \text{ 5YMA} = (-0.0108 * 3.842) + 3.842$$

$$\text{Adjusted } 2023 \text{ 5YMA} = 3.8005 = 3.801$$

5 Number of Non-motorized Fatalities and Serious Injuries

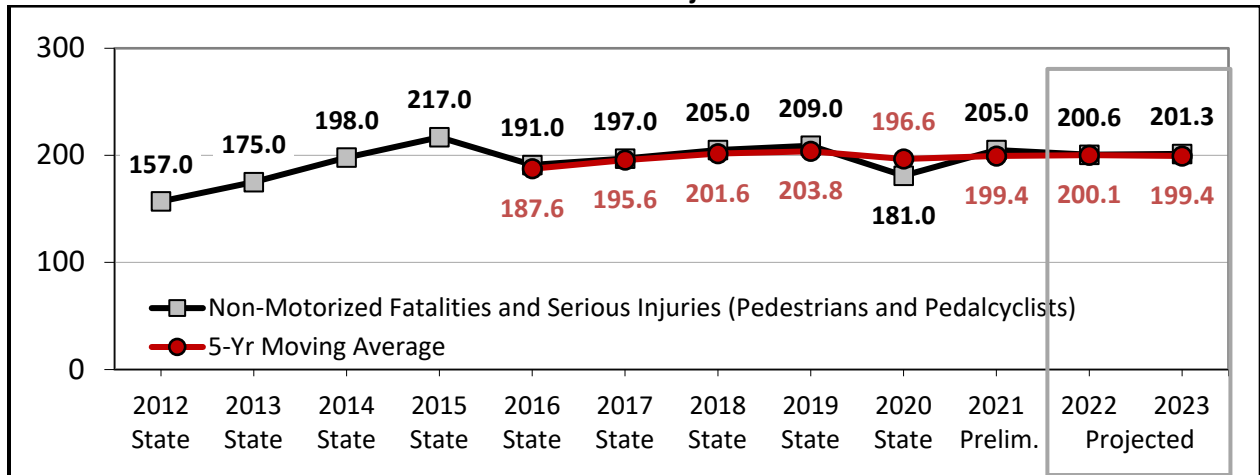


Figure 5

NMDOT 2020 Target for Number of Non-motorized Fatalities and Serious Injuries: 204.0

NMDOT 2021 Target for Number of Non-motorized Fatalities and Serious Injuries: 196.6

NMDOT 2022 Target for Number of Non-motorized Fatalities and Serious Injuries: 190.6

NMDOT 2023 Target for Number of Non-motorized Fatalities and Serious Injuries: 199.4

NMDOT Justification: The 5YMA non-motorized fatalities and serious injuries has been largely steady and flat since 2018. The 5YMA has been hovering around 200 with minor fluctuations annually. The 2023 projected 5YMA is no different, with a target of 199.4, as shown in Figure 5.

Appendix A: VMT (HMVMT)

The projected VMT values for 2022 and 2023, shown in blue numbers in Figure A1 were forecasted using a linear regression equation based on data from 2016 through 2019 and 2021 - VMT from 2020 was excluded. Figure A1 shows the numbers in red that were used in the forecasting of the 2022 and 2023 VMTs. After applying the forecast equation in MS Excel, the projected VMT for 2022 and 2023 are 267.75 HMVMT and 265.79 HMVMT, respectively.

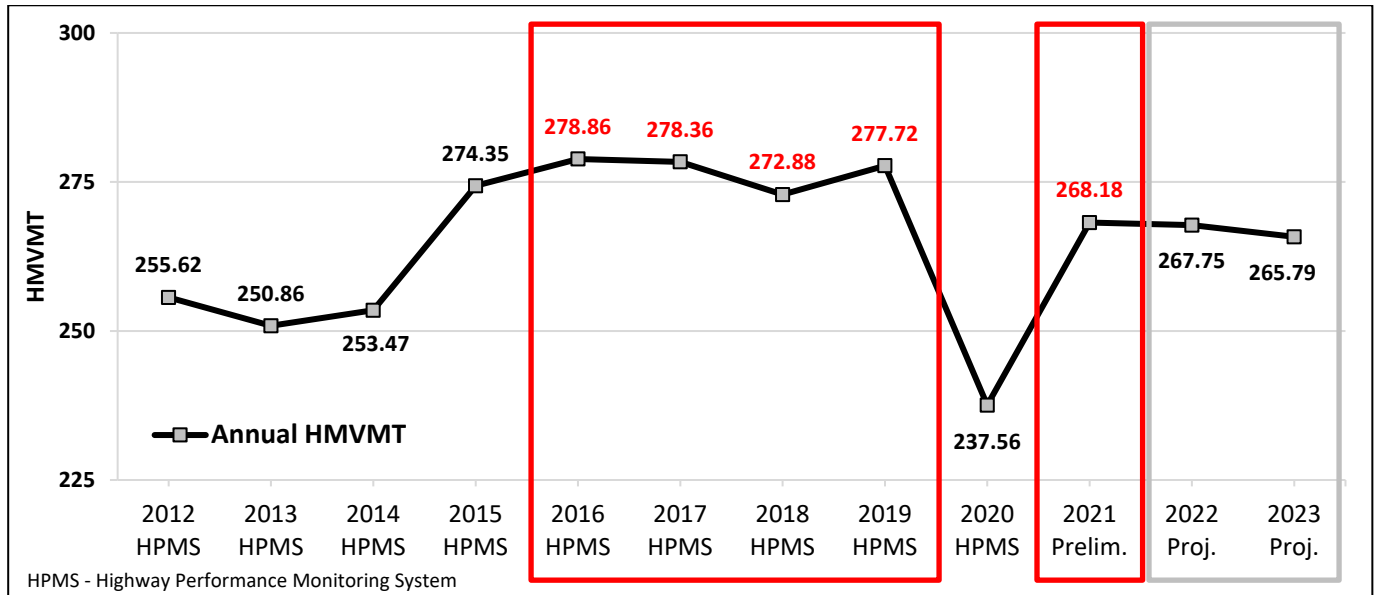


Figure A1

Appendix B: Data Values and Sources

Performance Measure	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities*	349	350	366	311	386	298	405	380	392	425	398	479	459	472
Serious Injuries**	1,922	1,709	1,624	1,314	1,249	1,329	1,153	1,133	1,057	1,079	887	996.0	900.7	857.8
HMVMT†	252.74	256.50	255.62	250.86	253.47	274.35	278.86	278.36	272.88	277.72	237.56	268.18	267.75	265.79
Fatality rate (per HMVMT)	1.381	1.365	1.432	1.240	1.523	1.086	1.452	1.365	1.437	1.530	1.675	1.786	1.713	1.774
Serious injury rate (per HMVMT)	7.605	6.663	6.353	5.238	4.928	4.844	4.135	4.070	3.873	3.885	3.734	3.714	3.364	3.227
Number non-motorized fatalities***	41	46	68	55	78	62	81	81	95	92	89			
Number of non-motorized serious injuries**	118	111	89	120	120	155	110	116	110	117	92			
Non-motorized fatalities and serious injuries****	159	157	157	175	198	217	191	197	205	209	181	205	200.6	201.3
Fatalities 5YMA				347.4	352.4	342.2	353.2	356.0	372.2	380.0	400.0	414.8	430.5	446.4
Serious Injuries 5YMA				1,693.6	1,563.6	1,445.0	1,333.8	1,235.6	1,184.2	1,150.2	1,061.8	1,030.4	983.9	944.1
Fatality rate (per HMVMT) 5YMA				1.361	1.388	1.326	1.345	1.332	1.370	1.375	1.487	1.554	1.626	1.695
Serious injury rate (per HMVMT) 5YMA				6.637	6.160	5.597	5.079	4.625	4.360	4.161	3.946	3.860	3.716	3.584
Non-motorized fatalities and serious injuries 5YMA				161.8	169.2	180.8	187.6	195.6	201.6	203.8	196.6	199.4	200.1	199.4
HMVMT 5YMA				255.2	253.8	258.2	262.6	267.2	271.6	276.4	269.1	266.9	264.8	263.4
									37806	37473	36835	36096		

*Source: 2009-2019 is from NHTSA: <https://cdan.nhtsa.gov/SASStoredProcess/guest>.

**Source: Dataset for 2013 to 2020 that was received from NMDOT on 4/27/2021.

***Source: 2009-2019 is from <https://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx> & see images on "FARS_Screenshots" sheet in this XLS file for additional non-motorized fatality information.

****Non-motorized definition per FHWA: pedalcyclists, pedestrians, other cyclists, or person on personal conveyance.

†HMVMT source (change four-digit year to desired calendar year in link): <https://www.fhwa.dot.gov/policyinformation/statistics/2009/vm2.cfm>.

2021 crash data is preliminary and originates from 5/20/2022 PDF titled "2023 HSP Target Setting" shared by UNM (Jessica Bloom).

Linear regression (best fit straight line; $y = 13.029x + 367.4$) based on 2016-2021 fatalities.

Linear regression (best fit straight line; $y = -42.886x + 1,200.9$) based on 2016-2021 A-Injuries.

Linear regression (best fit straight line; $y = 0.7429x + 195.4$) based on 2016-2021 non-motorized fatalities and A-Injuries.

The VMT for 2022 and 2023 are the forecasted values of the following five years: 2016-2019, 2021. The VMT for 2020 has been excluded from the forecast to obtain 2022 and 2023

Figure B1



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for performance targets for New Mexico, as required by 23 CFR 490, Subpart C – National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition (PM2) –

Approved on February 23rd, 2023 by the Santa Fe MPO Transportation Policy Board

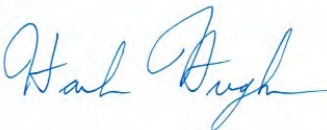
The Santa Fe Metropolitan Planning Organization hereby certifies that the following Federal Fiscal Year (FFY) 2022-2025 Performance (PM2) Targets for New Mexico, National Performance Management Measures for Assessing Pavement Condition and National Performance Management Measures for Assessing Bridge Condition as attached as Appendix A to this Self-Certification was submitted and approved and shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan (MTP) upon completion of the updated to the 2025 – 2050 MTP.

ATTACHMENT: A

FHWA Reporting: Performance Management Form (PMF) Memo Baseline Performance Period (2022-2025) Federal Fiscal Year 2022 Performance Measure (PM) 2 Pavement and Bridge

ATTACHMENT: B

FHWA Reporting: Performance Management Form (PMF) Full Performance Period (2018-2021) & Baseline Performance Period (2022 – 2025) Federal Fiscal Year 2022 Performance Measure (PM) 2 Pavement and Bridge

_____  _____

Chair MPO TPB

_____ 02/23/23 _____

_____ Date



FHWA Reporting: Performance Management Form (PMF) Memo

Baseline Performance Period (2022-2025)

Federal Fiscal Year 2022

Performance Measure (PM) 2

Pavement & Bridge

This document outlines the Federal Fiscal Year (FFY) 2022 Baseline Performance Period (BPP – 2022-2025) targets for PM2 system performance, as required by 23 CFR 490, Subpart C - National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition. New Mexico Department of Transportation (NMDOT) Transportation Performance Management personnel are responsible for reporting on progress and coordinating the setting of PM 2 targets.

Overview of PM 2 Measures

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

The NMDOT used a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The bulleted sections below provide an explanation of events leading to the development of the performance measures and this document:

1. Annually, NMDOT collects the pavement condition data for all NMDOT maintained roadways and non-DOT maintained NHS based on the four condition metrics (IRI, rutting, faulting and cracking) and three inventory data elements (through lanes, surface type, and structure type) included in 23 CFR 490.309. Pavement condition data is collected based on one-tenth mile.
2. In preparation for developing the 2022 Transportation Asset Management Plan (the TAMP) the following was done:
 - a. Numerous internal meetings took place with representatives from the Districts and Pavement Management and Design Bureau staff to review and analyze pavement condition data and performance trends. NMDOT maintains the pavement condition data in a Pavement Management System database (PMS) on the AgileAssets platform. The PMS is used to predict future performance based on criteria identified for various funding scenarios. It can also forecast funding required to attain a desired condition.
 - b. Funding allocations for Interstate, non-Interstate NHS and non-NHS pavements, NHS and non-NHS Bridges were determined based on reviewing historical information based on obligated amounts for federally funded projects contained in the Statewide Transportation Improvement Program (STIP) database. In addition, historical funding amounts for pavements and bridges was obtained from data in the Maintenance Management System and Contract Maintenance Databases.
3. On September 13, 2022, the NMDOT provided a presentation on all Performance Measures to the MPO's attending the quarterly MPO meeting. NMDOT collected Pavement Condition data was presented by MPO area for the Interstate and non-Interstate NHS pavements within each MPO boundary to show how pavements are performing within each MPO area. NMDOT reported Bridge Condition data was also presented by MPO area for bridges in the NHS.



FHWA Reporting: Performance Management Form (PMF) Memo

Baseline Performance Period (2022-2025)

Federal Fiscal Year 2022

Performance Measure (PM) 2

Pavement & Bridge

Predicting future condition of pavements and bridges is dependent on funding. The period determined for predicting future condition is ten years. To prepare predictions of future conditions, funding allocations needed to be established. The funding allocations for Interstate, non-Interstate NHS and non-NHS pavements and NHS and non-NHS bridges were based on a review of information contained in historical STIP's and MMS data. A combination of federal and state funding is used to determine the total amount of funding available for TAM activities. In addition to STIP and MMS financial information, a review of NMDOT historical budget, state road fund revenue projections and future debt service payments were reviewed to determine the TAM-eligible revenues. This analysis also included review of pavement and bridge allocations.

In setting the 2- and 4-year performance targets for the pavement measures, NMDOT analyzed historical pavement condition data based on the FHWA measures to prepare a trend analysis. The PMS is used to predict future condition; however, it is unable to predict future condition based on the FHWA metrics. As a result, the PMS uses a Pavement Condition Rating (PCR) to determine condition. The PMS was configured based on a multi-year collaborative effort to develop the decision trees that combine the various pavement distresses collected for each tenth mile section to determine an Overall Condition Index (OCI) for each 2-mile managed segment. The PCR is 80 percent OCI and 20 percent smoothness index, which is IRI and rutting metric converted to a 100 scale.

The annual funding allocation is entered into the PMS to predict an annual PCR for each system. The PCR is then mapped to the Federal Good, Fair and Poor to predict a future pavement condition each year for the ten-year analysis period.

The annual funding allocations used in the PMS to predict future pavement condition are:

1. Interstate Pavements (million),	2022- \$79.3	2023 - \$71.3	2024 - \$51.4	2025 - \$61.0
2. Non-Interstate NHS Pavements (million),	2022 - \$126.6	2023 - \$114.0	2024 - \$82.0	2025 - \$97.4
3. Non-NHS Pavements (million),	2022 - \$368.5	2023 - \$106.3	2024 - \$159.3	2025 - \$117.6

NMDOT maintains bridge condition data in a Bridge Management System (BrM); however, BMS does not have the capability of predicting future condition. NMDOT uses a spreadsheet-based tool to predict performance of each bridge given predicted deterioration. The model components include measures, deterioration, treatments and prioritization. The model uses the National Bridge Inventory (NBI) data weighted by deck area. A Markov modeling approach, similar to Pontis models is used but applied to the NBI data. The approach predicts a percent chance a rating will drop to the next value in a year. NCHRP Report 713 was used to determine median years to reach ratings of 3, 4 and 5. NMDOT Bridge Management evaluated the spreadsheet tool for predicting future condition prior to adopting for use.

The annual funding allocations used in the spreadsheet tool to predict future condition are:

1. NHS Bridges, \$40 million/year
2. Non-NHS Bridges, \$20 million/year



FHWA Reporting: Performance Management Form (PMF) Memo
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Pavement & Bridge

The future condition is based on data collected during calendar years 2016-2021 and predicting condition for calendar years 2022 through 2031. The first Mid Performance Period Progress Report is due to FHWA on October 1, 2023 and will be based on pavement and bridge condition data collected during calendar year 2022.

The table below indicates NMDOT performance measure targets.

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%



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

This document outlines the Federal Fiscal Year (FFY) 2022 Full Performance Period (FPP - 2018-2021) progress, and Baseline Performance Period (BPP – 2022-2025) targets for PM2 system performance, as required by 23 CFR 490, Subpart C - National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition. New Mexico Department of Transportation (NMDOT) Transportation Performance Management personnel are responsible for reporting on progress and coordinating the setting of PM 2 targets.

Overview of PM 2 Measures

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

The NMDOT used a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The bulleted sections below provide an explanation of events leading to the development of the performance measures and this document:

1. Annually, NMDOT began collect the pavement condition data for all NMDOT maintained roadways and non-DOT maintained NHS based on the four condition metrics (IRI, rutting, faulting and cracking) and three inventory data elements (through lanes, surface type, and structure type) included in 23 CFR 490.309. Pavement condition data is collected based on one-tenth mile.
2. In preparation for developing the 2022 Transportation Asset Management Plan (the TAMP) the following was done:
 - a. Numerous internal meetings took place with representatives from the Districts and Pavement Management and Design Bureau staff to review and analyze pavement condition data and performance trends. NMDOT maintains the pavement condition data in a Pavement Management System database (PMS) on the AgileAssets platform. The PMS is used to predict future performance based on criteria identified for various funding scenarios. It can also forecast funding required to attain a desired condition.
 - b. Funding allocations for Interstate, non-Interstate NHS and non-NHS pavements, NHS and non-NHS Bridges were determined based on reviewing historical information based on obligated amounts for federally funded projects contained in the Statewide Transportation Improvement Program (STIP) database. In addition, historical funding amounts for pavements and bridges was obtained from data in the Maintenance Management System and Contract Maintenance Databases.
3. On September 13, 2022, the NMDOT provided a presentation on all Performance Measures to the MPO's attending the quarterly MPO meeting. NMDOT collected Pavement Condition data was presented by MPO area for the Interstate and non-Interstate NHS pavements within each MPO boundary to show how pavements are performing within each MPO area. NMDOT reported Bridge Condition data was also presented by MPO area for bridges in the NHS.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
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Performance Measure (PM) 2
Pavement & Bridge

Predicting future condition of pavements and bridges is dependent on funding. The period determined for predicting future condition is ten years. To prepare predictions of future conditions, funding allocations needed to be established. The funding allocations for Interstate, non-Interstate NHS and non-NHS pavements and NHS and non-NHS bridges were based on a review of information contained in historical STIP's and MMS data. A combination of federal and state funding is used to determine the total amount of funding available for TAM activities. In addition to STIP and MMS financial information, a review of NMDOT historical budget, state road fund revenue projections and future debt service payments were reviewed to determine the TAM-eligible revenues. This analysis also included review of pavement and bridge allocations.

