



## Santa Fe MPO Transportation Policy Board

Thursday, August 24, 2023 5:00 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 May 25, 2023 & April 27, 2023
  1. **Communications from the Public**
  2. **Presentation: NMDOT: Hyde Park Road Feasibility Study (Addition of Bike Lanes)**
  3. **Items for Discussion and Possible Action:**
    - A. 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)
    - B. Review and Recommend: Adoption of Administrative Amendment to the Metropolitan Transportation Plan to Add Updated Performance Measures (Hannah Burnham)
    - C. 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)
  4. **Matters from MPO Staff**
  5. **Matters from TPB Members**
  6. **Adjourn** - Next TPB Meeting: September 28, 2023

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

**SUMMARY OF ACTION  
SANTA FE MPO TRANSPORTATION POLICY BOARD  
THURSDAY, MAY 25, 2023, 5:00 PM  
500 MARKET STREET, SUITE 200, ROUNDHOUSE ROOM  
SANTA FE, NEW MEXICO**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>	<b><u>PAGE</u></b>
<b>CALL TO ORDER</b>		<b>1</b>
<b>ROLL CALL</b>	<b>QUORUM</b>	<b>1</b>
<b>APPROVAL OF AGENDA</b>	<b>APPROVED</b>	<b>1</b>
<b>APPROVAL OF MINUTES</b>	<b>POSTPONED</b>	<b>1</b>
<b>COMMUNICATIONS FROM THE PUBLIC</b>	<b>NONE</b>	<b>2</b>
<b><u>DISCUSSION/ACTION ITEMS</u></b>		
<b>REVIEW AND RECOMMEND FORMAL AMENDMENT 7 TO 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) VIA SELF-CERTIFICATION</b>	<b>APPROVED</b>	<b>2-3</b>
<b>MATTERS FROM STAFF</b>	<b>INFORMATION/DISCUSSION</b>	<b>3-4</b>
<b>MATTERS FROM THE BOARD</b>	<b>INFORMATION/DISCUSSION</b>	<b>4</b>
<b>NEXT MEETING</b>	<b>NO MEETING SCHEDULED</b>	<b>4</b>
<b>ADJOURN</b>	<b>ADJOURNED</b>	<b>4-5</b>

**SANTA FE MPO TRANSPORTATION POLICY BOARD  
THURSDAY, MAY 25, 2023, 5:00 PM  
500 MARKET STREET, SUITE 200, ROUNDHOUSE ROOM  
SANTA FE, NEW MEXICO**

**1. CALL TO ORDER**

The meeting of the Santa Fe MPO Transportation Policy Board was called to order by Commissioner Justin Greene, Vice Chair, at 5:00 pm, on Thursday, May 25, 2023, and was held at 500 Market Street, Santa Fe, New Mexico.

**2. ROLL CALL**

**MEMBERS PRESENT**

Commissioner Justin Greene, Vice Chair  
Commissioner Anna Hansen  
Commissioner Hank Hughes  
Paul Brasher, NMDOT  
Councilor Villarreal  
Councilor Jamie Cassutt, Chair

**MEMBERS ABSENT**

Councilor Chavez, Excused  
Larry Samuel

**OTHERS PRESENT**

Erick Aune, MPO Officer  
Leah Yngve, MPO  
Hannah Burnham, MPO  
Heather Lamboy, Assistant Director, Land Use  
Jeanne Wolfenbarger, City Traffic Engineer

**3. APPROVAL OF AGENDA**

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

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

**4. APPROVAL OF MINUTES**

This item was postponed.

## **5. COMMUNICATIONS FROM THE PUBLIC**

None.

## **6. DISCUSSION/ACTION ITEMS**

### **a. REVIEW AND RECOMMEND FORMAL AMENDMENT 7 TO 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) VIA SELF- CERTIFICATION**

Ms. Yngve said this is our last amendment to the TIP for 2022-2027. We had our 15 day public comment period and received no comments.

Ms. Yngve reviewed the staff report and the projects.

Mr. Brasher said he is still seeking funding on the Cerrillos project. We are working parallel with the Indian School on the right of way. It is complicated.

Mr. Aune asked if there is a work around.

Ms. Brasher said we have looked at other configurations. We need to make the intersection work and cooperate with the Indian School. There are some drainage issues we are working on as well.

Councilor Villarreal said the issue of access to the Indian Hospital and for students to get to the school is also an issue.

Commissioner Greene said for us it would be a cold call, but he is willing to call the school administration if that would help.

Mr. Brasher said there is a 10 member committee on this. We have made all the meetings and done presentations. It takes time for them to decide.

Commissioner Hansen said she knows how challenging this kind of negotiation can be. She agrees that there is an issue of the safety and protection of the students and that is important.

Chair Cassutt asked if Mr. Brasher had reached out to the hospital

Mr. Brasher said he has not. Others may have. We have been working on this for more than six years.

Councilor Villarreal asked about the 1-25 project.

Mr. Brasher said we are taking it all the way to El Dorado. We are resurfacing the interstate in that area and are hoping it will be completed before the year end.