In setting the 2- and 4-year performance targets for the pavement measures, NMDOT analyzed historical pavement condition data based on the FHWA measures to prepare a trend analysis. The PMS is used to predict future condition; however, it is unable to predict future condition based on the FHWA metrics. As a result, the PMS uses a Pavement Condition Rating (PCR) to determine condition. The PMS was configured based on a multi-year collaborative effort to develop the decision trees that combine the various pavement distresses collected for each tenth mile section to determine an Overall Condition Index (OCI) for each 2-mile managed segment. The PCR is 80 percent OCI and 20 percent smoothness index, which is IRI and rutting metric converted to a 100 scale.

The annual funding allocation is entered into the PMS to predict an annual PCR for each system. The PCR is then mapped to the Federal Good, Fair and Poor to predict a future pavement condition each year for the ten-year analysis period.

NMDOT maintains bridge condition data in a Bridge Management System (BrM); however, BMS does not have the capability of predicting future condition. NMDOT uses a spreadsheet-based tool to predict performance of each bridge given predicted deterioration. The model components include measures, deterioration, treatments and prioritization. The model uses the National Bridge Inventory (NBI) data weighted by deck area. A Markov modeling approach, similar to Pontis models is used but applied to the NBI data. The approach predicts a percent chance a rating will drop to the next value in a year. NCHRP Report 713 was used to determine median years to reach ratings of 3, 4 and 5. NMDOT Bridge Management evaluated the spreadsheet tool for predicting future condition prior to adopting for use.



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Pavement & Bridge

FULL PERFORMANCE PERIOD (FPP – 2018-2021)

PMF Question O2:

As of July 31, 2022, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. Did you upload the additional reporting for target(s)?

Answer:

Yes - 2022_NM_Freight_2022_1103_NM Freight Plan FINAL FHWA Submittal.pdf

Freight - The 2022 NM Freight Plan Update responds to the additional information we are required to provide due to the 'significant progress' determination.

PMF Question O3	Who should FHWA contact with questions?	Virginia Rae Stubella
PMF Question O4	What is the phone number for this contact?	5054792151
PMF Question O5	What is the email address for this contact?	virginia.stubella@state.nm.us

PAVEMENT PERFORMANCE OVERVIEW

PMF Question P1

Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications.

Answer:

The 2 and 4-year pavement condition performance targets are set using a performance management process based on data driven decision-making framework. NHS pavement conditions are monitored to meet federally established minimum condition level which requires that no more than 5 percent pavement lanes miles on the Interstate system are in poor condition. The 4-year target of 5 percent of Poor on the Interstate was met. The 4-year actual of Poor on the Interstate is 0.9 percent. The 4-year target of Good on the Interstate is missed by 1%. To meet and exceed the target, more pavement preservation treatment should be considered to improve the pavement condition on the Interstate.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
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Performance Measure (PM) 2
Pavement & Bridge

INTERSTATE SYSTEM PERFORMANCE OVERVIEW

PMF Question P2

Discuss how the actual condition achieved for the statewide Interstate System [23 CFR 490.105(c)(1)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Interstate Good performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State of New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process and will ensure we support the National Long-term goal of a system in a state of good repair.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

	Baseline 2018	4-Year Target 2021	4-Year Actual 2021
Interstate Good	55.0%	55.0%	54.0%

PMF Question P6

Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Good Condition, this discussion:

- 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]
- 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]

Answer:

The 4-year target was missed by 1%. This indicates that the current funding of average \$105.2M per year allocated for the Interstate is barely sufficient to meet the target. To meet and exceed the target, more pavement preservation treatment should be considered to improve the pavement condition on the Interstate. Moderate progress was made toward achieving the 4-year target. Pavement treatment scenarios analysis based on pavement performance were used in the decision-making and project selection. Application of pavement preventive maintenance early in pavement life, when it is still in relatively good condition, can delay the need for rehabilitation or reconstruction and result in an overall lower life cycle cost. In addition, preventive maintenance can yield a higher level of pavement condition over time. Current funding in conjunction with a rise in the cost of construction prevented significant progress toward achieving and exceeding the 4-year target.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Target for Percentage of Pavements on the Interstate System in Poor Condition

	Baseline	4-Year Target	4-Year Actual
	2018	2021	2021
Interstate Poor	0.9%	5.0%	1.7%

PMF Question P11

Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Poor Condition, this discussion:

- 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]
- 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]"

Answer:

The 4-year target was met. This indicates that the current funding of average \$105.2M per year allocated for the Interstate is sufficient to meet and exceed the target. This is due to more pavement preservation treatment implemented that resulted in stabilizing the pavement condition of Poor on the Interstate. Significant progress was made toward achieving the 4-year target. Pavement treatment scenario analysis based on pavement performance were used in the decision-making and project selection process. Application of pavement preventive maintenance early in pavement life, when it is still in relatively good condition, can delay the need for rehabilitation or reconstruction and result in an overall lower life cycle cost. In addition, preventive maintenance can yield a higher level of pavement condition over time.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

PAVEMENT PERFORMANCE ON THE **NON-INTERSTATE NHS** OVERVIEW

PMF Question P13

Discuss how the actual pavement condition achieved for the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Non-Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Non-Interstate NHS performance measures. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process and will ensure we support the National Long-term goal of a system in a state of good repair.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Target for Pavements on the **Non-Interstate NHS** in **Good** Condition

	Baseline 2018	2-Year Target 2019	2-Year Actual 2019	4-Year Target 2021	4-Year Actual 2021
Non-Interstate NHS Good	70.0%	35.6%	35.8%	34.2%	36.7%

PMF Question P21

Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non- Interstate NHS in Good Condition, this discussion:

- 1) Shall compare the actual 4-year condition to the 4- year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]
- 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4- year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]

Answer:

The 4-year target was met. This indicates that the current funding of average \$168.3.2M per year allocated for the Non-Interstate NHS is sufficient to meet and exceed the target. This is due to more pavement preservation treatment implemented that resulted in improving the pavement condition of Good on the Non-NHS Interstate. It is evident that significant progress was made toward achieving the 4-year target. Pavement treatment scenarios analysis based on pavement performance were used in the decision-making and project selection. Application of pavement preventive maintenance early in a pavement's life when it is still in relatively good condition can delay the need for rehabilitation or reconstruction and result in an overall lower life cycle cost. In addition, preventive maintenance can yield a higher level of pavement condition over time.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor

Condition Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]

	Baseline 2018	2-Year Target 2019	2-Year Actual 2019	4-Year Target 2021	4-Year Actual 2021
Non-Interstate NHS Poor	5.6%	9.0%	2.5%	12.0%	2.6%

PMF Question P30

Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non- Interstate NHS in Poor Condition, this discussion:

- 1) Shall compare the actual 4-year condition to the 4- year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]
- 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4- year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]

Answer:

The 4-year target was met. This indicates that the current funding of average \$168.3.2M per year allocated for the Non-Interstate NHS is sufficient to meet and exceed the target. This is due to more pavement preservation implemented that resulted in reducing the pavement condition of Poor on the Non-NHS Interstate. Significant progress was made toward achieving the 4-year target. Pavement treatment scenario analysis based on pavement performance were used in the decision-making and project selection. Application of pavement preventive maintenance early in pavement life, when it is still in relatively good condition, can delay the need for rehabilitation or reconstruction and result in an overall lower life cycle cost. In addition, preventive maintenance can yield a higher level of pavement condition over time.



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Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

BRIDGE PERFORMANCE OVERVIEW

PMF Question B1:

Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)

Answer:

NMDOT's bridge condition projections are based on a spreadsheet that uses, (1.) Deterioration curves for deck, superstructure, substructure, and culvert conditions; (2.) Probabilities of deterioration; (3.) Benefit to cost ratios; (4.) Costs for replacement, rehabilitation and preventive maintenance; and (5.) Budget forecasts; to project bridge conditions 10 years into the future.

PMF Question B2

Discuss how the actual condition achieved for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to the bridge condition measure area. [23 CFR 490.107(b)(3)(ii)(C)]

Answer:

During the 2018 to 2021 4-year timeframe, NMDOT determined that it had allocated more funding towards NHS bridge preservation projects and needed to increase spending on NHS bridge replacement projects. Over the last 10+ years, NMDOT has set aside approximately \$11 million/year annually for NHS bridge preventive maintenance work. This has enabled NMDOT to keep the majority of the inventory in a "fair" or better condition and keeping the inventory below the 10% poor Federal rule. NMDOT's preservation program has resulted in the number of "Poor" condition bridges being significantly below the federal requirements of 10%. This has allowed NMDOT to allocate more funding towards bridge replacements which will increase the number of percent of NHS "Good" bridges.



FHWA Reporting: Performance Management Form (PMF)
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Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

STATEWIDE PERFORMANCE TARGET FOR BRIDGES ON THE NHS CLASSIFIED AS IN GOOD CONDITION

	Baseline 2018	2-Year Target 2019	2-Year Actual 2019	4-Year Target 2021	4-Year Actual 2021
NHS Good	37.4%	36.0%	37.6%	30.0%	36.2%

PMF Question B8

Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, this discussion:

- 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]
- 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]

Answer:

Since 2005, NMDOT has reduced the number of "Poor" condition bridges in their inventory by 62.5% (157 bridges). It is evident that significant progress was made toward achieving the 4-year target. We were able to meet our targets as both our 2-Year and 4-Year actual percentages for the NHS Good are above their respective targets. \$13 million dollars are targeted towards bridge preservation projects annually (of this, over \$11 million dollars goes towards our NHS inventory). As a result of this and other funding, there were over 100 NHS bridges that were preserved during the 2018 to 2021 4-year timeframe. These bridge preservation projects primarily work on fair condition bridges and once construction is completed these "fair" bridges are anticipated to move up into a "Good" condition. Also, during this 4-year span there were approximately 20 NHS bridges that were rehabilitated. It is anticipated that their condition went from a fair condition (possibly a poor condition) up into a good condition once construction was completed. During this 4-year span there were also 8 NHS bridges that were replaced so it is anticipated that their condition went from a poor condition up into a good condition. All these NHS projects programmed in NMDOT's STIP were the key reason NMDOT was able to be above these % NHS Good targets.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
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Performance Measure (PM) 2
Pavement & Bridge

STATEWIDE PERFORMANCE TARGET FOR BRIDGES ON THE NHS CLASSIFIED AS IN POOR CONDITION

	Baseline 2018	2-Year Target 2019	2-Year Actual 2019	4-Year Target 2021	4-Year Actual 2021
NHS Poor	3.3%	3.3%	3.1%	3.3%	2.4%

PMF Question B15

Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, this discussion:

- 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)]
- 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]

Answer:

Since 2005, NMDOT has reduced the number of "Poor" condition bridges in their inventory by 62.5% (157 bridges). It is evident that significant progress was made toward achieving the 4-year target. We were able to meet our targets for the 2-Year actual percentages for the NHS Poor Bridges and were extremely close on the original 4-Year actual percentage for the NHS Poor Bridges. During the PMF midterm baseline, NMDOT Bridge Bureau requested to adjust the 4-Year target for NHS Bridges to 3.3%. Our basis for the adjustment that was listed at the PMF midterm baseline was that our model projections suggested that if we didn't prioritize more money towards replacement that our % Poor numbers would likely exceed 3%. It should be noted that both numbers are well below federal requirements. NMDOT's bridge modelling spreadsheet was prioritizing preventive maintenance projects to preserve our assets and turn more of the "fair" bridges to "good" bridges. In other words, our model was putting more money towards preservation projects and these preservation projects are not working on "poor" bridges. Looking at the let projects over this 2018 to 2021 4-year timeframe this is apparent with how we have been spending money towards bridge projects as there were over 100 NHS bridges that were preserved (preventive maintenance) and there were only 8 NHS bridges that were replaced. To get our % NHS Poor down we will have to prioritize more money towards replacement projects. However, it is not NMDOT's intent to replace all "Poor" condition bridges. Doing so could result in some bridges being replaced before they should be. Engineering judgement and budget constraints will continue to be a large factor on NMDOT's allocation of bridge funding.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
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Pavement & Bridge

BASELINE PERFORMANCE PERIOD (BPP – 2022-2025)

PMF Question O1

Metropolitan Planning Organization (MPO) Coordination: Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)]

Answer:

For Performance Measure 2 (PM2), NMDOT provided a presentation on all Performance Measures to the MPO's attending the quarterly MPO meeting (September 13, 2022). NMDOT collected Pavement Condition data was presented by MPO area for the Interstate and non-Interstate NHS pavements within each MPO boundary to show how pavements are performing within each MPO area. NMDOT reported Bridge Condition data was also presented by MPO area for bridges in the NHS.

For Performance Measure 3 (PM 3), NMDOT coordinated with the MPOs in the following ways to set the PM 3 targets. 1) 3/7/22 NMDOT presented the PM 3 Dashboard to the MPOs at the MPO Quarterly; the PM 3 Dashboard showed the baseline scores for the LOTTR and TTTR 2022-2025 performance period (among other things); NMDOT gave the MPOs access to the Dashboard so they could explore the various features, including looking at the performance of specific segments of roadway. 2) 6/14/22 NMDOT sent draft 2- and 4-year LOTTR and TTTR targets to the MPOs for their consideration; no comments received. 3) 6/15/22 NMDOT presented the PM 3 forecasting methodology and draft 2- and 4-year LOTTR and TTTR targets to the MPOs at the MPO Quarterly; the only comments received were in support of the targets. 4) Throughout 2022 NMDOT coordinated with El Paso MPO on the various Emissions targets, as well as the PHED and Non-SOV, culminating in our agreement of targets, which were included in NMDOT's PM 3 Report. 5) 9/8/22 NMDOT sent the MPOs a draft of the PM 3 report, which included all PM 3 targets and descriptions of the methodologies used; few comments were received and nothing substantive that affected the targets or narrative. 6) 11/22/22 NMDOT Cabinet Secretary concurred with the 2- and 4- year targets and on 11/23/22, NMDOT sent the final targets and methodologies (the PM 3 Report) to the MPOs.

PMF Question O3	Who should FHWA contact with questions?	Virginia Rae Stubella
PMF Question O4	What is the phone number for this contact?	5054792151
PMF Question O5	What is the email address for this contact?	virginia.stubella@state.nm.us



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

PAVEMENT PERFORMANCE OVERVIEW

PMF Question P1

General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications.

Answer:

The 2 and 4-year pavement condition performance targets are set using a performance management process based on data driven decision-making framework. NHS pavement condition is maintained to meet federally established minimum condition level which requires that no more than 5 percent pavement lanes miles on the interstate system are in poor condition.

INTERSTATE SYSTEM PERFORMANCE OVERVIEW

PMF Question P2

Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Interstate System [23 CFR 490.105(c)(1)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include how the established targets for the pavements on the statewide Interstate System for the Performance Period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Interstate Good performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process. These targets are part of the long-range targets for pavements on the statewide Interstate System for the performance period projected and documented in NMDOT 2022 Transportation Asset Management Plan (TAMP).



FHWA Reporting: Performance Management Form (PMF)
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Pavement & Bridge

Statewide Performance Target for Pavements on the Interstate System in Good Condition

	Baseline 2021	2-Year Target* 2023	4-Year Target* 2025
Interstate Good	54.0%	42.7%	37.0%

*From the 2022 TAMP

PMF Question P6

Basis for Targets: Provide a discussion of the basis for the 2-year and 4- year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Interstate Good performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process. These targets are part of the long-range targets for pavements on the statewide Interstate System for the performance period projected and documented in NMDOT 2022 Transportation Asset Management Plan (TAMP). Our intention is to increase funding to non-NHS pavement projects. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS inventory. This limits funding towards underfunded projects and for NHS pavement. Due to extreme unit bid cost increases, even with this additional Federal funding we anticipate our % NHS Good continuing to decrease and our % NHS Poor to increase.



FHWA Reporting: Performance Management Form (PMF)
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Federal Fiscal Year 2022
Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Targets for Pavements on the Interstate System in Poor Condition

	Baseline 2021	2-Year Target* 2023	4-Year Target* 2025
Interstate Poor	1.7%	3.2%	3.8%

*From the 2022 TAMP

PMF Question P10

Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Interstate Poor performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process. These targets are part of the long-range targets for pavements on the statewide Interstate System for the performance period projected and documented in NMDOT 2022 Transportation Asset Management Plan (TAMP). Our intention is to increase funding to non-NHS pavement projects. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS inventory. This limits funding towards underfunded projects and for NHS pavement. Due to extreme unit bid cost increases, even with this additional Federal funding we anticipate our % NHS Good continuing to decrease and our % NHS Poor to increase.



FHWA Reporting: Performance Management Form (PMF)
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Pavement & Bridge

NON-INTERSTATE NHS PAVEMENT PERFORMANCE OVERVIEW

PMF Question P11

Relationship to Other Performance Expectations: Discuss how the 2- year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include how the established targets for the pavements on the statewide Non-Interstate NHS for the performance period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Non-Interstate NHS condition performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process. These targets are part of the long-range targets for pavements on the statewide Interstate System for the performance period projected and documented in NMDOT 2022 Transportation Asset Management Plan (TAMP).



FHWA Reporting: Performance Management Form (PMF)
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Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Targets for Pavements on the Non-Interstate NHS in Good Condition.

	Baseline 2021	2-Year Target* 2023	4-Year Target* 2025
Non-Interstate NHS Good	36.7%	40.6%	38.4%

*From the 2022 TAMP

PMF Question P15

Basis for Targets: Provide a discussion of the basis for the 2-year and 4- year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Non-Interstate NHS Good performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process. These targets are part of the long-range targets for pavements on the statewide Interstate System for the performance period projected and documented in NMDOT 2022 Transportation Asset Management Plan (TAMP). Our intention is to increase funding to non-NHS pavement projects. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS inventory. This limits funding towards underfunded projects and for NHS pavement. Due to extreme unit bid cost increases, even with this additional Federal funding we anticipate our % NHS Good continuing to decrease and our % NHS Poor to increase.



FHWA Reporting: Performance Management Form (PMF)
Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)
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Performance Measure (PM) 2
Pavement & Bridge

Statewide Performance Targets for Pavements on the Non-Interstate NHS in Poor Condition

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
Non-Interstate NHS Poor	2.6%	3.2%	3.9%

*From the 2022 TAMP

PMF Question P19

Basis for Targets: Provide a discussion of the basis for the 2-year and 4- year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.

Answer:

A performance gap analysis process for pavement condition has been established at NMDOT. As part of the gap analysis, actual pavement performance is compared to 4-year target performance using FHWA's Non-Interstate NHS Poor performance measure. Performance scenario analysis is a useful technique for examining the implications of different funding levels and allocations. It provides the ability to predict future conditions, compare these conditions against targets, define funding gaps, and inform resource allocation decisions. NMDOT predicted future conditions of pavement from two funding scenarios, current and desired. The current funding scenario is based on historical budget allocations, while the desired funding scenario represents an optimistic picture of what could be achieved with an increase in funding. The Statewide Transportation Improvement Program (STIP) document lists all federally funded projects in the State on New Mexico. Achieving pavement performance targets is a key component of STIP project prioritization process. These targets are part of the long-range targets for pavements on the statewide Interstate System for the performance period projected and documented in NMDOT 2022 Transportation Asset Management Plan (TAMP). Our intention is to increase funding to non-NHS pavement projects. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS inventory. This limits funding towards underfunded projects and for NHS pavement. Due to extreme unit bid cost increases, even with this additional Federal funding we anticipate our % NHS Good continuing to decrease and our % NHS Poor to increase.



FHWA Reporting: Performance Management Form (PMF)
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Performance Measure (PM) 2
Pavement & Bridge

BRIDGE PERFORMANCE OVERVIEW

PMF Question B1

General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)

Answer:

NMDOT's bridge condition projections are based on a spreadsheet that uses, (1.) Deterioration curves for deck, superstructure, substructure and culvert conditions; (2.) Probabilities of deterioration; (3.) Benefit to cost ratios; (4.) Costs for replacement, rehabilitation and preventive maintenance; and (5.) Budget forecasts; to project bridge conditions 10 years into the future. The 2022 TAMP bridge projections were based on an analysis performed in late 2021. We have seen that bid prices have not stabilized yet and have continued to increase. As of early 2022, NMDOT has received Bridge Formula funds which will help NMDOT reach our % Good NHS and our % Poor NHS targets.

PMF Question B2

Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include how the established targets the statewide Bridges on the NHS for the Performance Period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]

Answer:

The 2-Year and 4-Year targets for both the % NHS Good and % NHS Poor are based on the assumptions that our bridge treatment costs are roughly twice as expensive as they were for the 2017 TAMP and that our bridge funding was not going to increase over the next five years. The models that we ran for the 2022 TAMP projected that our % NHS Good was going to increase and our % NHS Poor was going to decrease.

After we submitted the 2022 TAMP, NMDOT received additional funding from the Federal Bridge Formula Funding Program. It is anticipated that NMDOT will receive an additional \$45 Million/Year for the next five years. Our intention is to put approximately half of this money towards non-NHS bridges including locally owned bridges. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS bridge inventory. The remainder of this formula funding will go towards underfunded projects and for NHS bridges. Due to extreme unit bid cost increases, even with this additional bridge formula funding we anticipate our % NHS Good continuing to decrease and our % NHS Poor to increase. Our overall project selection and funding recommendations will continue to ensure we support the National Long-term goal of a system in a state of good repair.



FHWA Reporting: Performance Management Form (PMF)
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Pavement & Bridge

Statewide Performance Targets for Bridges on the NHS Classified as in Good Condition

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
NHS Good	36.2%	30.8%	23.9%

*From the 2022 TAMP

PMF Question B6

Basis for Targets: Provide a discussion of the basis for the 2-year and 4- year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.

Answer:

The primary reason our % NHS Good projections continue to decrease is because the cost to do any type of bridge work has gone up drastically since 2020. For the 2017 TAMP, our estimated bridge treatment costs were based on the annual unit bid construction replacement costs we submit to FHWA for the year of 2017. We were projecting roughly \$308 per square foot (2017 average of unit bid replacement cost multiplied by a 1.8 factor) to do a bridge replacement and to encompass doing some roadway work or mobilizing the contractor to the jobsite. We estimated all our other bridge treatments (bridge preservation, bridge rehabilitation, etc.) were a percentage of this bridge replacement cost. For the 2022 TAMP, our estimate was based on the 2021 unit bid replacement cost we submit to FHWA. In those 4 years between 2017 to 2021, we saw the cost to do a bridge replacement project nearly doubled. Labor shortages, increase in fuel, shipping costs, and construction materials, etc. are attributed to this increase in doing bridge work. Nearly all unit bid costs have continued to increase and have not stabilized yet. Review of bridge costs showed that the applied multiplier should increase from 1.8 to a factor of 2 for our 2021 Unit Bid Cost values (we were estimating nearly \$640 per square foot). Since the cost to do any other type of bridge treatment is based on a percentage of doing a bridge replacement, the cost to do any other type of bridge treatments has also doubled. Since the 2022 TAMP was submitted, the cost to replace a bridge has continued to increase.

At the time the 2022 TAMP was submitted we were anticipating spending the same \$11 million a year towards doing bridge preservation on NHS bridges and that yearly NHS funding was not going to increase from the previous year. Therefore, we were anticipating this would only allow us to work on half of the number of bridges that we used to be able to work on in past years. As such our % NHS Good is anticipated to decrease until we can receive additional funding or until the cost to do bridge work has stabilized and hopefully decreased.

After we submitted the 2022 TAMP, NMDOT received additional funding from the Federal Bridge Formula Funding Program. It is anticipated that NMDOT will receive an additional \$45 Million/Year for the next five years. Our intention is to put approximately half of this money towards non-NHS bridges including locally owned bridges. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS bridge inventory. The remainder of this formula funding will go towards underfunded projects and for NHS bridges. It is anticipated that this remainder of Bridge Formula funding will help NMDOT maintain our NHS bridge inventory but due to price escalations it is difficult to predict if we will have enough funding to keep our % NHS Good targets near their current level (above 35%).



FHWA Reporting: Performance Management Form (PMF)
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Pavement & Bridge

Statewide Performance Targets for Bridges on the NHS Classified as in Poor Condition

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
NHS Poor	2.4%	4.1%	5.5%

*From the 2022 TAMP

PMF Question B10

Basis for Targets: Provide a discussion of the basis for the 2-year and 4- year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.

Answer:

The primary reason our % NHS Poor projections continue to increase is because the cost to do any type of bridge work has gone up drastically since 2020. In the 2017 TAMP, our estimated bridge treatment costs were based on the annual unit bid replacement construction costs we submit to FHWA for the year of 2017. We were projecting roughly \$308 per square foot (2017 average of unit bid replacement cost multiplied by a 1.8 factor) to do a bridge replacement and to also account for doing some roadway work or mobilizing the contractor to the jobsite. We estimated all our other bridge treatments (bridge preservation, bridge rehabilitation, etc.) were a percentage of this bridge replacement cost. For the 2022 TAMP, our estimate was based on the 2021 unit bid replacement cost we submit to FHWA. In those 4 years between 2017 to 2021, we saw the cost to do a bridge replacement project nearly doubled. Labor shortages, increase in fuel, shipping costs, and construction materials, etc. are attributed to this increase in doing bridge work. Nearly all unit bid costs have continued to increase and have not stabilized yet. Review of bridge costs showed that the applied multiplier should increase from a 1.8 to a factor of 2 for our 2021 Unit Bid Cost values (we were estimating nearly \$640 per square foot). Since the cost to do any other type of bridge treatment is based on a percentage of doing a bridge replacement, the cost to do any other type of bridge treatments has also doubled. Since the 2022 TAMP was submitted, the cost to replace a bridge has continued to increase.

At the time the 2022 TAMP was submitted we were anticipating spending the same \$11 million a year towards doing preventive maintenance on NHS bridges and that yearly NHS funding was not going to increase. Therefore, we were anticipating this will only allow us to work on half of the number of bridges that we used to be able to work on in past years. As such our % NHS Poor is anticipated to increase until we can receive additional funding or until the cost to do bridge work has stabilized and hopefully decreased.

After we submitted the 2022 TAMP, NMDOT received additional funding from the Federal Bridge Formula Funding Program. It is anticipated that NMDOT will receive an additional \$45 Million/Year for the next five years. Our intention is to put approximately half of this money towards non-NHS bridges including locally owned bridges. Historically, NMDOT's non-NHS inventory has not been funded as much as our NHS bridge inventory. The remainder of this formula funding will go towards underfunded projects and for NHS bridges. It is anticipated that this remainder of Bridge Formula funding will help NMDOT maintain our NHS bridge inventory



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but due to price escalations it is difficult to predict if we will have enough funding to keep our % NHS Poor targets near their current level (below 3%).



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for System Performance/Freight/CMAQ - (PM3) for Federal Fiscal Year 2023 - Approved on February 23rd, 2023 by the Santa Fe MPO Transportation Policy Board

The Santa Fe Metropolitan Planning Organization hereby certifies that the following Federal Fiscal Year (FFY) 2023 Performance (PM3) as attached as Appendix A to the Self-Certification was submitted and approved in accordance with the 23 CFR 490, System Performance/Freight/CMAQ Final Rule published January 18, 2017, to set performance targets for "System Performance, Freight Movement and to assess the CMAQ program" and shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan upon completion of the updated to the 2025-2050 MTP.

ATTACHMENT: A

NMDOT FFY2022 PM 3 Performance and Targets Report – 11/22/2022 "Performance Measure (PM) 3 Report Federal Fiscal Year 2022"

Hank Hughes

Hank Hughes, Chair MPO TPB

____02/23/23____

____ Date



Performance Measure (PM) 3 Report Federal Fiscal Year 2022

This document outlines the Federal Fiscal Year (FFY) 2022 prior performance period (2018-2021) progress, new baseline scores, and 2- and 4-year targets for system performance (PM 3) for New Mexico, as required by 23 CFR 490, System Performance/Freight/Congestion Mitigation Air Quality (CMAQ) Final Rule published January 18, 2017 (effective May 20, 2017). The new baseline scores and 2- and 4-year targets are for the next reporting period, 2022-2025). The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) is responsible for reporting on progress and coordinating the setting of PM 3 targets.

Overview of PM 3 Measures

The PM 3 measures are as follows:

1. Two measures to assess system performance:
 - a. Percentage of person-miles traveled on the Interstate System that are reliable
 - b. Percentage of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable
2. One measure to assess freight movement:
 - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures to assess the CMAQ Program:
 - a. Annual Hours of peak-hour excessive delay per capita (applies to El Paso Metropolitan Planning Organization (EPMPO) planning area only)
 - b. Percent of Non-Single Occupancy Vehicle (SOV) travel (applies to EPMPO planning area only)
 - c. On-Road Mobile Source Emissions Reduction (applies to EPMPO planning area only)

Coordination within NMDOT and with Metropolitan Planning Organizations

The NMDOT coordinated within NMDOT, as well as with the Metropolitan Planning Organizations (MPOs), on system performance and freight reliability progress and target review.

1. On March 7, 2022, MPPB staff presented the PM 3 Dashboard, created by High Street Consulting Group on behalf of NMDOT, to the MPOs at the MPO Quarterly. The PM 3 Dashboard showed the final progress results for the prior reporting period (2018-2021), the new baseline scores for the 2022-2025 performance period, as well as interactive maps allowing the user to view system performance metrics on specific roadway segments. MPPB also invited the MPOs to access and view the PM 3 dashboard on their own.
2. On April 13, 2022, MPPB staff emailed NMDOT leadership, including the District Engineers (DEs), information on the PM 3 progress and new baseline information, inviting them to view the PM 3 Dashboard, as described above.
3. On May 25, 2022, MPPB staff and High Street Consulting Group presented PM 3 forecasting methodology to the DEs and asked for their input on the specific targets. The DEs that offered comments agreed that the targets should not be overly-aggressive and that some congestion is acceptable. The District 3 DE specifically said that he would expect the TTTR Index to become less reliable in the coming years based upon his field observations.
4. On June 14, 2022, MPPB staff sent 2- and 4-year draft targets, for the 2022-2025 performance period, to the DEs for their consideration. No comments were received.

5. On June 15, 2022, MPPB staff and High Street Consulting Group presented PM 3 forecasting methodology and 2- and 4-year draft targets, for the 2022-2025 performance period, to the MPOs at the MPO Quarterly meeting. The only comments received were in support of the targets.
6. On September 8, 2022, MPPB staff emailed the MPOs a draft of this report, as well as the draft responses to the questions in the Performance Management Forms (prior period and new period), for a two-week review and comment period. MPPB received minimal comments, and no substantive comments that affected the narrative or targets.
7. On November 22, 2022, NMDOT Cabinet Secretary Ricky Serna concurred with the prior period's progress determinations and the next period's 2- and 4- year targets, as contained in this report.

Data Methodologies and Assumptions

The FFY2022 PM 3 targets are set based on future System Performance and Freight Movement forecasts developed by High Street on behalf of NMDOT. The forecasting methodology relates current roadway volumes and capacities to performance metric scores. Future volumes and capacities are updated based on assumed traffic volume growth and programmed capacity enhancement projects. Future System Performance and Freight Movement forecasts are derived by training statistical models based on current condition and performance data and updating the model inputs based on assumed future traffic volumes and capacities.

Data Sources

1. PM3 system performance and freight movement segment-level metric scores for NMDOT's road network, calculated by High Street based on 2019 National Performance Management Research Data Set (NPMRDS) data in accordance with Federal Highway Administration (FHWA) guidance
2. Segment-level free-flow traffic speeds, as reported in NPMRDS for 2019
3. Traffic volumes, as reported by NMDOT and available in the NPMRDS shapefiles
4. Roadway attributes, including functional class and urban / rural designation
5. Traffic volume growth rates provided by NMDOT and calculated using historical Highway Performance Monitoring System (HPMS) volumes
6. Capacity enhancement projects, with project boundaries and projected completion dates

Methodology

The forecasting methodology consists of four steps:

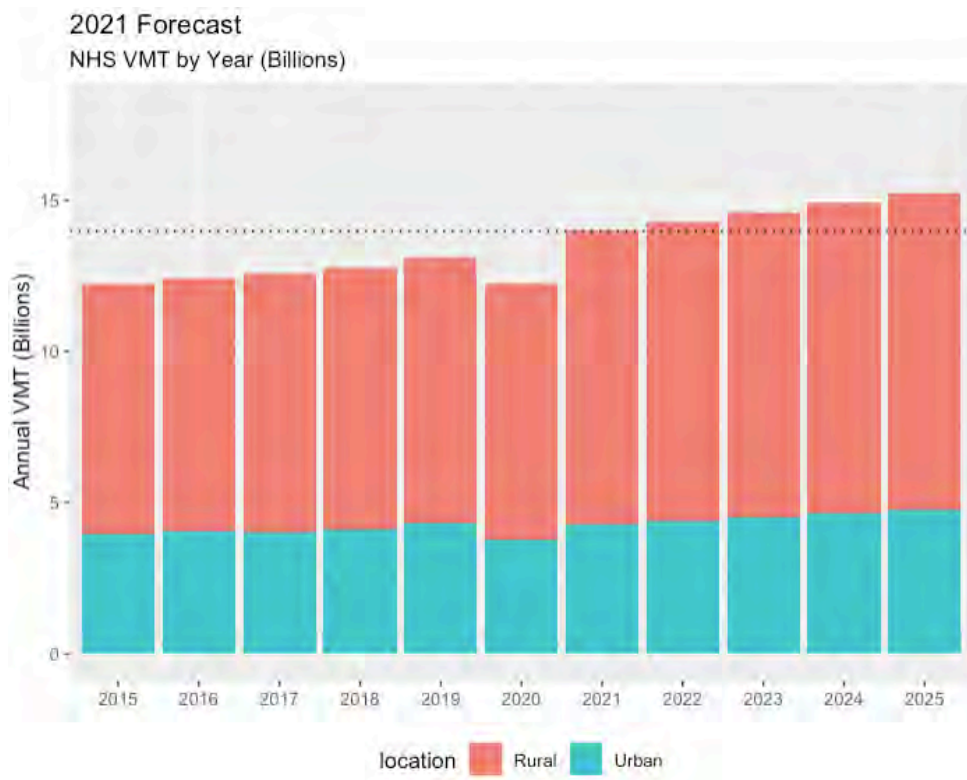
1. Setup: Calculate current performance, volume, and capacity.
 - a. K-factors (the percent of total daily traffic during peak hour) are calculated based on probe data and, where missing, are estimated based on functional class and urban or rural designation.
 - b. Roadway capacities are calculated by assigning functional-class capacity assumptions (based on the Highway Capacity Manual (HCM) and other sources) and updating these capacities based on observed free-flow speeds reported in the NPMRDS.
 - c. Future annual roadway capacities are forecasted based on widening/capacity projects and work zone closures as prescribed in the NMDOT Statewide Transportation Improvement Program (STIP).
 - d. Future roadway volumes are forecasted based on segment growth rates based on 2017-2021 NPMRDS Average Annual Daily Traffic (AADT) volumes combined with NDMOT growth rate estimates. Segment specific volume adjustments were made for years 2020 and 2021 using NMDOT recorded volumes.

Table 1: Forecast Future Volume

Growth Rate	Directional Miles (Statewide)	Percent of System (Statewide)
< 0%	1526	24%
0 – 1%	1531	24%
1 – 2%	979	16%
2 – 3%	1074	17%
3 – 5%	848	14%
> 5%	326	5%

2.2% weighted average

Growth rates damped at high volume / capacity (V/C) ratios



- Model Fitting: Log-level linear regression models are fit relating non-interstate level of travel time reliability (LOTTR) to roadway volume / capacity ratio, functional class and urban/rural designation. Interstate LOTTR to roadway location (urban / rural) and volume / capacity ratio and TTTR to roadway location (urban / rural) and volume / capacity ratio.
- Score Update: Updated segment scores are calculated using the forecasted future volume and capacity.