Commissioner Greene said so it will be from the north exit to Old Pecos Trail.

Mr. Brasher said yes.

Mr. Brasher said he doesn't see us doing major reconstruction of the interstate. There will be repairs to ramps.

Commissioner Hughes said he would like to encourage us to do major reconstruction of the interstate because of the concerns about the ramps.

Commissioner Greene said he is glad to see the two bike trails on the map.

**MOTION** A motion was made by Commissioner Hughes, seconded by Councilor Villarreal, to approve Formal Amendment 7 to the TIP.

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

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

## **7. MATTERS FROM STAFF**

Mr. Aune said he is looking into working with the City, the consultants and Public Works in the fall to retool how we do traffic impact analysis within the City. We have been using a tool that is designed for highways, not local roads. The tool is the State Access Manual. After much discussion the group had decided to look at alternatives.

Ms. Lamboy said we are happy to fund this effort. It will benefit the General Plan as well as Chapter 14.

Chair Cassutt asked if this will help with any of the roads we want to put on a diet.

Commissioner Greene asked if streetscapes and walls are part of traffic calming.

Mr. Aune said it may deal with some of this. The City of Santa Fe Code has parsed together street codes that are lacking and no longer apply. We have concerns about that. We are looking at street guidelines, technical criteria and other things pertaining to design. We met with the consultant yesterday and we met with the

transportation department of the City of Austin. Austin spent millions. We don't have millions. Public Works is 100% on board. Planning is 100% on board. That is what we are going to be focusing on.

Ms. Lamboy said the guidance can be used as we move forward with street designs. It will help the General Plan and will help to inform actionable plans.

Ms. Yngve said we are having an event on Saturday for Bike Month. It will be at the Genoveva Chavez Center and will include pop-up bike lanes and a bicycle rodeo. You are all invited.

## **8. MATTERS FROM THE BOARD**

Commissioner Hansen said she is doing a Town Hall on June 8<sup>th</sup> with the Santa Fe National Forest Service. It will be at the Community College.

Mr. Brasher said he would like to add to the agenda for the next meeting as discussion about the Cerrillos project.

Commissioner Greene asked about the status of Hyde Park Road.

Mr. Brasher gave an update on Hyde Park Road.

Commissioner Greene asked about the process for the next TIP.

Ms. Yngve explained the process saying we should have the draft to you in August.

Commissioner Hansen said when she was Chair, she used to attend the TCC meetings. It helped her to understand the issues in more detail.

There was continued discussion on the TIP.

## **9. NEXT MEETING NO MEETING SCHEDULED**

## **10. ADJOURN**

There being no further business before the Board the meeting adjourned at 6:03 pm.

---

Councilor Jamie Cassutt, Chair

---

Elizabeth Martin, Stenographer

**SUMMARY OF ACTION  
SANTA FE MPO TRANSPORTATION POLICY BOARD  
THURSDAY, APRIL 27, 2023, 5:00 PM  
500 MARKET STREET, SUITE 200, ROUNDHOUSE ROOM  
SANTA FE, NEW MEXICO**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>	<b><u>PAGE</u></b>
<b>CALL TO ORDER</b>		<b>1</b>
<b>ROLL CALL</b>	<b>QUORUM</b>	<b>1</b>
<b>APPROVAL OF AGENDA</b>	<b>APPROVED</b>	<b>1</b>
<b>APPROVAL OF MINUTES</b>	<b>APPROVED</b>	<b>1</b>
<b>COMMUNICATIONS FROM THE PUBLIC</b>	<b>NONE</b>	<b>2</b>
<b><u>DISCUSSION ITEMS</u></b>		
<b>PRESENTATION TRAIL COUNT USER DATA</b>	<b>INFORMATION/DISCUSSION</b>	<b>2</b>
<b>REVIEW AND RECOMMEND FORMAL AMENDMENT TO THE 2020 METROPOLITAN TRANSPORTATION PLAN VIA SELF-CERTIFICATION</b>	<b>APPROVED</b>	<b>2-3</b>
<b>REVIEW AND RECOMMEND FORMAL AMENDMENT TO 2019 METROPOLITAN BICYCLE MASTER PLAN VIA SELF-CERTIFICATION</b>	<b>APPROVED</b>	<b>3-4</b>
<b>REVIEW AND RECOMMEND FORMAL ADOPTION <i>DISCOVERING PATHS TODAY AND TOMORROW: AN ILLUSTRATED VERSION OF THE ACEQUIA/RIVER TRAIL COTTONWOOD LOOP IN OGA PO'GEH/SANTA FE VIA SELF-CERTIFICATION</i></b>	<b>APPROVED</b>	<b>4</b>
<b>FORMAL RECOGNITION OF CITY BEING</b>	<b>APPROVED</b>	<b>4-5</b>



**THE PROJECT LEAD ON HENRY  
LYNCH/AGUA FRIA ROUNDABOUT  
PROJECT - DESIGN FUNDING VIA  
ROMELLA/NMDOT LOCAL ROAD FUND**

<b>PROJECT UPDATES</b>	<b>INFORMATION/DISCUSSION</b>	<b>5</b>
<b>MATTERS FROM STAFF</b>	<b>INFORMATION/DISCUSSION</b>	<b>5</b>
<b>MATTERS FROM THE BOARD</b>	<b>INFORMATION/DISCUSSION</b>	<b>5-6</b>
<b>NEXT MEETING</b>	<b>NONE</b>	<b>6</b>
<b>ADJOURN</b>	<b>ADJOURNED</b>	<b>7</b>

**SANTA FE MPO TRANSPORTATION POLICY BOARD  
THURSDAY, APRIL 27, 2023, 5:00 PM  
500 MARKET STREET, SUITE 200, ROUNDHOUSE ROOM  
SANTA FE, NEW MEXICO**

**1. CALL TO ORDER**

The meeting of the Santa Fe MPO Transportation Policy Board was called to order by Commissioner Justin Greene, Vice Chair, at 5:00 pm, on Thursday, April 27, 2023, and was held at 500 Market Street, Santa Fe, New Mexico.

**2. ROLL CALL**

**MEMBERS PRESENT**

Councilor Amanda Chavez  
Commissioner Justin Greene, Vice Chair  
Commissioner Hank Hughes  
Paul Brasher, NMDOT

**MEMBERS ABSENT**

Councilor Jamie Cassutt, Chair, Excused  
Commissioner Anna Hansen, Excused  
Larry Samuel

**OTHERS PRESENT**

Erick Aune, MPO Officer  
Leah Yngve, MPO  
Jeanne Wolfenbarger, City Traffic Engineer

**3. APPROVAL OF AGENDA**

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

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

**4. APPROVAL OF MINUTES**

**MOTION** A motion was made by Mr. Brasher, seconded by Commissioner Hughes, to approve the minutes as presented.

**VOTE** The motion passed on a voice vote with Councilor Villarreal abstaining.

## **5. COMMUNICATIONS FROM THE PUBLIC**

None.

## **6. DISCUSSION ITEMS**

### **A. PRESENTATION TRAIL COUNT USER DATA**

Mr. Aune said the Trail Count Data was put together by Hannah. It provides context for the good efforts of Santa Fe County to build out the River Trail. We wanted to share this information with the Board.

Commissioner Hughes said he thinks it would be good to have a presentation on this from Hannah at a future meeting.

Vice Chair Greene said this is great information.

### **B. REVIEW AND RECOMMEND FORMAL AMENDMENT TO THE 2020 METROPOLITAN TRANSPORTATION PLAN VIA SELF-CERTIFICATION**

Ms. Yngve reviewed the staff memo in the meeting packet saying there are three projects in the Amendment to the 2020 MPO. The three projects the City and County have interest in are as follows: San Isidro Crossing, Agua Fria Safety Improvements and the Arroyo de Los Chamisas Crossing.

Councilor Villarreal said she is really glad to see the Agua Fria project. How do you decide what is public health and what is equity. Also, she was surprised to see the costs.

Ms. Wolfenbarger explained the costs of the Agua Fria project.

Ms. Yngve said the columns are defined in the Metropolitan Transportation Plan.

There was a discussion about the columns, tables and the process of ranking.

Vice Chair Greene asked if these projects get sent to a master list without a date certain.

Ms. Yngve said they are described as short term, medium term and long term. These three projects are medium term.

Vice Chair Greene said there are a lot of Federal funds coming down the pike. He has been encouraging Santa Fe County to look at the 25 year CIP plan and push up

the items to shorter terms. We need to go for the available money now. We may want to start looking at dates and push the short and medium term items so we don't miss this opportunity.

**MOTION** A motion was made by Councilor Chavez, seconded by Commissioner Hughes, to approve the formal amendment to the 2020 Metropolitan Transportation Plan.

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

**C. REVIEW AND RECOMMEND FORMAL AMENDMENT TO 2019 METROPOLITAN BICYCLE MASTER PLAN VIA SELF-CERTIFICATION**

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

Mr. Brasher asked if any of these projects contemplate the use of State Right of Ways.

Ms. Yngve said for the most part, the trails are not at that level of planning with the exception of Los Luceros. Those details will come about as these trails are pursued.

Councilor Villarreal asked Ms. Yngve to give the Board more information on the column titles.

Ms. Yngve explained each of the titles.

Vice Chair Greene said he was wondering about where several roads fall within this plan. Are shared routes considered as separate tables.

Ms. Yngve said yes. If you look at all the phases you will see the roads and trails in process.

Vice Chair Greene reviewed his road questions with Ms. Yngve.

Ms. Yngve described where the roads and trails and bike lanes are in the plan and the status of projects.

Mr. Brasher commented that the Arroyo list is impressive.

**MOTION** A motion was made by Commissioner Hughes, seconded by Councilor Chavez, to approve the formal Amendment to the 2019 Metropolitan Bicycle Master Plan.

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

**D. REVIEW AND RECOMMEND FORMAL ADOPTION *DISCOVERING PATHS TODAY AND TOMORROW: AN ILLUSTRATED VERSION OF THE ACEQUIA/RIVER TRAIL COTTONWOOD LOOP IN OGA PO'GEH/SANTA FE VIA SELF-CERTIFICATION***

Ms. Yngve said we gave hard copies of this publication to each Board member.