Assumptions

The following tables and information outline the assumptions used in the methodologies.

Table 2: Functional-Class Capacity Assumptions

Location	Functional System	Reference speed	Capacity (passenger cars per lane per hour)
Rural	Interstate	75	2100
Rural	Principal Arterial - Other		
Rural	Freeways and Expressways	60	1950
Rural	Principal Arterial - Other	55	1850
Rural	Minor Arterial	45	850
Rural	Major Collector	40	750
Rural	Minor Collector	35	650
Rural	Local	25	450
Urban	Interstate	70	2200
Urban	Principal Arterial - Other		
Urban	Freeways and Expressways	45	1200
Urban	Principal Arterial - Other	40	920
Urban	Minor Arterial	35	760
Urban	Major Collector	30	680
Urban	Minor Collector	30	680
Urban	Local	25	425

Reference Capacities Adapted from HCM 2000 and Washtenaw Area Transportation Study's Regional Travel Model (WATS RTM). Reference Capacity Updated using NPMRDS Free Flow Speed. +150 Passenger Cars Per Lane per Hour (PCPLPH) per 5 mph over reference speed (max +600), -100 PCPLPH per 5 mph under reference speed (min -300).

Capacity Updates

To account for increases in future capacity due to capacity enhancing projects, the existing road network is updated to add +1 directional lane to affected (overlapping) Traffic Message Channel (TMC) segments coinciding with project boundaries. Partially overlapping TMC segments are assigned a pro-rated partial additional lane. In some cases, due to the 15-meter conflation buffer used to relate project boundaries and TMC segments, some divided highways are updated with an additional lane in each direction. Capacity updates are applied for the expected completion year and subsequent years.

During the year that a project is scheduled to be completed, capacity is subtracted (half a lane of capacity) to account for work zone delays.

Table 3: Baseline and Forecasted Performance Scores

	Baseline (2021)	Two Year Performance (2023)	Four Year Performance (2025)
LOTTR Interstates	98.5%	98.5%	98.5%
LOTTR Non-Interstate NHS	97.5	97.7	97.7
TTTR	1.23	1.23	1.23

NMDOT PM 3 Progress Report (Performance Period 2018-2021)

1. Percentage of person-miles traveled on the Interstate System that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	Actual (2019)	NMDOT Target (2021)	Actual (2021)
Interstate Reliability	96.0%	96.1%	96.9%	95.1%	98.5%

NMDOT Performance Statement: The percent of reliable person-miles traveled on the Interstate improved from 2017 (96.00% reliable) to 2021 (98.5% reliable). NMDOT met its 4-year (2021) target of the Interstates being 95.1% reliable.

NMDOT Justification: During the performance period timeframe (2018-2021), NMDOT completed numerous projects along the Interstate Highways that contributed to increased reliability. Specifically, NMDOT reconstructed the interchange at I-25 and University in Las Cruces (LC00250) to include longer deceleration lanes, and also to provide a direct connector to the New Mexico State University campus to avoid delays on I-25. Additionally, NMDOT reconfigured the I-25 and Rio Bravo interchange in Albuquerque (A300280) to provide for longer deceleration lanes to reduce backup and delays on I-25. On I-40, NMDOT completed two more projects that also increased reliability. From mileposts 39.8-42.5 NMDOT reconstructed the interchange at Refinery Road, and also added truck climbing lanes on I-40 for about 3 miles (6100902). Also, between mileposts 4.4-5.4, NMDOT replaced and widened the bridge, thus providing wider shoulders that can be used as extra lanes during crashes or construction (6101131). Lastly, NMDOT installed Intelligent Transportation System (ITS) elements on I-10 (1101740) to alert traffic coming from Arizona to potential dust storms along I-10. This provides the opportunity for trucks and motorists to stop when the Interstate is closed, rather than idle on the Interstate until it reopens.

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

Measure	Baseline Score (2017) ¹	NMDOT Target (2019) ²	Baseline Score (2019)	NMDOT Target (2021)	Actual (2021)
Non-Interstate (NHS) Reliability	90.5%	NA	93.7%	90.4%	97.5%

NMDOT Performance Statement: The percent of reliable person-miles traveled on the Non-Interstate NHS improved from 2017 (90.5% reliable) and 2019 (93.7% reliable) to 2021 (97.5% reliable). NMDOT met its 4-year (2021) target of the Non-Interstate NHS being 90.4% reliable.

NMDOT Justification: During the performance period timeframe (2018-2021), NMDOT completed numerous projects along the Non-Interstate NHS that contributed to increased reliability. On NM 136 from mileposts 0-9.1, just north of the Santa Teresa Port of Entry, NMDOT reconstructed the roadway with a reinforced concrete section to allow for overweight loads from Mexico to enter, which decreased the back-up of trucks at this location (E100081/ E100082/ E100083). On US 82 between mileposts 107.4-139.1 (2101771), NMDOT reconstructed and widened the road to four lanes, to help accommodate the oil/gas related freight movements. The roadway was also reconstructed and widened to four lanes on US 54 between mileposts 69.5-78.2 (2100554). Farther north on US 54 between mileposts 302.5-304 (400831), the road was also reconstructed and widened to four lanes. Both of these improvements on US 54 provide for better interstate freight movements between Texas, New Mexico and Oklahoma. Between mileposts 7.75-18.5 (6100911) on NM 6, which is a connecting route between I-25 and I-40, NMDOT reconstructed and widened the road to four lanes. Lastly, US 64 between mileposts 54-58 (F100112/ F100113), near Farmington, was widened to six lanes to help accommodate oil/gas freight traffic.

3. Index of the Interstate System mileage providing for reliable truck travel times that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	Actual (2019)	NMDOT Target (2021)	Actual (2021)
Truck Travel Time Reliability Index	1.13	1.14	1.18	1.15	1.23

NMDOT Performance Statement: New Mexico's National Highway Freight Network is generally quite reliable for truck freight. However, through the reporting period the Truck Travel Time Reliability index nominally declined from 2017 (1.13) to 2021 (1.23), and NMDOT did not meet its target of 1.15.

NMDOT Justification: This small decrease in reliability can mostly be attributed to large construction projects on I-40 during this time period. Specifically, eastbound I-40 just east of Gallup experienced significant delays, with the highest 2021 TTTR score of 13.32. This section of I-40 rebounded to normal levels of reliability (TTTR <2) in September 2021 and we can expect a similar future performance. Another section of I-40, near Mesita on Laguna Pueblo, was also under construction during this time period, and had a 2021 TTTR score of 9.39. While the TTTR on this section appears more varied over the course of 2021 than the previously mentioned section of I-40, we can also expect that the TTTR scores

¹ These numbers are for internal tracking only; NMDOT was not required to report this information to FHWA. From FHWA's TPM dashboard: "For the first performance period only, baseline condition and 2-year targets are not required for the Non-Interstate NHS reliability measure."

² See footnote 1.

will stabilize upon completion of the construction project. Additionally, once complete, both of these projects should ultimately make freight movements more reliable in New Mexico.

The only other section of the Interstate system in New Mexico that had a TTTR of over 5 in 2021 is the section of westbound I-40 where it intersects I-25 in Albuquerque, which had a 2021 TTTR score of 5.1. This area is one of the most consistent freight bottlenecks in New Mexico. This particular segment of I-40 is where the traffic moving from southbound I-25 merges onto westbound I-40, and this level of reliability is expected.

Ultimately, the two construction projects on I-40 discussed above contributed to NMDOT not meeting its 2021 TTTR Index target of 1.15. Since these conditions are temporary, we can reasonably expect that the statewide TTTR Index score will not be similarly affected by these segments in the future. Additionally, after observing the impacts of these projects on the TTTR score, we integrated similar conditions into TTTR forecasting for the next performance period. Specifically, NMDOT used future project information found in the STIP to anticipate potential delays associated with construction projects to account for these anticipated delays for the next round of forecasting and target setting.

Over the 2018 to 2021 reporting period NMDOT completed the following capital investments to improve statewide Truck Travel Time Reliability on the Interstate System, though some projects temporarily negatively impacted freight reliability during construction:

- Reconstruction of the I-25 and Rio Bravo interchange, including the addition of longer deceleration lanes (A300280)
- Reconstruction of the I-25/University interchange in Las Cruces, including the addition of longer deceleration lanes (LC00250)
- Reconstruction of the I-40/Refinery interchange, east of Gallup, including adding truck climbing lanes on I-40 (6100902)
- Replacement of a bridge along I-40 at mileposts 4.4-5.4, including widening so that the shoulders may be used in case of crashes or construction (6101131)
- Installation of an ITS system on I-10 from mileposts 0-25, alerting traffic coming from Arizona to the possibility of dust storms, allowing trucks and motorists to exit and stop rather than idling on the Interstate in the case of closure (1101740)
- I-40, mileposts 111-117 – Replacement of median cable barrier with concrete wall barrier. Reconstruction of pavement on curves to correct deficiencies and rehab additional pavement. Bridge No. 6491 rehabilitated. (6101181)
- I-40, mileposts 152 to MP 155.5 – Pavement preservation including pavement markings, signage and other appurtenances as needed (A302100)

4. Annual Hours of peak-hour excessive delay per capita

NMDOT Performance Statement: In the initial performance period (2018-2021), the rule applied to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. Currently, there are no such urbanized areas in New Mexico.

NMDOT Justification: Not applicable based on current urbanized area populations and nonattainment or maintenance thresholds.

5. Percent of Non-Single Occupancy Vehicle (SOV) travel

NMDOT Performance Statement: In the initial performance period (2018-2021), the rule applied to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. Currently, there are no such urbanized areas in New Mexico.

NMDOT Justification: Not applicable based on current urbanized area populations and nonattainment or maintenance

thresholds.

6. On-Road Mobile Source Emissions Reduction

Measure	Baseline Determination (2017)	EPMPO / NMDOT Target (2019)	Actual (2019)	EPMPO / NMDOT Target (2021)	Actual (2021)
Emissions PM 10	Non-Attainment	1.79 kg/day	NA	3.48 kg/day	0.0071 kg/day

NMDOT Performance Statement: For the full performance period, NMDOT estimates that the obligated CMAQ projects cumulatively contributed to a 0.0071 kg/day reduction in Particulate Matter 10 (PM 10). This is below the 4-year adjusted target, set in 2020, of 3.48 kg/day. The original target for PM10, set in 2018, was for a 1.79 kg/day reduction.

NMDOT Justification: The performance for the Emissions measure is based upon anticipated benefits from obligated CMAQ projects in the area of nonattainment/maintenance. Of the four CMAQ projects obligated in this timeframe, only one project anticipated any PM 10 benefit (E100202). The projects often provided more air quality benefits for other pollutants.

Opportunities to reduce PM 10 in this area using CMAQ funds are limited due to a few challenges. The El Paso MPO (EPMPO) and NMDOT struggle in awarding and funding CMAQ projects in the EPMPO-NM planning area, specifically because the local public agencies in this area often do not have funding for the match requirement associated with federal projects. In addition, the challenges (e.g. specific expertise, substantial time commitment) of managing federal grants may discourage applications.

EPMPO and NMDOT worked and continue to work actively to find CMAQ projects in the EPMPO-NM area and hope that in the future these efforts manifest in projects that contribute to better air quality performance.

NMDOT PM 3 Baseline and 2- and 4-Year Targets (2022-2025)

1. Percentage of person-miles traveled on the Interstate System that are reliable

Measure	2022 Baseline Score (2021 Actual)	NMDOT Target (2021)	Recommended NMDOT Target (2023)	Recommended NMDOT Target (2025)
Interstate Reliability	98.5%	95.1%	95.1%	95.1%

NMDOT Target Statement and Justification: The Interstate Level of Travel Time Reliability (LOTTR) forecasts for this period were 98.5% for each year, 2022-2025. NMDOT and its consultants shared this information with the NMDOT District Engineers, as well as the staff of the five MPOs in New Mexico, for discussion to help establish the actual targets. For the LOTTR (Interstate) targets, the reliable actual performance assisted in NMDOT's decision to retain the prior target of 95.1% for both the 2- and 4-year targets. NMDOT believes this represents an acceptable level of reliability and

investment in reliability.

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

Measure	2022 Baseline Score (2021 Actual)	NMDOT Target (2021)	Recommended NMDOT Target (2023)	Recommended NMDOT Target (2025)
Non-Interstate (NHS) Reliability	97.5%	90.4%	94.1%	94.1%

NMDOT Target Statement and Justification: The Non-Interstate NHS Level of Travel Time Reliability (LOTTR) forecasts for this period ranged from 97.8% in 2022 and 2023, and 97.7% in 2024 and 2025 for each year. NMDOT and its consultants shared this information with the NMDOT District Engineers, as well as the staff of the five MPOs in New Mexico, for discussion to help establish the actual targets. For the LOTTR (Non-Interstate NHS) targets, the reliable actual performance assisted in NMDOT's decision to set the 2- and 4- year targets of 94.1%. NMDOT believes this represents an acceptable level of reliability and investment in reliability. The number of 94.1% is 1% less than the LOTTR Interstate targets and was selected as it closely mirrors the relationship between the Interstate and Non-Interstate NHS baseline and forecasts, which are also approximately 1% apart.

3. Index of the Interstate System mileage providing for reliable truck travel times that are reliable

Measure	2022 Baseline Score (2021 Actual)	NMDOT Target (2021)	Recommended NMDOT Target (2023)	Recommended NMDOT Target (2025)
Truck Travel Time Reliability Index	1.23	1.15	1.30	1.30

NMDOT Target Statement and Justification: The Truck Travel Time Reliability (TTTR) Index forecasts for this period were 1.23 for each year, 2022-2025. NMDOT and its consultants shared this information with the NMDOT District Engineers, as well as the staff of the five MPOs in New Mexico, for discussion to help establish the actual targets. For the TTTR targets, the relatively reliable actual performance assisted in NMDOT's decision to set the 2- and 4-year targets of 1.30. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

4. Annual Hours of peak-hour excessive delay (PHED) per capita

Measure	2022 Baseline Score (2021 Actual)	Recommended EPMPO / NMDOT Target (2023)	Recommended EPMPO / NMDOT Target (2025)
Peak-Hour Excessive Delay (PHED)	7.5	9.0	10.0

NMDOT Target Statement and Justification: The actual reported PHED indicates that in 2019 (6.3 hours) and 2020 (4.6 hours) there was a big drop in PHED, likely due to pandemic-related reductions in all travel; however, the reported value rose significantly in 2021 (7.5 hours), to a higher value than in 2017 (7.4 hours), indicating an upward trend. Due to 2019 and 2020 not being consistent values, it is difficult to use this period of data to forecast and obtain a reliable target. Given these challenges, and that EPMPO/Texas DOT (TxDOT)/NMDOT can adjust them at the mid-performance report (with the benefit of two more years of data), EPMPO/TxDOT/NMDOT set a target of no more than nine (9) hours of peak hour excessive delay for the 2-year target, and ten (10) hours for the 4-year target, for the 4-8 p.m. peak period.

5. *Percent of Non-Single Occupancy Vehicle (SOV) travel*

Measure	Baseline Score (2022)	Recommended EPMPO / NMDOT Target (2023)	Recommended EPMPO / NMDOT Target (2025)
Non-Single Occupancy Vehicle	20.2%	20.0%	20.0%

NMDOT Target Statement and Justification: Federal rulemaking allows for a variety of data sources for this measure, but strongly encourages use of 5-Year American Community Survey (ACS) results for the sake of consistency with state and federal partners. While results of the ACS are generally not available in the year they were collected, federal guidance explicitly allows the reporting agency to use the latest available ACS results for target-setting. For this performance period EPMPO used the ACS to establish targets. Looking at the estimates provided by the Texas A&M Transportation Institute (TTI), approximately 18% of commuting trips qualified as Non-SOV travel in 2018, and 19.0% in 2019. The ACS data, as provided in the Performance Management Form, set the baseline Non-SOV travel at 20.2%.

These estimates were used as the baseline to develop a trendline and extrapolate to set the proposed targets for years 2024 and 2026. The desired trend is to increase the percent share of Non-SOV. However, if the best-fit line method is applied to only two years of data and extrapolated through the end of the performance period, the 2024 target would be 24.5%, and 26.7% for the 4-year target in 2026. EPMPO/TxDOT/NMDOT believe these numbers are unrealistic, even if there is a great effort by entities to increase the mode shares. Therefore, EPMPO/TxDOT/NMDOT set both the 2-year and 4-year targets at 20%. Using these targets, the goal for this performance period will be to maintain current mode shares. These targets may be adjusted when additional data is available at the mid-performance period report in two years.

6. On-Road Mobile Source Emissions Reduction

Measure	Baseline Score (2022)	Recommended EPMPO / NMDOT Target (2023)	Recommended EPMPO / NMDOT Target (2025)
Emissions NOx	0.120 kg/day	0.0032 kg/day	0.0060 kg/day

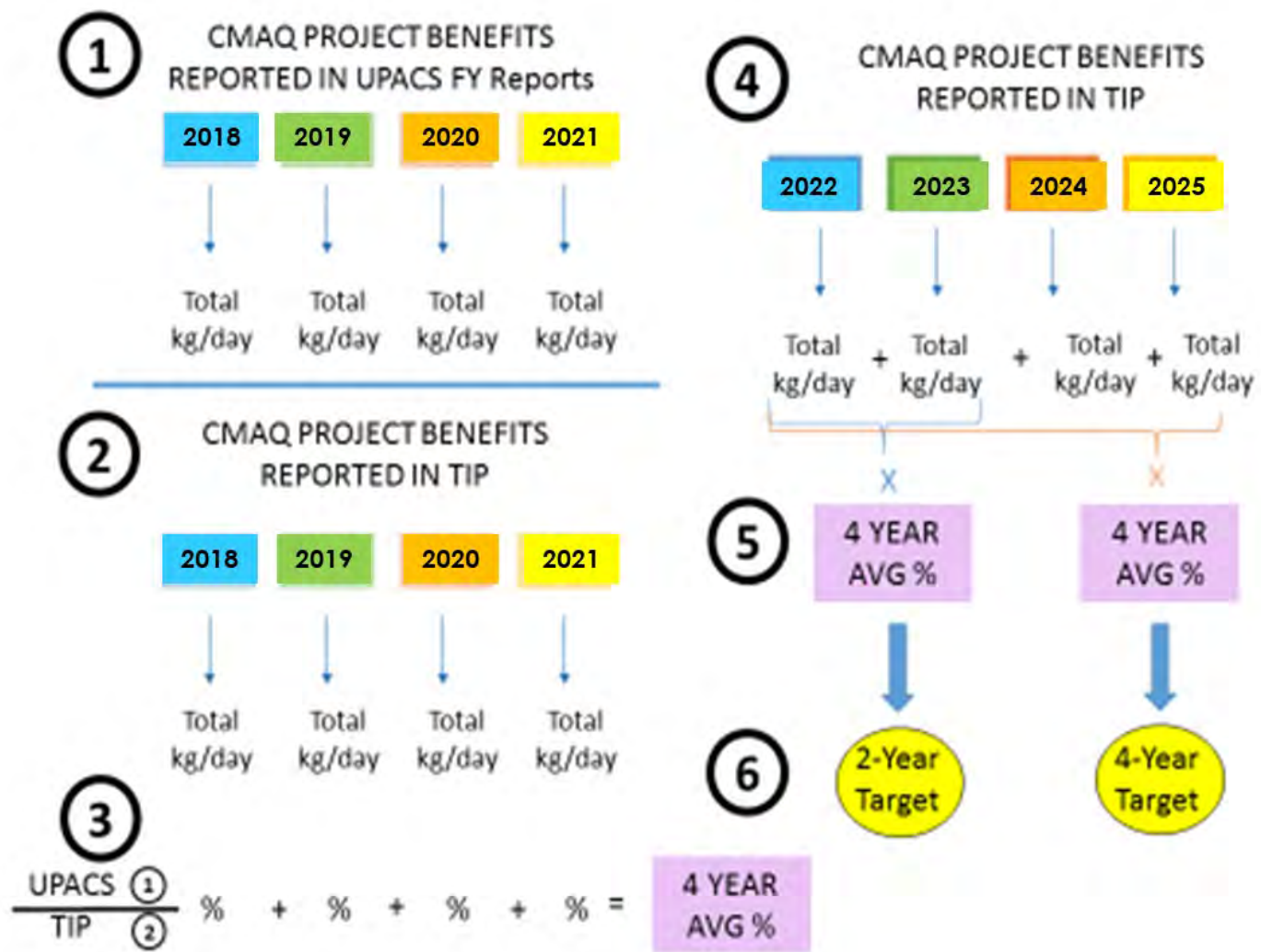
Measure	Baseline Score (2022)	Recommended EPMPO / NMDOT Target (2023)	Recommended EPMPO / NMDOT Target (2025)
Emissions VOC	0.064 kg/day	0.0108 kg/day	0.0218 kg/day

Measure	Baseline Score (2022)	EPMPO / NMDOT Target (2021)	Recommended EPMPO / NMDOT Target (2023)	Recommended EPMPO / NMDOT Target (2025)
Emissions PM 10	0.0071 kg/day	3.4800 kg/day	0.0021 kg/day	0.0041 kg/day

NMDOT Target Statement: New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-Road Mobile Source Emissions (Total Emissions Reduction Measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area, which is within the El Paso MPO (EPMPO) planning area. Specifically, this area is in non-attainment for PM 10 and Ozone. For the Ozone non-attainment designation, EPMPO and NMDOT are required to establish targets and monitor performance for the two precursor pollutants—Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC).

The EPMPO coordinates with NMDOT on programming New Mexico CMAQ funds allocated to the EPMPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPO to develop 4-year targets for applicable criteria pollutants—in this case PM10, NOx and VOC—for the state of New Mexico by developing a benefit ratio analysis using the ratio of benefits reported in 2018 to those reported in 2021 for the Texas and New Mexico EPMPO portion and applying the *ESTABLISHED* emissions targets for Texas (second performance period) to *estimate future* emissions targets in the New Mexico portion of the EPMPO planning area.

In order to establish the EPMPO emissions targets for the Texas portion of the MPO, EPMPO and Texas DOT established a methodology that compares CMAQ project emissions from the FHWA User Profile and Access Control System (UPACS) and the EPMPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program. See graphic below.



NMDOT Justification:

Step 1: New Mexico emission benefits reported in the 2018-2021 TIP / Texas emission benefits reported in the 2018-2021 TIP = RATIO

	NM (2018-2021)	TX (2018-2021)	Ratio
VOC	0.0719	58.075	0.0012
NOX	0.0727	144.155	0.0005
PM10	0.0101	21.988	0.0005

Step 2: RATIO (from Step 1) * ESTABLISHED emissions targets for Texas = Future emissions targets for the New Mexico portion

	TX Target	Ratio	NM Target
VOC	17.63	0.001238	0.0218
NOX	11.98	0.000504	0.0060
PM10	8.90	0.000459	0.0041

By using the Texas methodology as a base, EPMPO and NMDOT are making assumptions that the future (2 years and 4 years) NM CMAQ project(s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc. This is not likely to be the case, but this methodology gives the EPMPO and NMDOT reasonable projections in order to set targets for this reporting period.

These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs.

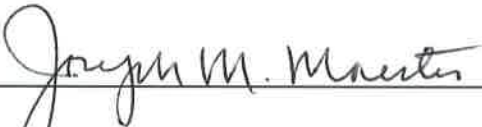


MPO SELF-CERTIFICATION

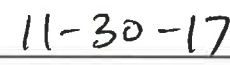
Adoption of the Santa Fe Trails Transit Asset Management (TAM) Plan Targets Approve on November 30th, 2017 by the Santa Fe MPO Transportation Policy Board

The Santa Fe Metropolitan Planning Organization hereby certifies that the following TAM was submitted and approved in accordance with the TAM Final Rule making issued by the Federal Transit Administration (FTA) requiring transit providers to set performance targets for state of good repair in accordance with 23 CFR 450.334 and shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan upon completion of the update to the 2020 – 2045 MTP.

Performance measures are an approximation for a state of good repair. The measures are actionable in that Santa Fe Trails could potentially use funding to influence the achievement of their performance targets, which reflects both a change in condition and actual state of good repair.



Councilor Joseph Maestas, Chair Santa Fe MPO



Date

TRANSIT	ASSET CLASS	GOAL	TARGET	MEASUREMENT
	Vehicles Revenue	Decrease vehicle degradation <ul style="list-style-type: none"> • Monitor trends on equipment and perform time change on common wear components • Maintain tools and equipment in shop 	Reduce the # of vehicle hour/downtime by 12% Increase life expectancy of vehicles by a minimum of 2 years above FTA recommendations.	# of Hours/Downtime
	Vehicles Non-Revenue	N/A	N/A	N/A
	Equipment (Shelters/Service Equipment)	Reduce # of bus shelter and service equipment degradation <ul style="list-style-type: none"> • Routine training of personnel • Proactive preventative maintenance 	Prolong equipment life expectancy by 10%	# of shelter/service equipment replacement annually
	Facilities	Reduce facility depreciation <ul style="list-style-type: none"> • Routine & proactive preventative maintenance 	Prolong facility depreciation by 8%	Annual # of routine and proactive maintenance completed
	Customer Service	Improve customer service <ul style="list-style-type: none"> • Keep customers informed and improve response time • Increase community engagement participation 	Reduce # of customer complaints by 10%	# of customer complaints # of community engagement events

Santa Fe Trails

Agency Safety Plan



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1. Transit Agency Information

Transit Agency Name	Santa Fe Trails		
Transit Agency Address	Santa Fe Trails, 2931 Rufina St. Santa Fe NM, 87507		
Name and Title of Accountable Executive	Thomas Martinez, Director of Operations and Maintenance The Accountable Executive meets the requirements in 49 CFR § 673.5 and §673.23(d)(1). Please see the Roles and Responsibilities of the Accountable Executive in Section 4-Safety Management Policy.		
Name of SMS Executive/Chief Safety Officer	David A. Chapman, Grants Administrator - Writer, SMS Executive The SMS Executive meets the requirements of § 673.5 and §673.23(d)(2). Please see the Roles and Responsibilities of the SMS Executive in Section 4-Safety Management Policy.		
Mode(s) of Service Covered by This Plan	Fixed-route Bus and Demand Response	List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5310, 5339
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed-route Bus – directly operated Demand Response – directly operated		
Does the agency provide transit services on behalf of another transit agency or entity?	NO	Description of Arrangement(s)	N/A
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	N/A		

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System Description

History

In 1991, the City of Santa Fe ordinance was passed enabling the formation of Santa Fe Trails. The purpose of this legislation was to:

- provide safe and efficient transit services
- reduce congestion, crashes, and pollution caused by single-occupant vehicles;
- extend the life of the city's roads by reducing traffic;
- provide transportation alternatives to residents, particularly transit-dependent groups such as seniors, youth, low- income, and mobility-impaired residents;
- provide residents with better access to educations and higher-paying jobs, and;
- reduce oil dependence by incorporating the use of alternative fuels; such as CNG.

Governing Body

Santa Fe Trails is governed by the Transit Advisory Board (TAB) along with the Mayor and an eight-member Council that represents the four districts within the City of Santa Fe. The TAB consists of nine representatives who represent Seniors, At-large, ADA, Business, Tourism, Intuitions and Government, and Education.

Description

The Santa Fe Trails fixed route system launched in January of 1993, which is the city of Santa Fe's small urban transit system and provides the greatest level of fixed service to the area. Santa Fe Trails is serviced by a fleet of 32 state-of-the-art buses and hosts ten distinct routes. The Transit Division also operates the Santa Fe Pick-Up, which provides free shuttles around downtown and to Museum Hill, utilizing four cutaway vans. The Transit Division also operates Santa Fe Ride, the Complementary Paratransit Service for ADA and Seniors, using 18 vehicles of varying sizes. Santa Fe Trails was the nation's first transit system to operate its entire fleet with cleaner-burning compressed natural gas (CNG). Its mission is to provide transit service in the City of Santa Fe (and parts of Santa Fe County) to get area residents and visitors where life takes them and boasts an annual ridership close to 1 million.

Santa Fe Trails Executive Leadership

The Director of Operations and Maintenance serves as the director of the City of Santa Fe's Transit Division. Since he has responsibility for the Transit Asset Management (TAM) Plan, this position serves as the Accountable Executive. Because of the leadership structure and the fact that Santa Fe Trails does not have a safety manager position, the Grant Administrator – Writer serves as the SMS Executive. The Director of Operations and Maintenance also presently has safety oversight responsibilities.

Goals

- provide a level of service that meets, if not exceeds, industry standards;
- identify, eliminate, minimize, and control safety hazards and their associated risks, and;
- comply with the applicable requirements of regulatory agencies.

Agency Safety Plan and Safety Management System (SMS)

Santa Fe Trails developed this safety plan to comply with 49 CFR Part 673, the PTASP regulation. This plan also serves as an "SMS user's manual" that guides Santa Fe Trails in the successful implementation and operation of its SMS.

The FTA defines SMS as:

“The formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency’s safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.”

Furthermore, SMS is a comprehensive, collaborative approach that brings management and labor together to build on the transit industry’s existing safety foundation to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more carefully.

Santa Fe Trails’ SMS has four distinct components, which are discussed in subsequent sections of this safety plan:

- Safety management policy
- Safety risk management
- Safety assurance
- Safety promotion

2. Plan Development, Approval, and Updates

Name of Entity that Drafted this Plan	Santa Fe Trails	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
Approval by the Board of Directors or an Equivalent Authority	Name of Entity that Approved	Date of Approval
	Santa Fe City Council	
	Relevant Documentation (title and location)	
Certification by State Department of Transportation	N/A	

Version Number and Updates			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	

Annual Review and Update of the Public Transportation Agency Safety Plan
This Santa Fe Trails Agency Safety Plan and its safety performance targets will be jointly reviewed and updated by the Accountable Executive and the SMS Executive by July 1 st of each year. The Accountable Executive will review and approve any changes, sign the new ASP, and forward to the Santa Fe City Council for final review and approval.

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3. Safety Performance Targets

Safety Performance Targets							
The targets listed below are based on reviews of the previous five years of Santa Fe Trails' safety performance data.							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route							
Demand Response							

Safety Performance Target Coordination		
The Santa Fe Trails Accountable Executive shares its safety performance targets with the Santa Fe Metropolitan Planning Organization (MPO) each year after its formal adoption by the Santa Fe City Council. The Accountable Executive also provides a copy of our formally adopted Safety Plan, including safety performance targets, to the New Mexico Department of Transportation (NMDOT). Santa Fe Trails personnel are available to coordinate with NMDOT and the MPO in the selection of NMDOT and MPO safety performance targets upon request.		
Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	New Mexico Department of Transportation	
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Santa Fe Metropolitan Planning Organization	

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4. Safety Management Policy

Santa Fe Trails Safety Management Policy Statement (SMPS)

To all Santa Fe Trails Staff:

Santa Fe Trails developed a Public Transportation Agency Safety Plan (PTASP) in accordance with the Federal Transit Administration (FTA) final rule 49 CFR Part 673. This rule requires the development of a uniform system of public transit safety management, called the Safety Management System (SMS). As the Director of Operations and Maintenance at Santa Fe Trails, I will be our Accountable Executive as specified under the new regulations. Ultimately, I am responsible to ensure the successful implementation of the new safety standards, which will be upheld throughout our organization.

To facilitate this process, I will support the efforts to integrate this Policy Statement. This document will serve as a guiding beacon as we adopt and follow the federal safety guidelines.

Safety has always been a core value of Santa Fe Trails, and managing safety is a core business commitment for our agency. Santa Fe Trails is committed to developing, implementing, maintaining, and continuously improving our daily practices to ensure the safety of our customers, employees, contractors, and the public. Santa Fe Trails will use the safety management processes to guide the prioritization of safety and allocate our organizational resources (such as people, funding, and technology) to integrate into our everyday operations. We aim to develop and support a robust safety culture and achieve the highest levels of safety performance set forth by the FTA.

Santa Fe Trails is committed to the following core capacities:

Executive Commitment to Safety—Executive Management will lead the development of an organizational culture that promotes safe operations. We will provide appropriate resources to support the PTASP development by fostering and ensuring safe practices, improving procedures when needed, and encouraging effective employee safety reporting and communication. Santa Fe Trails will keep every executive, manager, and employee accountable for our priority of safe operations.

Communication & Training—Employee engagement is crucial to a functioning SMS. Communication systems will be developed and fine-tuned to enable greater awareness of Santa Fe Trails safety objectives, performance targets, and ongoing safety communication throughout every level of our organization. All levels of management must proactively engage employees, and continuously work to keep the lines of safety communication simple, honest, and open. All employees will be made aware of the importance of Santa Fe Trails' SMS and trained in any new or improved safety reporting procedures.

Responsibility & Accountability—All employees, managers, and contractors will be responsible for delivering safe and quality transit services that represents Santa Fe Trails' performance standards. Each manager will take an active role in the SMS process and ensure that the Safety Assurance functions are supported and advocated. Managers are also responsible for ensuring that Safety Risk Management is being performed in their operational areas of control to assure that the safety risk associated with identified safety hazards is assessed and mitigated. Safety performance will be an important part of annual performance evaluations for all Santa Fe Trails employees and managers.

Employee Reporting—We will institute a safety reporting program as a viable tool for employees to

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clearly voice their safety concerns. All frontline employees will be responsible for utilizing this program as part of the SMS. No action will be taken against any employee who communicates a safety condition through the Santa Fe Trails safety reporting program, unless such disclosure indicates the following: an illegal act, gross misconduct or negligence, or a deliberate or willful disregard of Santa Fe Trails rules, policies, and procedures.

Performance Monitoring & Measurement—Santa Fe Trails will establish realistic measures of safety performance and safety performance targets to ensure our continuous improvement. A team of our employees, representing different crafts within the organization, will work together with management to verify that the resulting safety risk mitigations are appropriate, helpful, and effective.

Review & Evaluation—Santa Fe Trails will measure our SMS performance by analyzing our key safety performance indicators, reviewing inspections, and evaluating our corrective action reports. These activities will become the basis for revising or developing safety objectives, safety performance targets, and the overall Agency Safety Plan with the goal of continuous, effective safety improvements. The Agency Safety Plan is a living document and frequently monitored for applicability and functionality.

Thank you for your full cooperation in building a safer workplace for all of our employees and customers.

Sincerely,

[signature]

Director of Operations and Maintenance
Santa Fe Trails

Safety Management Policy Communication

In May 2020 the Transit Training Administrator held our monthly staff training for all employees. A paper copy of the policy was distributed to each employee as well as obtaining a signature of receipt to acknowledge receipt of the Safety Management Policy Statement (SMPS). The SMPS was also posted on bulletin boards within the facility along with a link posted on the Santa Fe Trails website.

Authorities, Accountabilities, and Responsibilities

Roles and Responsibilities of the Accountable Executive

The Santa Fe Trails Accountable Executive has ultimate responsibility for carrying out the Agency Safety Plan. The Accountable Executive has control or direction over the human and capital resources needed to develop and maintain this Agency Safety Plan.

The Accountable Executive is accountable for ensuring that Santa Fe Trails effectively implements its SMS throughout the agency and addresses SMS substandard safety performance. The Accountable Executive is responsible for signing SMS implementation planning documents and endorsing SMS implementation team membership.

The Accountable Executive may delegate specific responsibilities, but the ultimate accountability for Santa Fe Trails safety performance cannot be delegated and always rests with the Accountable Executive.

The Santa Fe Trails Accountable Executive's roles include, but are not necessarily limited to:

- Decision-making about human and capital resources needed to support asset management, SMS activities, and capital investments;
- Maintaining the Transit Asset Management (TAM) Plan;
- Signing SMS implementation planning documents, and ensuring that SMS is effectively implemented throughout Santa Fe Trails public transportation system;
- Ensuring action is taken to address substandard performance in Santa Fe Trails SMS;
- Endorsing SMS implementation team membership;
- Developing and maintaining SMS documentation;
- Directing hazard identification and safety risk assessment;
- Monitoring safety risk mitigation activities;
- Planning safety management training; and
- Providing periodic reports on safety performance.

Roles and Responsibilities of the SMS Executive

The SMS Executive supports the Accountable Executive in developing, implementing, and operating Santa Fe Trails' SMS. The SMS Executive reports directly to the Accountable Executive for matters involving SMS.