Ms. Yngve reviewed the publication and the staff report in the meeting packet saying that we are asking for a formal adoption of this publication in order to provide support for funding opportunities.

Councilor Villarreal said she loves this so much. Who did the writing.

Ms. Yngve said mostly the MPO staff.

Mr. Brasher said these are quite good.

Ms. Yngve noted that the Spanish language publications are in process and will be coming soon.

**MOTION** A motion was made by Commissioner Hughes, seconded by Councilor Villarreal, to formally adopt the publication.

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

**E. FORMAL RECOGNITION OF CITY BEING THE PROJECT LEAD ON HENRY LYNCH/AGUA FRIA ROUNDABOUT PROJECT - DESIGN FUNDING VIA ROMELLA/NMDOT LOCAL ROAD FUND**

Mr. Aune said he recommended to Public Works that the roundabout design we included in the City's design of Henry Lynch improvements. The roundabout has been high up on the list of items to be done for a long time. We are saying to Public Works that it needs to be included at this time, in this design. It is coming to you today because it is unusual for one jurisdiction to take the lead in a cross jurisdictional project. The City of Santa Fe is moving forward with funding for the roundabout design. County staff is interested in getting a connection to the River Trail as well. It was recommended that this Board take a formal position as a cross jurisdictional project.

Commissioner Hughes asked if the roundabout is in the County.

Mr. Aune said yes. Henry Lynch Road is in the City.

Commissioner Hughes said it makes sense that one body take the lead.

Councilor Villarreal said she is excited to see this project moving forward.

Mr. Brasher asked if Henry Lynch is a bike route.

Mr. Aune said no.

**MOTION** A motion was made by Councilor Villarreal, seconded by Commissioner Hughes, to formally recognize the City as the project lead on the Henry Lynch/Agua Fria Roundabout Project.

**MOTION** The motion was approved on a voice vote.

## **F. PROJECT UPDATES**

Ms. Yngve said the County reported at the TCC meeting that regarding the NE/SE Connector project, they are committed to keeping the public informed on the project including the closure of Richards for 30 days.

Ms. Yngve continued, saying the City of Santa Fe was awarded a small recreational trails grant for maintenance on 599. The project will be added to the TIP Amendment at the next meeting.

## **7. MATTERS FROM STAFF**

Mr. Aune thanked the Board for their consideration and approval of the two big projects on the agenda.

Ms. Yngve said May is Bike Month. The MPO is doing two pop-up bike lane events. Our website has been updated with all of the events.

## **8. MATTERS FROM THE BOARD**

Councilor Villarreal said she loved the Bike Month calendar. She wants to go to all the events.

Commissioner Hughes said the NE/SE Connector project is in his District. It is a huge project. His constituents are constantly asking him when we will redo the traffic study for that area. Is that something the MPO gets involved in.

Mr. Aune said the MPO has been involved for the last 18 months. The County used our MPO Travel Demand Model to inform the original traffic study. We updated the model within the last year with data for City and County proposed developments.

This is a model on a computer that informs others what their studies may include. It is not a spread sheet or a report. If the County is desirous of using the model and sharing it with their consultants to do their study, he thinks that may satisfy what your constituents are asking for.

Commissioner Hughes asked can the consultants use that tool to update the traffic study.

Mr. Aune said yes they can.

Mr. Brasher said he is getting frequent calls about the closing of Richards for the project. He refers them to the website. As a point of information, some of the lights at Beckner are going out frequently. We have some vandals who are damaging those lights in an effort to turn off the lights in the tunnels where they sleep. The signals were off for a couple of days. We fixed that issue and did restore the street lights.

Mr. Brasher said kudos to Eric and his staff for all the hard work they do in preparing for these meetings.

Commissioner Hughes asked why Beckner Road is closed.

Mr. Aune said it is due to the construction of the roundabout.

Councilor Chavez said it is also the development at Los Luceros.

Mr. Brasher said it has been closed for a long time. They stripped the land there and when the wind blows the dust obscures visibility.

Councilor Chavez said it will be closed for another four to five months. The development has had delays.

Vice Chair Greene said for Bike Month he feels we need to get the street sweepers out and going.

Vice Chair Greene said he would like to know how we can get the connection done from Jaguar to the Airport. It is the Cooks who are on the hook for that. He asked Mr. Aune and staff to look into that situation.

Vice Chair Greene thanked the Board for letting him Chair his first official meeting today.

## **9. NEXT MEETING: NO MEETING SCHEDULED**

**10. ADJOURN**

There being no further business before the Board the meeting adjourned at 6:40 pm.