The SMS Executive's role includes:

- Assisting in developing and maintaining SMS documentation;
- Assisting in hazard identification and safety risk assessment;
- Assisting in safety risk mitigation activities;
- Assisting in planning safety management training, and;
- Other duties as assigned/necessary

Santa Fe Trails identifies and documents all the SMS-related organizational accountabilities and responsibilities of the SMS Executive job function, and this documentation is captured and stored in the Accountable Executive's office.

Agency Leadership and Executive Management Roles

Members of Santa Fe Trails' leadership have authorities and responsibilities for the day-to-day implementation and operation of the agency's SMS.

Santa Fe Trails Agency Leadership and Executive Management include:

- Director of Maintenance and Operations
- Grant Administrator – Writer
- Supervisors
- Training Administrator
- Fleet and Facilities Manager
- City Council
- Transit Advisory Board (TAB)
- Mayor
- City Manager

The Agency Leadership and Executive Management are responsible for the following accountabilities and responsibilities of this plan. Its roles include, but are not necessarily limited to:

- Overseeing the implementation and operation of Santa Fe Trails' SMS;
- Providing input into the allocation of resources to accomplish the goals and objectives of the agency safety plan;
- Providing oversight and maintaining compliance with the agency safety plan;
- Modifying policies consistent with the implementation of the agency safety plan;

Key Staff Roles

Santa Fe Trails' Key Staff has the following accountabilities and responsibilities of this plan. Its roles include, but are not necessarily limited to:

- Assisting the Accountable Executive and the SMS Executive in developing, implementing, and operating the SMS. Based on responsibilities and expertise, the Key Staff assist in hazard identification, safety risk assessment, safety risk mitigation, safety performance monitoring, safety performance measurement, safety training, and safety communication activities.
- Key staff plays a significant role as subject matter experts in hazard identification, safety risk assessment, safety risk mitigation, and safety performance monitoring activities.
- Key staff functions that bring experience and expertise to bear on SMS activities include:
 - Managers;
 - Supervisors
 - Dispatchers;
 - Bus Operators;
 - Vehicle Mechanics, and;
 - Other skilled professionals as needed.
- Safety Meetings: All staff are mandated to attend our Safety Meetings which are held the 3rd Wednesday of each month. With the purpose of presenting and discussing potential hazards

and strategies to mitigate the consequences of those hazards. Management and Supervisors are required to attend a weekly meeting with the same mission.

Employee Safety Reporting Program

Santa Fe Trails has established and implemented a formal safety reporting program that allows its employees to voluntarily report any safety issues, conditions, or concerns they may see during their day-to-day delivery of transit services. This voluntary safety reporting program is separate from Santa Fe Trails' mandatory reporting requirements for accidents and incidents.

The employee safety reporting program (ESRP) provides protections for employees who report safety issues, concerns, or conditions and ensures that discipline will not be applied, and employees have protection against reprisal or any other adverse action for reporting a safety issue, concern, or condition.

The ESRP also describes employee behaviors that are not protected under the program and may result in disciplinary action, such as an employee engaged in an illegal act, committed gross negligence, or deliberately or willfully disregarded regulations or Santa Fe Trails' procedures.

The ESRP clarifies:

- What to report, what not to report, and how to report;
- What managers should do when employees report safety concerns;
- How reports are documented; and
- How employees will receive feedback about the results of their reports.

The reporting system is simple to use and available to all Santa Fe Trails employees. Santa Fe Trails' ESRP addresses the following:

- Who is responsible for developing and managing the employee safety reporting program;
- Timely response to employee safety reports.
- How the agency provides feedback to employees on the action(s) taken to address the reported safety issue, condition, or concern;
- Investigation of reported safety issues, conditions, or concerns for causal or contributing factors.
- How the transit system documents and reviews safety issues, conditions, or concerns to determine if a hazard exists; and
- If the issue is determined to be a hazard, how the hazard is then entered into the safety risk management process.

Santa Fe Trails is committed to providing feedback to its employees who report a safety issue, condition, or concern. This feedback is provided either directly in a one-on-one conversation or through the safety meeting platform. The feedback addresses what, if any action, will be taken to address the reported safety issue, condition, or concern.

Forms are available in dispatch for employees to fill out and report any safety issues, conditions, or concerns along with a dispatch log for employees who report over the radio. There is also the ability for each employee to e-mail a safety issue, concern, or condition directly to management. If an employee does not have access to e-mail, they can contact the call center at 505-955-2001 and the safety issue, condition, or concern will be logged and management immediately informed via email. The general public can also utilize e-mail via the City of Santa Fe website and the call center as mentioned above.

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A description of the ESRP is kept in the Accountable Executive's office at Santa Fe Trails Headquarters. The ESRP is distributed to all current employees during the training provided on employee safety reporting and new employees during their new-hire orientation.

5. Safety Risk Management (SRM)

Santa Fe Trails uses the SRM process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities. It is a process wherein hazards and their consequences are identified, assessed for potential safety risk, and resolved in a manner acceptable to Santa Fe Trails' leadership. The Santa Fe Trails SRM process allows us to carefully examine what could cause harm, determine whether we have taken sufficient precautions to minimize the harm, or if further mitigations are necessary.

The Accountable Executives supported by the SMS Executive leads the Santa Fe Trails SRM process to identify hazards and consequences, assess safety risk of potential consequences, and mitigate the safety risk. The results of the SRM process are documented in the Safety Risk Register and referenced materials.

The SRM process applies to all elements of the system, including operations, maintenance, facilities, vehicles, personnel recruitment, employee training, and supervision.

Overall, the Santa Fe Trails SRM process includes the following steps that are carried out under the guidance of the Accountable Executive, supported by the SMS Executive, with input from appropriate subject matter experts:

- Identify hazards
- Identify the potential consequences of each hazard
- Evaluate consequences in terms of probability and severity
- Prioritize risk using our formal risk matrix
- Communicate prioritized risk to the Accountable Executive
- Based on the Accountable Executive's approval, create safety risk mitigations to eliminate or reduce the effects of hazards.
- Implement the mitigation
- Create a strategy for monitoring mitigation effectiveness

In carrying out the SRM process, Santa Fe Trails uses the following terms:

- **Safety event** – Any accident, incident, or occurrence.
- **Hazard** – Any real or potential condition that can cause injury, illness, death, damage to/loss of facilities, equipment, rolling stock, or infrastructure belonging to SANTA FE TRAILS, or damage to the environment.
- **Risk** – Composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk Mitigation** – Method(s) to eliminate or reduce the effects of hazards.
- **Consequence** – An effect of a hazard involving injury, illness, death, or damage to SANTA FE TRAILS property or the environment.

Safety Hazard Identification

All subsequent safety risk management activities are contingent on effectively identifying sources for hazard identification and the processes to obtain information on hazards.

Santa Fe Trails has developed methods and processes to identify hazards and consequences of the hazards. Santa Fe Trails considers, as a source for hazard identification, data and information provided

by City Management and the City Council, the FTA, and NMDOT. Santa Fe Trails also considers the results of its asset condition assessments when performing safety hazard identification activities through its SMS. The results of the condition assessments and safety risk management activities help inform Santa Fe Trails' determination as to whether an asset meets the state of good repair standards under 49 CFR Part 625.

The Accountable Executive, supported by the SMS Executive, is responsible for overseeing and facilitating Santa Fe Trails' hazard identification process. The Accountable Executive is also responsible for documenting identified hazards and ensuring that subject matter experts identify the potential consequences of those hazards. Information related to hazard identification and consequence determination is stored in the Santa Fe Trails' Safety Risk Assessment register, which is an Excel spreadsheet that allows for the documentation of all identified safety hazards and the subsequent activities related to addressing those hazards. This risk register is maintained by the Accountable Executive.

The safety hazard identification process helps Santa Fe Trails identify hazards and potential consequences in the operation and maintenance of the system. Hazards are identified through a variety of sources, including:

- Employee Safety Reporting
- Review of Vehicle Camera Footage
- Review of Monthly Performance Data Sheets
- Observation from Supervisors
- Maintenance Reports
- Comments from Customers and Passengers
- Employee Safety Meetings
- Manager and Supervisor Safety Meetings
- Results of audits and inspections of vehicles and facilities
- Results of training assessments
- Results of internal safety audits
- Investigations into safety events, incidents, and occurrences, and;
- FTA, the New Mexico Department of Transportation, and other oversight authority agencies.

The Accountable Executive, with support from the SMS Executive, reviews these sources for hazards and documents them in Santa Fe Trails' safety risk register.

The Accountable Executive also enters hazards into the safety risk register from reviews of the Santa Fe Trails operations and maintenance, results of audits and observations, and information received from FTA, New Mexico Department of Transportation, and other oversight authorities, including the National Transportation Safety Board.

The Accountable Executive or SMS Executive may conduct further analysis of hazards and consequences entered into the Safety Risk Register to collect information, identify additional consequences, and to inform management which hazards should be prioritized for safety risk assessment. In following up on identified hazards, the Accountable Executive or SMS Executive may:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assess the possible hazardous condition/s, generate

visual documentation (photographs and/or video), and take any measurements that are deemed necessary;

- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;
- Review any documentation associated with the hazard (such as records, reports, procedures, inspections, technical documents, etc.);
- Contact other departments that may have association with or technical knowledge relevant to the reported hazard;
- Review any previously-reported hazards of a similar nature; and
- Evaluate tasks and/or processes associated with the reported hazard.

Any identified hazard that poses a real and immediate threat to life, property, or the environment must immediately be brought to the attention of the Accountable Executive and addressed through the SRM process for safety risk assessment and mitigation. This signifies the belief that immediate intervention is necessary to preserve life, prevent major property destruction, or avoid harm to the environment that would constitute a violation of the Environmental Protection Agency or NMDOT environmental protection standards.

Santa Fe Trails involves subject matter experts in safety hazard identification processes by matching the experience and expertise of the individual(s) with the type of hazard to be analyzed. For example, if the hazard is operations related, then the primary subject matter experts will be from operations; if the hazard is vehicle maintenance related, that type of hazard requires vehicle maintenance expertise and skills.

Determination of the potential consequences of hazards drives our safety risk assessment activities. Hazards in and of themselves do not cause damage. It is the consequences of hazards that cause injuries and death, destroy property, harm the environment, or impair the ability of a transit provider to deliver transit services. Santa Fe Trails subject matter experts identify the potential consequences of hazards, keeping in mind that a single hazard could have many potential consequences. Each potential consequence is identified and recorded.

The Accountable Executive is responsible for ensuring that the documentation of hazards and consequences is taking place.

Safety Risk Assessment

Santa Fe Trails has established processes to assess the safety risk associated with identified safety hazards. These safety risk assessment processes include an assessment of the likelihood and severity of the consequences of the hazards, including existing mitigations and prioritization of the hazards, based on the safety risk.

Assessing the likelihood and severity of hazard consequences is the first step in prioritizing safety risk. Santa Fe Trails established procedures for assessing the safety risk of the consequences of identified safety hazards and prioritizing the hazards based on this safety risk. The agency assesses safety risk in terms of likelihood (the probability of a consequence occurring) and severity (the seriousness of a consequence, if it does occur). A color-coded safety risk index provides a rating system to use with a safety risk assessment matrix to prioritize safety risk. The safety risk assessment matrix helps us determine the probability and severity of consequences and allows for prioritization of safety risk. The

safety risk assessment risk matrix used by Santa Fe Trails is presented in Appendix E: Safety Risk Assessment Matrix.

Santa Fe Trails chooses subject matter experts to involve in safety risk assessment by matching the experience and expertise of subject matter experts with the type of hazard under assessment. This assessment is carried out under the guidance of the Accountable Executive or SMS Executive using Santa Fe Trails' safety risk assessment matrix.

Safety risk prioritization is linked to safety risk mitigation creation. Prioritizing our safety risk provides the Accountable Executive with the information needed to make decisions about resource application. It helps Santa Fe Trails apply its limited time, financial, and human resources to the highest priority transit safety risk. The Accountable Executive is the ultimate decision-maker on applying resources to mitigate high priority transit safety risk.

Safety Risk Mitigation

Developing safety risk mitigations to proactively reduce the agency's safety risk is the culmination of the safety risk management process. Santa Fe Trails has established processes to identify mitigations or strategies necessary, as a result of its safety risk assessment activities, to reduce the likelihood and severity of its consequences. The Accountable Executive with support from the SMS Executive is responsible for guiding and overseeing the subject experts during the risk mitigation process at Santa Fe Trails. Safety risk mitigations requiring additional resources or changes in agency policy are approved by the Accountable Executive.

Santa Fe Trails has established procedural steps for creating safety risk mitigations to address the potential consequences of its prioritized risk. The steps include how Santa Fe Trails determines when safety risk mitigation is necessary, and the job function(s) or position(s) that is responsible for creating mitigations. Within these procedural steps, Santa Fe Trails references any forms used to create mitigations and describes how it will record the results of this activity and where these recorded results are stored or maintained. Santa Fe Trails understands that the goal of a mitigation is to reduce assessed safety risk to an acceptable level. It is unrealistic that a transit operation can assume that it will be able to completely eliminate all safety risk.

Santa Fe Trail's safety risk mitigation steps include:

- Examining the consequences of hazards and their probability and severity
- Develop strategies to reduce the probability and/or severity of those consequences
- Ensure the strategy can be realistically implemented with available resources
- Turn the strategy into a mitigation plan
- Put the mitigation plan into place
- Create a plan for monitoring the effectiveness of the mitigation

After creating a safety risk mitigation that may have involved subject matter expertise, Santa Fe Trails develops and documents a strategy for implementing the mitigation. These implementation strategies include:

- who is responsible for implementing the mitigation;
- where the mitigation will reside within agency activities;
- how the mitigation will be implemented, and;

- how long implementation should take.

Santa Fe Trails needs to know that its mitigations are working. When we develop a mitigation, we also define and document the way the mitigation will positively impact safety performance so that we can then monitor whether that positive impact is taking place and if the mitigation is effective. Under the guidance of the Accountable Executive and/or SMS Executive, the subject matter experts involved in creating a safety risk mitigation also decide on the best ways to monitor the effectiveness of the mitigation being implemented. This includes developing and documenting monitoring strategies. Santa Fe Trails created strategies for monitoring the effectiveness of mitigations. These strategies provide consistency in monitoring activities, regardless of whether the mitigation is implemented in operations, maintenance, or administration.

Santa Fe Trails understands that successful mitigation implementation and monitoring activities depend on having a process for how it will formally communicate mitigation and monitoring strategies to operations, maintenance, or administration staff who will implement and monitor the mitigations. Santa Fe Trails has documented this process. This communication feeds cross-functional ownership in SMS processes since employees who create the mitigations may not be the same employees that implement and monitor the mitigations.

Strong documentation of safety risk mitigations feeds safety performance monitoring. Santa Fe Trails has established and documented how it will record all of its various safety risk mitigation activities and their outcomes. Within this process, Santa Fe Trails references any forms that it uses during safety risk mitigation activities and where the completed records of safety risk mitigation activities are stored.

6. Safety Assurance

Santa Fe Trails has established processes to:

- Monitor its operations for compliance with and sufficiency of its policies and procedures;
- Santa Fe Trails works to ensure that it is performing maintenance which is consistent with Santa Fe Trails' ability to safely meet its operational requirements and in compliance with all safety policies and procedures;
- Monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or that were not implemented as intended;
- Conduct investigations of safety events to identify causal factors, and;
- Monitor the effectiveness of its employee safety reporting program.

Safety Performance Monitoring and Measurement

Santa Fe Trails has many processes in place to monitor its entire transit system for compliance with operations and maintenance procedures, including:

- Safety audits;
- Informal inspections;
- Regular review of on-board camera footage to assess drivers and specific incidents;
- Investigation of safety occurrences;
- Safety review prior to the launch or modification of any facet of service;
- Daily data gathering and monitoring of data relating to the delivery of service using its RouteMatch software, and;
- Regular vehicle inspections and preventative maintenance.

Results from the above processes are compared against recent performance trends both quarterly and annually to determine where corrective actions need to occur. The Accountable Executive enters any identified non-compliant or ineffective activities, including any resulting mitigations, back into the SRM process for reevaluation.

Operations Monitoring

The Accountable Executive and operations supervisors are responsible for ensuring and documenting the system's compliance with and sufficiency of its operations policies and procedures. Santa Fe Trails has checklists and forms that it uses to drive and document its operations monitoring activities. This documentation is stored within Santa Fe Trails' safety performance monitoring files located in the Accountable Executive's office.

The operational areas that are monitored for compliance with policies and procedures include but are not limited to:

- Bus operator pre-trip inspections;
- Bus operator behind the wheel performance;
- Bus operator passenger assistance;
- Bus operator emergency response, and;
- Operation Supervisor and Dispatch activities.

When Santa Fe Trails' monitoring activities determine lack of compliance with operations policies and procedures or inadequacies of those policies and procedures, it then uses this information to feed Santa

Fe Trails' hazard identification and safety risk assessment process.

Within these documented processes, Santa Fe Trails describes:

- the job functions responsible for the different areas of field observations;
- how it will record the results of field observations;
- where these records are stored, and;
- how it will address hazards or safety issues identified during field observations.

Santa Fe Trails has established and documented emergency procedure checklists that supervisors and dispatchers can readily access to help direct their response to bus operators who may experience an emergency during revenue service. These procedures include, but are not limited to:

- responding to accidents and incidents;
- evacuating a vehicle under smoke and fire conditions, and;
- responding to a potentially dangerous passenger and other security threats.

Vehicle Maintenance Monitoring

Santa Fe Trails monitors the following areas of its vehicle maintenance and documents all monitoring activities and their results:

- Mechanic skills and performance;
- Adherence to preventive maintenance schedules;
- Effectiveness of corrective maintenance activities, and;
- Maintenance-related vehicle road calls.

Facility Safety Inspections

Santa Fe Trails maintenance management with support from City personnel conduct periodic facility safety, shop safety, and HAZMAT inspections. These inspections are documented as well as activities to mitigate any problems identified during the inspections. These records are kept in the Accountable Executive's office.

Fire Hazard and Fire Extinguisher Inspections

Santa Fe Fire Department and Risk Management division conduct independent annual fire inspections at our facilities. Santa Fe Trails utilizes independent contractors to inspect and replace facility and vehicle and facility fire extinguishers as well as fire safety systems on an annual and as needed basis.

Field Observations of Service Delivery

Santa Fe Trails has documented processes that it uses to conduct field observations of safety-related aspects of the following elements of service delivery:

- bus stops;
- bus transfer locations;
- fixed-route schedules and service delivery; and
- paratransit/demand response scheduling and service delivery.

The Accountable Executive, supported by the SMS Executive, has overall responsibility to ensure that this monitoring is carried out and documented. Field observations are carried out by operations, maintenance, and administrative staff. If deficiencies are noted during the monitoring process, these deficiencies are documented and addressed as a source of proactive hazard identification through Santa Fe Trails' safety risk management processes. All these service delivery monitoring activities are

documented and stored in the Accountable Executive's office.

Risk Mitigation Monitoring

The Accountable Executive with support from the SMS Executive and operations, maintenance, and administrative staff has responsibility for monitoring operations to identify any safety risk mitigations that may be ineffective, inappropriate, or not implemented as intended. The actual field monitoring of the mitigations is often carried out by subject matter experts, including those that assisted in the creation of the mitigation of the SRM process.

Santa Fe Trails documents how it carries out these monitoring strategies to periodically assess the effectiveness of safety risk mitigations.

Activities to monitor the effectiveness of safety risk mitigations ultimately assist Santa Fe Trails in determining whether:

- the existing mitigation is working as desired;
- the existing mitigation needs some modification to work as desired;
- the existing mitigation is not working and needs to be replaced, or;
- the existing mitigation is no longer needed.

The results of mitigation monitoring activities are made available for further safety risk management activity if needed. Mitigation monitoring documentation is stored in the Accountable Executive's office.

Safety Event Investigation

Responsibility for Santa Fe Trails safety event investigation process is shared by the Accountable Executive and the SMS Executive. Actual performance of safety event investigations, including identifying causal factors, involves not only the Accountable Executive and SMS Executive but also Operations Supervisors, Maintenance Staff, and Training Staff. Local law enforcement responds to accident scenes, as well.

Safety event records provide critical baseline information to support SMS implementation, operation, and safety performance target achievement.

Santa Fe Trails has documented procedures for safety event investigation. Santa Fe Trails has forms, consistent with industry standards, for documenting the results of safety events as well as the subsequent investigation. Safety event documentation is on file in the Accountable Executive's office.

After a safety event investigation is complete, Santa Fe Trails management, with input from subject matter experts, determines whether the safety event was preventable or non-preventable and based on that decision, whether discipline of employees involved is required.

Santa Fe Trails takes the process a step further and performs causal analysis of safety events to help determine if latent organizational factors, beyond individual employee behavior, may have contributed to the event. The results of causal analysis are documented on a causal analysis form. Records of the results of the analysis of the forms are kept in the Accountable Executive's office.

Results of this analysis for causal factors provide potential hazard identification information that may need to be put through Santa Fe Trails' safety risk management process to reduce the potential risk of recurrence of a similar accident or incident.

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Employee Safety Reporting Program Monitoring

An effective ESRP supports hazard identification. The Accountable Executive with support from the SMS Executive is responsible for monitoring the transit agency's ESRP.

Santa Fe Trails has established and documented the activities it will use on an ongoing basis to monitor whether its ESRP is effective and achieving desired outcomes. Within this process, Santa Fe Trails has established criteria that will determine if the program is performing as desired. Some of the criteria include: volume of reports received, value of reports received, response to reports received in terms of hazard identification risk assessment and risk mitigation, how information gathered from the ESRP is shared and communicated, and the timeliness and accuracy of feedback provided to employees who have reported a safety issue, concern, or condition.

Documentation on all aspects of monitoring the safety reporting program is stored in the Accountable Executive's office.

Safety Performance Measurement

Santa Fe Trails is committed to periodically measuring its safety performance. This measurement includes using not only using safety performance indicators to measure the achievement of our safety performance targets but also how well we do in addressing safety risk within every aspect of our service delivery. Documentation of periodic performance measurement results is on file in the SMS Executive's office.

7. Safety Promotion

Competencies and Training

Under the guidance of the SMS Executive, the Santa Fe Trails Training Administrator has the day-to-day responsibility for the development, delivery, and documentation of all SMS-related safety skill competencies and SMS training.

Santa Fe Trails has established competencies and training for all personnel directly responsible for safety. Training is provided to employees at-hire and on an ongoing refresher basis.

Training Needs Analyses

Santa Fe Trails periodically conducts training needs analyses to ensure that its training is up to date, and addresses critical, safety-related concerns. It carries out these training needs analyses by doing the following:

- Reviewing existing job descriptions;
- Identifying which positions, including contractors, have direct responsibility for determining when safety training is needed;
- Determining what SMS roles, responsibilities, and processes are missing from job descriptions, and;
- Updating job descriptions to reflect SMS practices.

New-Hire Bus Operator Training Program

Santa Fe Trails has comprehensive lesson plans for new-hire, classroom, and hands-on bus operator training. Continuation of skill training helps it identify hazards, such as training gaps or outdated lesson plans. Lesson plans and schedules not only assist the instructor in delivering the training but also provide a record of the content of the training should it be needed for any other purpose. All Santa Fe Trails new-hire bus operator lesson plans and schedules are kept on file in the Training Administrator's office.

Bus Operator Refresher Training

Santa Fe Trails presently provides monthly bus operator refresher training on a variety of topics, including defensive driving, bloodborne pathogens, wheelchair securement, emergency procedures, active shooter, de-escalation, and ergonomics.

Santa Fe Trails maintains lesson plans, agendas, and sign-in sheets to document the content of refresher training and individual attendance at that training. These documents are on file in the Training Administrator's office.

Santa Fe Trails also provides retraining for Bus Operators for performance deficits.

Supervisors, Dispatchers, and Mechanic Training

Supervisors, dispatchers, and mechanics play a critical role in identifying and responding to hazards, and helping to both proactively and reactively mitigate risk. Training for supervisors, dispatchers, and mechanics primarily consists of mentoring, coaching, and on-the-job training.

Mentoring, coaching, and on-the-job training are very appropriate training approaches, but ones that need to be guided by a structured agenda of topics. Santa Fe Trails has developed checklists with topics for experienced supervisors, dispatchers, and maintenance staff to use during on-the-job training, coaching, and mentoring of trainees.

These checklists are also used to document an employee's satisfactory completion of the training and include instructor and trainee signatures and the dates the training took place. These documents are kept on file in the Training Administrator's office.

SMS Orientation

A cross-functional and multi-level understanding of SMS supports all SMS-related activities. Successful SMS implementation and operation require employee involvement and ownership at every level of the agency and within every service-delivery related function. Employees need to understand SMS; what their role is within SMS; and how they, the organization, and customers benefit from SMS success. This knowledge will nurture employee "buy-in."

Santa Fe Trails presented SMS orientation sessions for all employee functions and addressed the implications of SMS for all agency functions. This initiative addressed SMS with experienced employees. Santa Fe Trails has also plugged information on SMS into all new-hire employee orientations. Documentation of these orientations, including agenda of topics covered, signatures of trainer/trainee, are kept on file in the Training Administrator's office.

Safety Risk Management Orientation for Subject Matter Experts

Successful proactive safety risk mitigation begins with subject matter experts who have a clear understanding of their responsibilities and the skills required to carry them out.

Employees who participate in safety risk management activities as subject matter experts need to understand how to carry out their responsibilities. The SMS Executive makes sure that subject matter experts are orientated on their safety risk management responsibilities, the desired outcomes of safety risk management activities, and the importance of the effort to Santa Fe Trails' safety performance.

Documentation of the orientation process, as well as the orientations themselves, includes how the agency:

- assesses hazards for consequences;
- conducts safety risk assessments, and;
- creates safety risk mitigations.

Documentation of this ongoing activity is on file in the Training Administrator's office.

Safety Performance Monitoring Orientation

The quality of safety performance monitoring is reflected in an agency's overall positive safety performance. Employees who participate in safety performance monitoring activities need to know how to carry out their responsibilities. The Accountable Executive and SMS Executive make sure that these employees receive orientations on what their responsibilities are, the desired outcomes of safety performance monitoring, and the importance of the effort to overall agency safety performance.

Orientations include how to perform monitoring activities of both internal and contracted operations as well as external maintenance activities. Performance monitoring includes such activities as:

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- field observations to ensure operations and maintenance policies and procedures are being followed correctly;
- assessing and documenting employee safety performance; monitoring the effectiveness of safety risk mitigations, and;
- evaluating the effectiveness of the employee safety program.

Documentation of these activities is kept on file in the Training Administrator's office.

Orientation on Employee Safety Reporting Program

An effective ESRP is one of the most important tools for hazard identification.

Santa Fe Trails' ESRP, at a minimum, provides the following information:

- the purpose and benefits of the program;
- guidelines on the types of safety concerns and issues employees should report;
- the reporting methods available to employees (how to report);
- an explanation of how the information will be managed and shared;
- the protections for employees who report safety concerns;
- a description of the operational behaviors that are not protected and may result in discipline, and;
- the agency's commitment to providing feedback on reported safety concerns.

Agendas of the ESRP orientation and attendance records are on file in the Training Administrator's office.

Training Documentation

Training documentation is a source of hazard identification.

Training documentation provides formal proof that employees were trained and shows that employees received timely certification and recertification in critical skill areas. Up-to-date training documentation also assists Santa Fe Trails in forecasting future training schedules.

Santa Fe Trails training documentation includes:

- records of training needs analysis for lesson plan development;
- curricula for initial and refresher training;
- training schedules and records of all completed training;
- procedures for revising training materials;
- course assessment materials, and;
- copies of individual employee training records.

Santa Fe Trails records of course completion include:

- date the training was held;
- content covered during the training session;
- length of the session;
- training format, and;
- signatures of instructor and trainee.

Records of training documentation and course completion are kept on file in the Training

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Administrator's office.

Training Monitoring

Santa Fe Trails regularly monitors its training to ensure effectiveness. Specifically, the training monitoring process addresses the following:

- monitor training to make sure it delivers the necessary SMS skills and information;
- establish a process for reviewing and revising training courses and consider review frequency, reviewers, and decision-making process for revisions.

Safety Communication

The Accountable Executive and SMS Executive are responsible for ensuring the distribution and communication of safety and safety performance information throughout Santa Fe Trails. They are assisted in this responsibility by appropriate managers and supervisors.

Safety communication provides a foundation to build SMS processes and activities. Santa Fe Trails has ensured that all of its employees are aware of information relevant to their safety-related roles and responsibilities. This information includes explanations of changes to policies, activities, or procedures. Santa Fe Trails has documented its overall approach to safety communication and supporting safety communication activities. This overall approach to safety communication is on file in the Accountable Executive's office.

In general, Santa Fe Trails' documentation of safety communication includes details about:

- objectives of the communication;
- content;
- target audience;
- format;
- frequency of the communication, and;
- ways to ensure communication was understood.

Safety Meetings

An effective employee safety meeting process provides a strong platform for safety-related communication and dialogue, identification of safety hazards, concerns, and issues, and the delivery of refresher training.

Santa Fe Trails holds monthly employee safety meetings, which can include safety-related refresher training. Agendas for these meetings are comprehensively documented.

Santa Fe Trails' documentation of its safety meeting process includes:

- how often it schedules employee safety meetings;
- the job functions that are required to attend meetings;
- how it chooses topics to discuss during the meetings, and;
- how it addresses those topics within the employee safety meeting.

Organization-Wide Communication of Safety Hazard and Safety Risk Information

A goal of safety risk management processes is to reduce safety risk for employees and customers. Safety-sensitive employees are always vulnerable to the consequences of safety hazards within the transit environment. Timely reporting to employees of newly identified safety hazards and the safety risks those hazards present can help reduce that vulnerability.

Santa Fe Trails has documented procedures for communicating hazards. The Accountable Executive and SMS Executive are responsible for making sure this communication takes place. The documentation of these procedures is on file in the SMS Executive's office.

Communication about Safety Risk Mitigations

Santa Fe Trails is committed to informing employees at every level of operations about the safety risk mitigations it is putting into effect. The reasons it provides this information are:

- it tells employees that the transit agency is doing all it can to reduce risk;
- it brings attention to employee roles and responsibilities that may be affected by new mitigations, and;
- informed employees are better situated to be a source of information on determining how well mitigations are working.

Santa Fe Trails has documented its procedures for communicating safety risk mitigations to employees along with who is responsible for making sure this communication takes place. The Accountable Executive and SMS Executive share responsibility for making sure that this communication takes place. This documentation is on file in the SMS Executive's office.

Organization-Wide Communication of Agency Safety Performance

Transit agencies implement SMS to help them continuously improve their safety performance. Communicating agency safety performance information promotes employee "buy-in" to SMS processes, thus further improving the agency's overall safety performance.

Santa Fe Trails employees should have ownership of safety. To reinforce this ownership, Santa Fe Trails periodically communicates statistics on the agency's overall safety performance to all employees regardless of job function. This includes providing information on Santa Fe Trails' status related to achieving its safety performance targets.

Santa Fe Trails has documented how it communicates safety performance information throughout its organization. The Accountable Executive is responsible for taking the lead on this communication and making sure that it takes place. The documented procedures are on file in the SMS Executive's office.

Additional Information

Santa Fe Trails will maintain documents that describe the programs, policies, and procedures it uses to carry out its agency safety plan. It will also maintain documents not included or referenced elsewhere in this safety plan, related to the implementation of the transit agency's SMS, as well as results from SMS processes and activities.

These documents will be maintained for at least three years after their creation and made available upon request by the FTA, other federal entities, or the NMDOT. The Accountable Executive and SMS Executive will be points of contact for providing Agency Safety Plan-related information to external agencies to ensure access to these documents.

Appendix A: Definitions

Accident means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Equivalent Authority means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.

Event means any Accident, Incident, or Occurrence.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Incident means an event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation Agency Safety Plan means the documented comprehensive agency safety plan

for a transit agency that is required by 49 U.S.C. 5329 and this part.

Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk mitigation means a method or methods to eliminate or reduce the effects of hazards.

Safety Event means any Accident, Incident, or Occurrence.

Safety Assurance means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.

Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent.

Safety performance target means a Performance Target related to safety management activities.

Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety risk assessment (SRA) means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.

Serious injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small public transportation provider means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of good repair means the condition in which a capital asset is able to operate at a full level of

performance.

Transit agency means an operator of a public transportation system.

Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

Appendix B: Acronyms and Abbreviations

Acronym or Abbreviation	Meaning
ADA	Americans with Disabilities Act
ASP	Agency Safety Plan
CFR	Code of Federal Regulations
CNG	Compressed Natural Gas
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
NMDOT	New Mexico Department of Transportation
MPO	Metropolitan Planning Organization
PTASP	Public Transportation Agency Safety Plan
SMPS	Safety Management Policy Statement
SMS	Safety Management System
SRM	Safety Risk Management
TAB	Transit Advisory Board
TAM	Transit Asset Management

Appendix C: City of Santa Fe ASP Approval Documentation

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Appendix D: Certification Documentation

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Appendix E: Santa Fe Trails Safety Risk Assessment Matrix

Risk Assessment Matrix				
SEVERITY LIKELIHOOD	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	High	Medium
Probable (B)	High	High	Medium	Medium
Occasional (C)	High	Medium	Medium	Low
Remote (D)	Medium	Medium	Low	Low
Improbable (E)	Medium	Low	Low	Low

Severity of the Consequence		
<i>Definition Category</i>	<i>Meaning</i>	<i>Value</i>
Catastrophic	Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact that violates law or regulation, or monetary loss equal to or exceeding \$250,000.	1
Critical	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least one person, property damage exceeding \$25,000 but less than \$250,000, system shut down lasting between 10 minutes and 4 hours, or reversible significant environmental impact causing a violation of law or regulation.	2
Marginal	Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact without violation of law or regulation, or monetary loss up to \$25,000, or system shutdown of less than 10 minutes	3
Negligible	Could result in one or more of the following: injury or occupational illness not resulting in a lost work day, minimal environmental impact, or monetary loss less than \$25,000.	4

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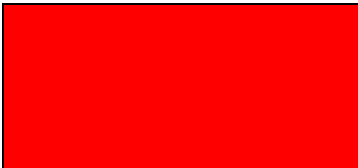


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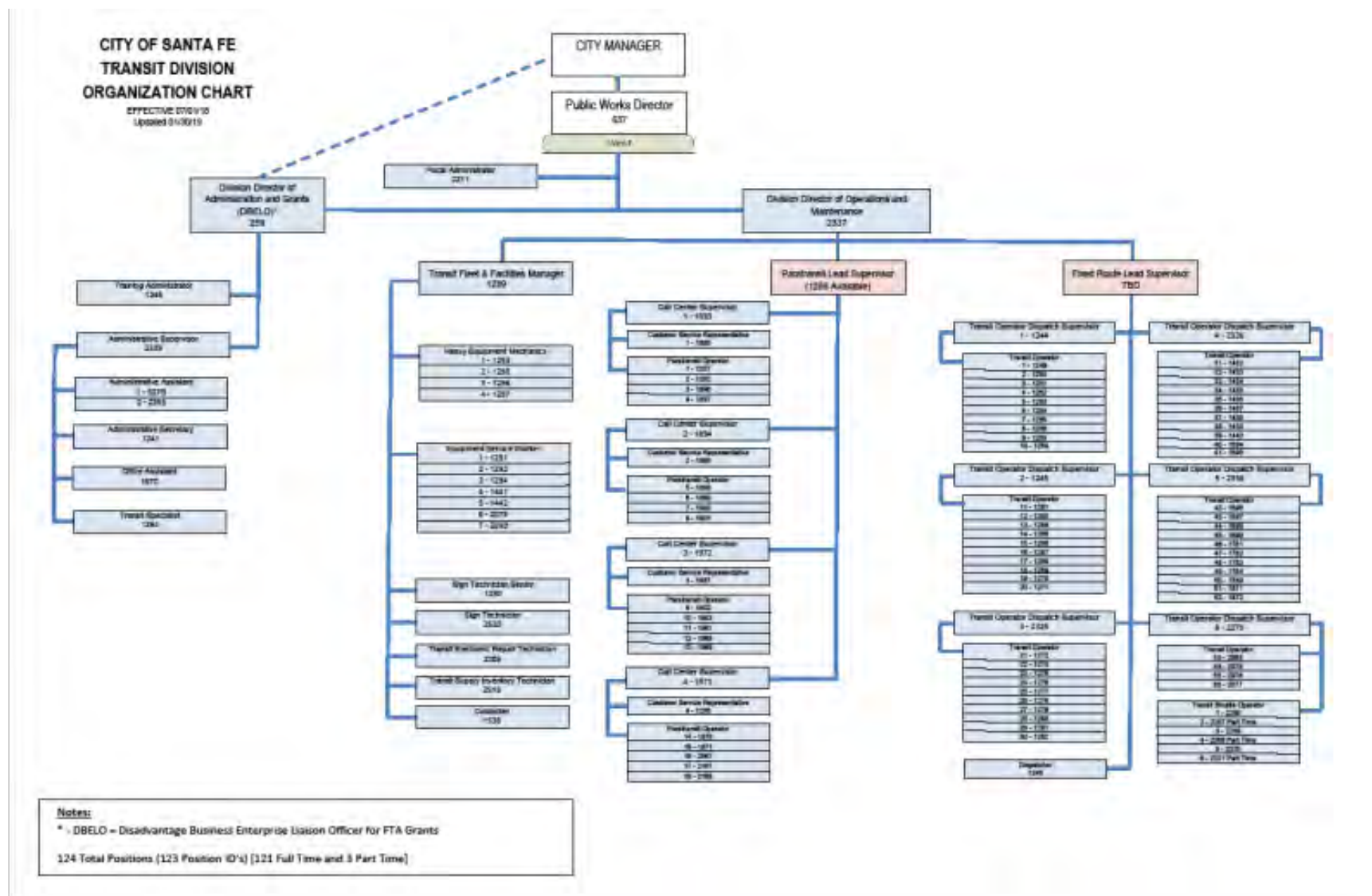
<i>Qualitative Definition</i>	<i>Meaning</i>	<i>Value</i>
Frequent	Likely to Occur Frequently - more than once per month	A
Probable	Likely to Occur less than once per month but more than once per year	B
Occasional	Likely to Occur less than once per year but more than once per decade	C
Remote	Very Unlikely to Occur - once in the life of the system	D
Improbable	Almost inconceivable that the event will occur in the life of the system	E

Safety Risk Levels

Risk Assessment Matrix Color Code

<i>"Tolerability" based on identified severity and likelihood.</i>	
	Unacceptable under the existing circumstances.
	Acceptable based upon mitigations; monitoring is necessary.
	Acceptable under existing circumstances; with senior management approval.