---

Councilor Jamie Cassutt, Chair



---

Elizabeth Martin, Stenographer





## 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
<b>2024-2027 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,915,562</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,915,562</b>
<b>ALL YEARS TOTAL</b>		<b>\$974,770</b>	<b>\$94,667</b>	<b>\$0</b>	<b>\$3,915,562</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,984,999</b>

**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
<b>2024-2027 TOTAL</b>		<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

**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 I/JA - 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 I/JA - 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
<b>2024-2027 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$15,964,632</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,964,632</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$63,858,798</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$63,858,798</b>

**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
<b>2024-2027 TOTAL</b>		<b>\$318,947</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,784,749</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,103,696</b>
<b>ALL YEARS TOTAL</b>		<b>\$318,947</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,784,749</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,103,696</b>

**Region:** SFM (N/A)

**Lead Agency:** County of Santa Fe

S100790(Ver 2) 24-00LOCAL

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)

County:Santa FeLimits:Avenida del Sur from A Van Nu Po to HW14 (1.8 mile)

District: District 5

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
<b>ALL YEARS TOTAL</b>		<b>\$2,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,350,000</b>

\*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 21<sup>st</sup> 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 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

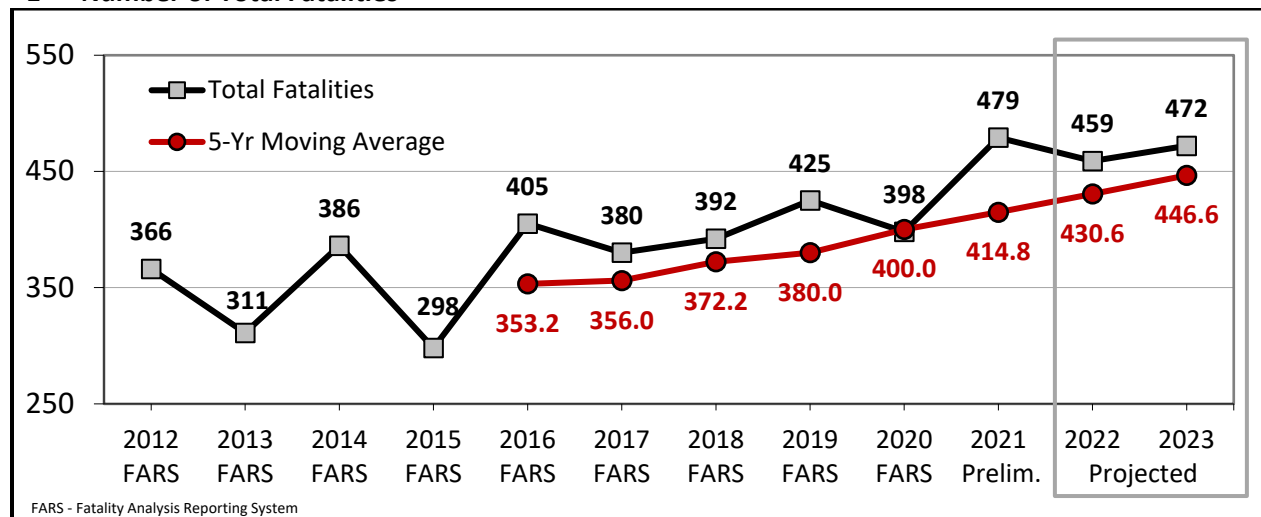


Figure 1

**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

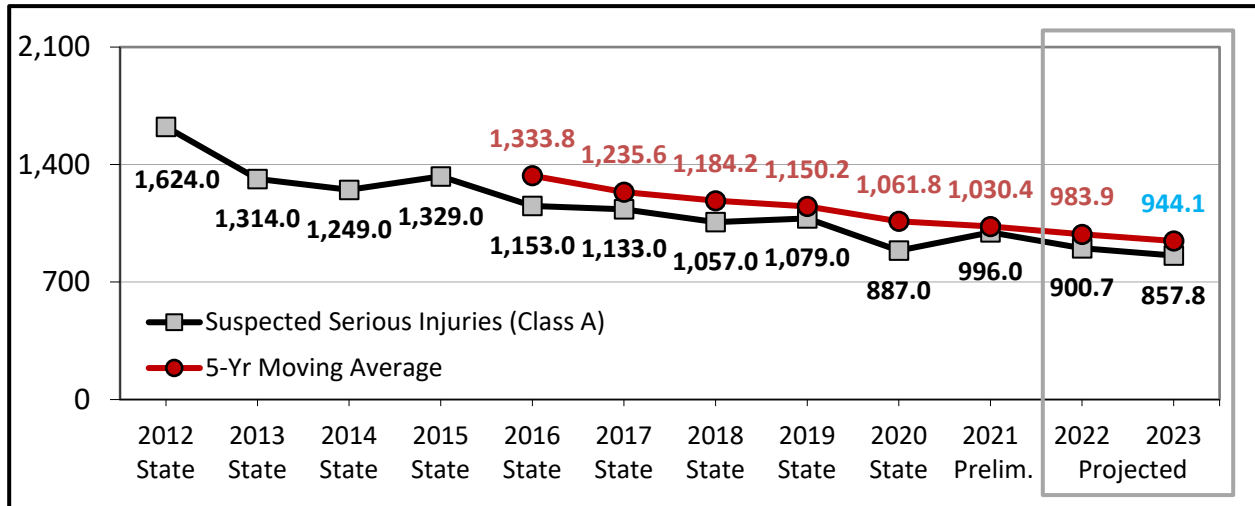


Figure 2A

**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.

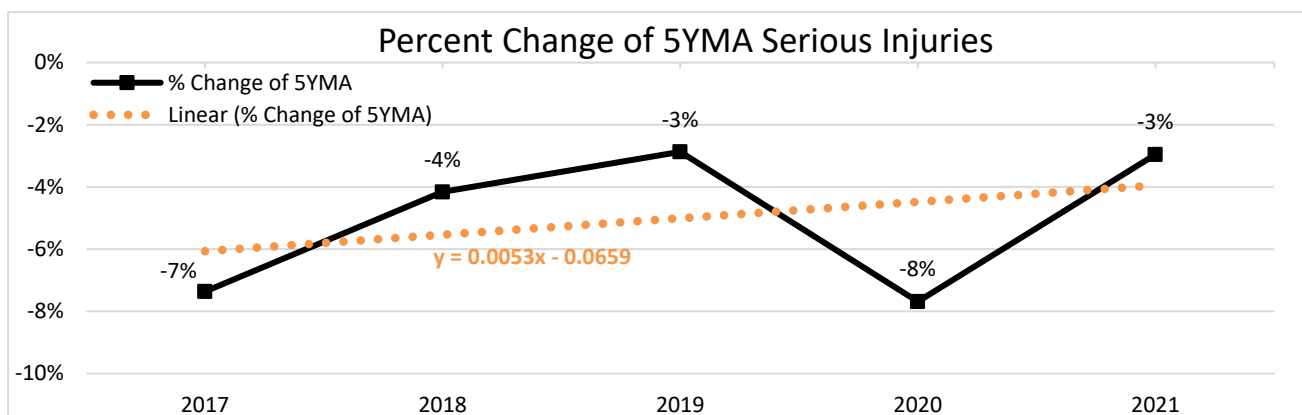


Figure 2B

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

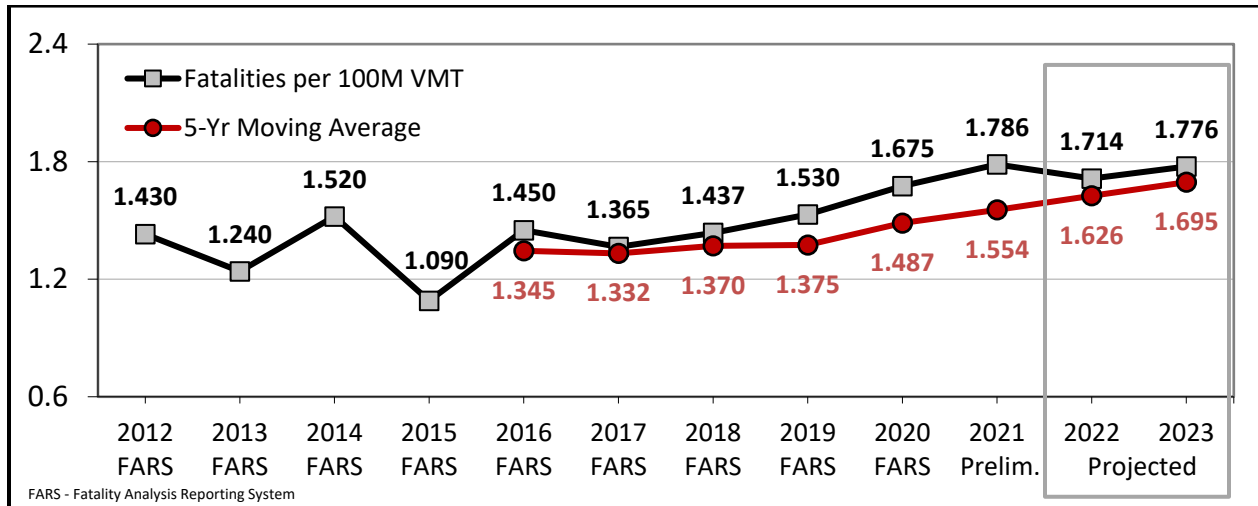


Figure 3

**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

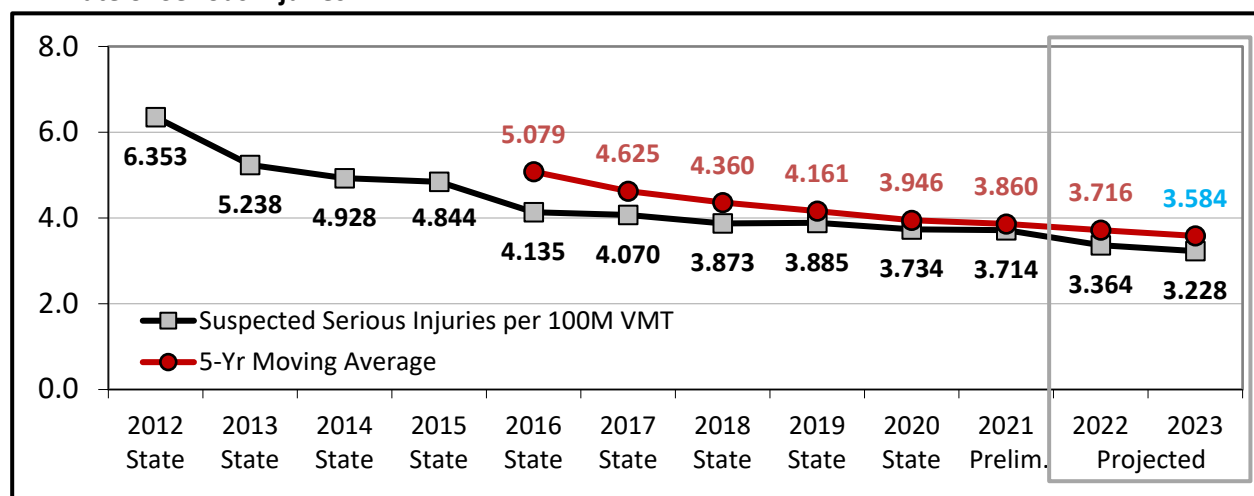


Figure 4A

**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.

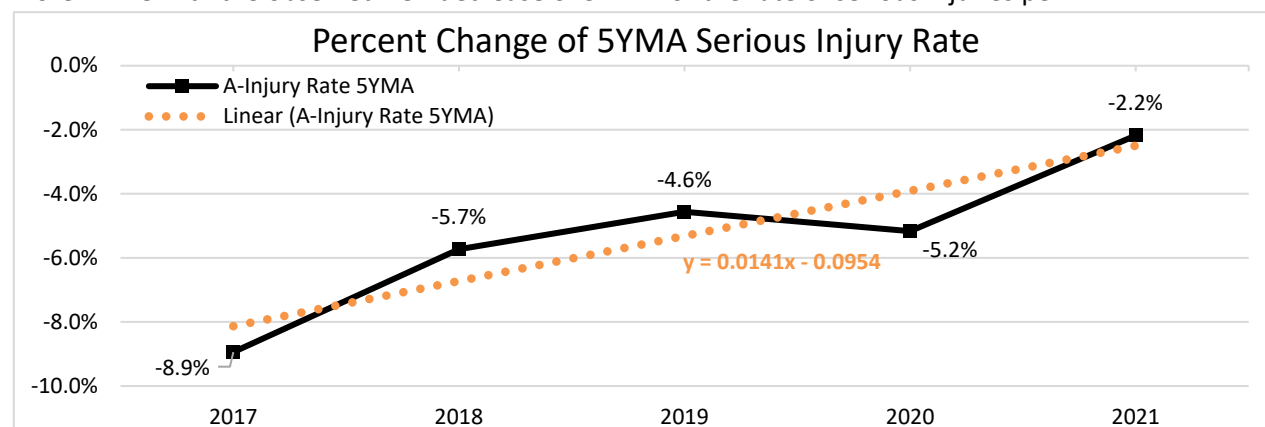


Figure 4B

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

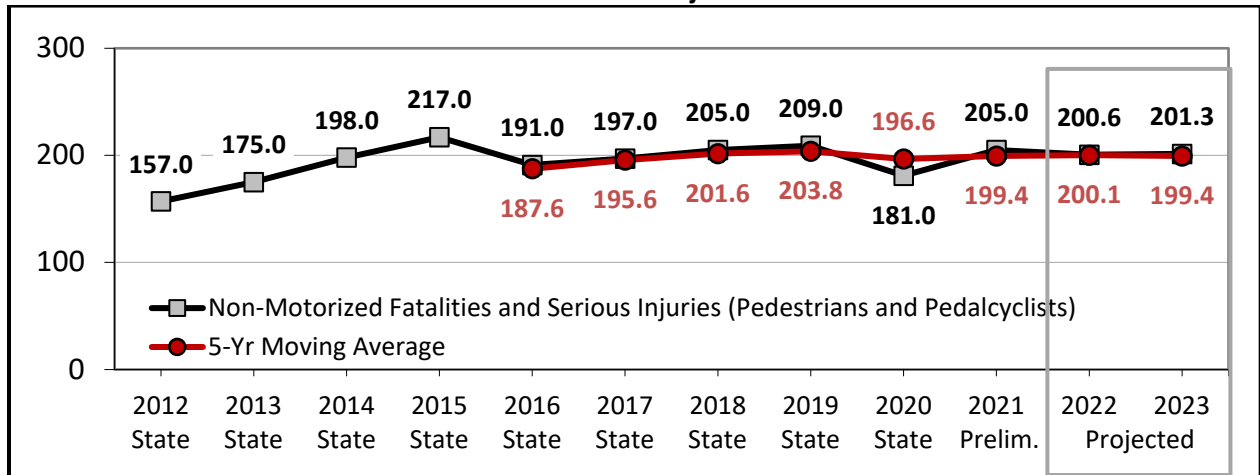


Figure 5

**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.

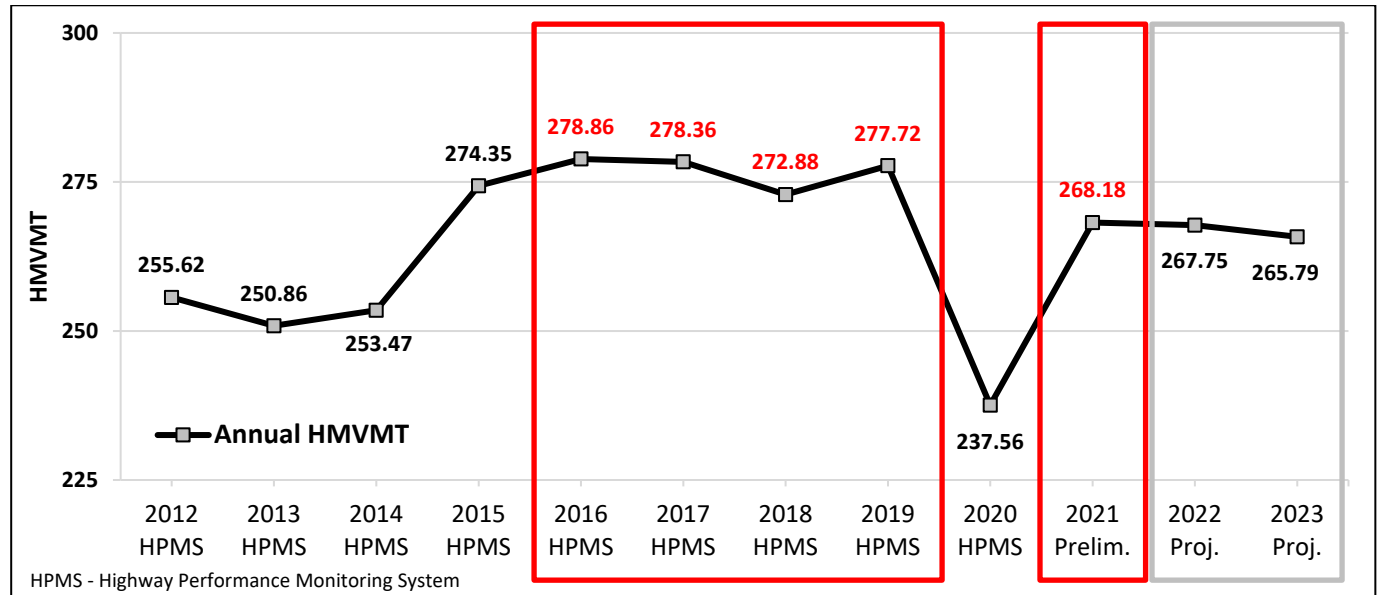


Figure A1

## 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**

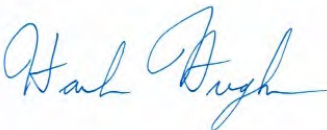