Appendix F: Santa Fe Trails Organizational Chart





Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 21, 2023

Transportation Policy Board: August 24, 2023

Matter of Approval: Approval of Updated MPO By-Laws

RECOMMENDED ACTION: Approval of the Self Certificate Amending the Santa Fe MPO By-Laws

Background:

The Santa Fe Metropolitan Planning Organization ("SFMPPO") is established by a Joint Powers Agreement ("JPA") between the City of Santa Fe, Santa Fe County, and Tesuque Pueblo; with the New Mexico Department of Transportation; approved by the New Mexico Department of Finance and Administration, and by designation of the Governor of New Mexico.

Federal regulations and the JPA establish a number of operational and procedural requirements for the SFMPPO. The purpose of these Bylaws is to establish guidance for issues pertaining specifically to the SFMPPO that are not otherwise addressed in other documents.

Amendments to the Bylaws include the following:

The purpose of the MPO is to carry out the Metropolitan Transportation Planning Process as defined within the provisions of federal regulations contained in 23 CFR Section 450 and the **Infrastructure Investment and Jobs Act or "Bipartisan Infrastructure Bill."**

D.Voting Procedure - Any action of the TPB (with the exception of Section II-E above) requires a simple majority vote of those Members in attendance to be approved. A motion fails on a tie vote. Each member of the TPB, including the Chair and Vice Chair, has one vote. Members must be present to vote. However, if no quorum is present for a meeting, a quorum can be established by telephone **and/or video participation** by two members, provided however, that the members shall state their reason for not being able to attend in person.

The TCC is comprised of eleven (11) voting members including agency staff from the TPB governing bodies and representatives from regional transit providers within the SFMPPO Metropolitan Planning Area ("MPA"). **Voting TCC Members:** The TCC will be comprised of the following agency staff or designees:

City of Santa Fe

Two Staff Members, Public Works Department One Staff Member, Land Use and Planning Division
Santa Fe County

Transportation Planner, Planning Division, Growth Management Department Two Staff Members,
Public Works Department

Tesuque Pueblo

Staff Designated by Tesuque Pueblo Governor

New Mexico Department of Transportation

District Engineer, District 5

Public Transit Operators

Executive Director, North Central Regional Transit District

Santa Fe Trails Representative, City of Santa Fe Transportation Department

Inter-Governmental- Environmental, Energy and Sustainability Planning

City Renewable Energy Planner or County Sustainability Director



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Amendment to the Santa Fe MPO Bylaws and Operating Procedures Approved on August 24th, 2023 by the Santa Fe MPO Transportation Policy Board

The Santa Fe Metropolitan Planning Organization ("SFMPPO") is established by a Joint Powers Agreement ("JPA") between the City of Santa Fe, Santa Fe County, and Tesuque Pueblo; with the New Mexico Department of Transportation; approved by the New Mexico Department of Finance and Administration, and by designation of the Governor of New Mexico. The purpose of the MPO is to carry out the Metropolitan Transportation Planning Process as defined within the provisions of federal regulations contained in 23 CFR Section 450 and the Infrastructure Investment and Jobs Act or "Bipartisan Infrastructure Bill."

Federal regulations and the JPA establish a number of operational and procedural requirements for the SFMPPO. The purpose of these Bylaws is to establish guidance for issues pertaining specifically to the SFMPPO that are not otherwise addressed in other documents. Amendments listed below in **RED**:

The purpose of the MPO is to carry out the Metropolitan Transportation Planning Process as defined within the provisions of federal regulations contained in 23 CFR Section 450 and the **Infrastructure Investment and Jobs Act or "Bipartisan Infrastructure Bill."**

Voting Procedure - Any action of the TPB (with the exception of Section II-E above) requires a simple majority vote of those Members in attendance to be approved. A motion fails on a tie vote. Each member of the TPB, including the Chair and Vice Chair, has one vote. Members must be present to vote. However, if no quorum is present for a meeting, a quorum can be established by telephone **and/or video participation** by two members, provided however, that the members shall state their reason for not being able to attend in person.

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Santa Fe County

Transportation Planner, Planning Division, Growth Management Department Two Staff Members, Public Works Department

Tesuque Pueblo

Staff Designated by Tesuque Pueblo Governor

New Mexico Department of Transportation

District Engineer, District 5

Public Transit Operators

Executive Director, North Central Regional Transit District

Santa Fe Trails Representative, City of Santa Fe Transportation Department

Inter-Governmental- Environmental, Energy and Sustainability Planning

City Renewable Energy Planner or County Sustainability Director

Jamie Cassutt, Chair- Santa Fe MPO TPB

Date



Santa Fe Metropolitan Planning Organization

DRAFT Amendment Bylaws and Operating Procedures

Approved by the Transportation Policy Board
August 13, 2009

Amended: June 25, 2012
November 19, 2013
June 26, 2014
January 28, 2016
October 27, 2016
August 24, 2023

Bylaws and Operating Procedures

The Santa Fe Metropolitan Planning Organization (“SFMPO”) is established by a Joint Powers Agreement (“JPA”) between the City of Santa Fe, Santa Fe County, and Tesuque Pueblo; with the New Mexico Department of Transportation; approved by the New Mexico Department of Finance and Administration, and by designation of the Governor of New Mexico. The purpose of the MPO is to carry out the Metropolitan Transportation Planning Process as defined within the provisions of federal regulations contained in 23 CFR Section 450 and the Infrastructure Investment and Jobs Act or "Bipartisan Infrastructure Bill."

Federal regulations and the JPA establish a number of operational and procedural requirements for the SFMPO. The purpose of these Bylaws is to establish guidance for issues pertaining specifically to the SFMPO that are not otherwise addressed in other documents.

SFMPO Transportation Policy Board

I. Authority:

The SFMPO Transportation Policy Board (“TPB”) has authority granted under the JPA, applicable to contracts and State and Federal laws and regulations, including but not limited to 23 CFR Section 450.

II. Membership:

The TPB is comprised of eight (8) elected officials from the member governing bodies identified in the JPA. TPB Membership shall be comprised of the following appointed officials:

City of Santa Fe

Mayor or Appointed City Councilor on Behalf
of the Mayor and Two (2) City Councilors

Santa Fe County:

Three (3) County Commissioners

Tesuque Pueblo

Tesuque Pueblo Governor or designee

New Mexico Department of Transportation (“NMDOT”)

Cabinet Secretary or designee

TPB Members from each governing body can be selected or changed at any time. Notification of the selection of a TPB Member must be made in writing to the TPB Chair. A copy of this notification shall be kept on file at the SFMPO Office.

- A. Alternates - Each governing body can designate one alternate TPB Member. An alternate can only be seated in the absence of a Member from the corresponding governing body. Notification of the selection of an alternate TPB Member must be made in writing to the TPB Chair. A copy of this notification shall be kept on file at the SFMPO Office.
- B. Officers - The officers of the TPB shall consist of a Chair and Vice Chair:
 - 1. Chair - The Chair shall be elected by simple majority at the first meeting of each year. The duties of the Chair shall be to preside at all meetings of the TPB and act as official signatory for SFMPO documents and letters either directly approved by the TPB or supporting policies previously approved by the TPB.
 - 2. Vice Chair - The Vice Chair shall be elected by simple majority at the first meeting of each year. The Vice Chair assumes the duties of the Chair as stated in II B (1) in the absence of the Chair.
 - 3. Secretary - The MPO Officer shall be the Secretary of the TPB and shall have the responsibility for preparing agendas and packet materials, posting meeting notices, and maintaining accurate records of all TPB meetings
- C. Removal Procedure - Attendance is required at all TPB meetings. If a TPB Member is consistently absent or is unable to continue participation on the TPB, the acting TPB Chair can petition the absent Member's governing body for a new appointment to the TPB.
- D. Replacement Procedure - The corresponding governing body shall make any and all replacement appointments to the TPB. Notification of the selection of a replacement TPB Member must be made in writing to the TPB Chair. A copy of this notification shall be kept on file at the SFMPO Office.
- E. Change in Membership Composition – Any change to the above stated membership composition requires a unanimous vote of the TPB Members.

III. Meetings:

All TPB meetings shall be in compliance with the New Mexico Open Meetings Act (NMSA 10-15-1 – 10-15-4). Robert's Rules of Order shall be followed. Distribution of agendas and supporting documentation shall be provided to the TPB Members with the following minimum advance notice:

Regular Meetings – seven (7) calendar days' notice
Special Meetings – three (3) calendar days' notice

- A. Regular TPB Meetings - TPB meetings shall be held at least quarterly in accordance with the Annual Meetings Schedule as approved by the TPB.
- B. Special TPB Meetings - Special meetings shall be held as needed. Special Meetings may be scheduled by the Chair or a majority of the TPB.
- C. Quorum – A quorum is formed by the presence of a simple majority of five (5) Members.

No action shall be taken without a quorum of the TPB in attendance.

D. Voting Procedure - Any action of the TPB (with the exception of Section II-E above) requires a simple majority vote of those Members in attendance to be approved. A motion fails on a tie vote. Each member of the TPB, including the Chair and Vice Chair, has one vote. Members must be present to vote. However, if no quorum is present for a meeting, a quorum can be established by telephone and/or video participation by two members, provided however, that the members shall state their reason for not being able to attend in person.

IV. Oversight:

Technical Coordinating Committee

The TPB shall establish a Technical Coordinating Committee (“TCC”) which will be responsible for providing coordination, technical review and recommendations for all transportation plans, projects and studies within the Metropolitan Planning Area. The TCC shall provide recommendations and input to the TPB on issues directed to it by the TPB, its membership, or the MPO Officer.

MPO Staff

MPO Staff shall be employees of the City of Santa Fe, which is the fiscal and administrative agent of the SFMPO. The SFMPO Staff reports to the TPB and is directed by TPB policies and approved documents. SFMPO staff shall include the following positions:

- MPO Director
- Two (2) MPO Senior Transportation Planners

Task Forces and Study Groups

The TPB may designate a Task Force or Study Group to undertake special projects or review special topics. These Task Forces or Study Groups shall function as advisory bodies to the TCC and TPB.

SFMPO Technical Coordinating Committee

I. Authority & Responsibilities:

The SFMPO Technical Coordinating Committee (“TCC”) is established by the TPB and shall be responsible for providing coordination, technical review and recommendations for all transportation plans, projects and studies within the Metropolitan Planning Area. The TCC provides recommendations and input to the TPB on issues directed to it by the TPB, its membership, or the MPO Officer.

The MPO Officer and staff shall prepare and present a draft of all required documents and programs to the Technical Coordinating Committee for review and recommendation. The MPO Officer will submit all TCC recommendations to the TPB for discussion and final approval.

II. Membership:

The TCC is comprised of eleven (11) voting members including agency staff from the TPB governing bodies and representatives from regional transit providers within the SFMPO Metropolitan Planning Area (“MPA”).

Voting TCC Members:

The TCC will be comprised of the following agency staff or designees:

City of Santa Fe

Two Staff Members, Public Works Department

One Staff Member, Land Use and Planning Division

Santa Fe County

Transportation Planner, Planning Division, Growth Management Department

Two Staff Members, Public Works Department

Tesuque Pueblo

Staff Designated by Tesuque Pueblo Governor

New Mexico Department of Transportation

District Engineer, District 5

Public Transit Operators

Executive Director, North Central Regional Transit District

Santa Fe Trails Representative, City of Santa Fe Transportation Department

Inter-Governmental- Environmental, Energy and Sustainability Planning

City Renewable Energy Planner or County Sustainability Director

The following are non-voting advisory agencies to the TCC:

Federal Highway Administration

Federal Transit Administration

New Mexico Department of Transportation Multimodal Planning and Programs Bureau

New Mexico Department of Transportation Transit and Rail Division

Northern Pueblos Regional Transportation Planning Organization (NPRTPO)

North Central New Mexico Economic Development District (NCNMEDD)

Santa Fe Public Schools

- A. Alternates - If a TCC member is to be absent, only the designated alternate can represent that TCC member. Notification of the selection of an alternate must be made in writing to the MPO Director. A copy of this notification shall be kept on file at the SFMPO Office.

B. Officers

1. Chair - A member shall be elected as Chair by simple majority at the first meeting of each year. The Chair shall be responsible for presiding at all meetings.
2. Vice Chair - A member shall be elected as Vice Chair by simple majority at the first meeting of each year. The Vice Chair shall be responsible for presiding at the meetings in the absence of the Chair.
3. Secretary - The MPO Officer or MPO Senior Planner shall be the Secretary of the TCC and shall have the responsibility for preparing agendas and packet materials, posting meeting notices, and maintaining accurate records of all TCC meetings. The Secretary shall preside at meetings in the absence of the Chair and Vice Chair.

C. Removal Procedure

1. Attendance is required at all TCC meetings. If a member or their alternate is consistently absent or is unable to continue participation on the TCC, the TCC Chair or MPO Officer may petition the absent member's agency for a new appointment to the TCC.
2. The TPB may remove any TCC member by a majority vote upon the grounds of malfeasance or nonfeasance of office.

CI. Replacement Procedure – The corresponding agencies shall make any and all replacement appointments to the TCC. Notification of the selection of a replacement must be made in writing to the MPO Director. A copy of this notification shall be kept on file at the SFMPO Office.

III. Meetings:

All TCC meetings shall be in compliance with the New Mexico Open Meetings Act (NMSA 10-15-1 – 10-15-4). Robert's Rules of Order shall be followed. Distribution of agendas and supporting documentation shall be provided to the TCC members with the following minimum advance notice:

Regular Meetings – seven (7) calendar days' notice
Special Meetings – three (3) calendar days' notice

- A. Regular TCC Meetings - Meetings shall be held each month in accordance with the Annual Meetings Schedule as approved by the TPB.
- B. Special Meetings - Special Meetings shall be held as needed and may be scheduled by the TCC Chair, a majority of the members of the TCC or the MPO Officer.
- C. Quorum – A quorum is formed by the presence of a simple majority of seven (7) members. No action shall be taken without a quorum of the TCC in attendance at that meeting.
- D. Voting Procedure - Any action of the TCC requires a majority vote of those members in attendance to be approved. A motion fails on a tie vote. Each member of the TCC, including the Chair, Vice Chair has one vote. Voting by proxy or telephone is not allowed.

SFMPO Staff

SFMPO Staff shall be employees of the City of Santa Fe, which is the fiscal and administrative agent of the SFMPO. SFMPO Staff reports to the TPB and is directed by TPB policies and approved documents including the Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP), and the Public Participation Plan (PPP). SFMPO staff shall include the following positions:

- MPO Director
- Two (2) MPO Senior Transportation Planners

The MPO Director is responsible for direction of all administrative and operational functions of the SFMPO, including supervision of the SFMPO staff. Hiring additional staff or consultant assistance will be determined and managed by the MPO Director based on need and budget constraints.

The MPO Director is responsible for:

- ☐ preparing agendas and supporting documentation for meetings;
- ☐ providing information and technical support to TPB and TCC members; and
- ☐ transmitting notice of all official actions taken by the TPB to the public and to the NMDOT, the Federal Transit Administration, and the New Mexico Division of the Federal Highway Administration.

The MPO Senior Transportation Planners shall assist the MPO Director in the day to day operation of the SFMPO and are responsible for the technical functions of the SFMPO as identified in the approved UPWP.

Bylaws Amendment Process & Renewal

I. Amending the Bylaws:

The formal procedure to amend the bylaws is described as follows:

- A. Amendments to the bylaws can be initiated by TPB members, TCC members or SFMPO Staff.
- B. Proposed amendments shall be prepared by SFMPO Staff
- C. The TCC shall review all proposed amendments and make recommendations to the TPB.
- D. All amendments require approval by the TPB by a simple majority vote (with the exception of Section II-E of SFMPO Transportation Policy Board above)