The Santa Fe Metropolitan Planning Organization hereby certifies that the following Federal Fiscal Year (FFY) 2022-2025 Performance (PM2) Targets for New Mexico, National Performance Management Measures for Assessing Pavement Condition and National Performance Management Measures for Assessing Bridge 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**  
**Baseline Performance Period (2022-2025)**  
*Federal Fiscal Year 2022*  
Performance Measure (PM) 2  
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 <b>Interstate pavements on the NHS</b> in <b>Good</b> condition	42.7%	37.0%
Percentage of <b>Interstate pavements on the NHS</b> in <b>Poor</b> condition	3.2%	3.8%
Percentage of <b>Non-Interstate pavements on the NHS</b> in <b>Good</b> condition	40.6%	37.4%
Percentage of <b>Non-Interstate pavements on the NHS</b> in <b>Poor</b> condition	3.2%	3.9%
Percentage of <b>bridges on the NHS</b> in <b>Good</b> condition	30.8%	32.9%
Percentage of <b>bridges on the NHS</b> in <b>Poor</b> 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)**  
*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.

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.





**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

## 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.

<b>PMF Question O3</b>	Who should FHWA contact with questions?	<a href="#">Virginia Rae Stubella</a>
<b>PMF Question O4</b>	What is the phone number for this contact?	<a href="#">5054792151</a>
<b>PMF Question O5</b>	What is the email address for this contact?	<a href="mailto:virginia.stubella@state.nm.us">virginia.stubella@state.nm.us</a>

## 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)**  
*Federal Fiscal Year 2022*  
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.



**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

## 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)**  
**Full Performance Period (2018-2021) & Baseline Performance Period (2022-2025)**  
*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)**  
*Federal Fiscal Year 2022*  
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)**  
*Federal Fiscal Year 2022*  
Performance Measure (PM) 2  
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.

<b>PMF Question O3</b>	Who should FHWA contact with questions?	<a href="#">Virginia Rae Stubella</a>
<b>PMF Question O4</b>	What is the phone number for this contact?	<a href="#">5054792151</a>
<b>PMF Question O5</b>	What is the email address for this contact?	<a href="mailto:virginia.stubella@state.nm.us">virginia.stubella@state.nm.us</a>



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

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



**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

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.

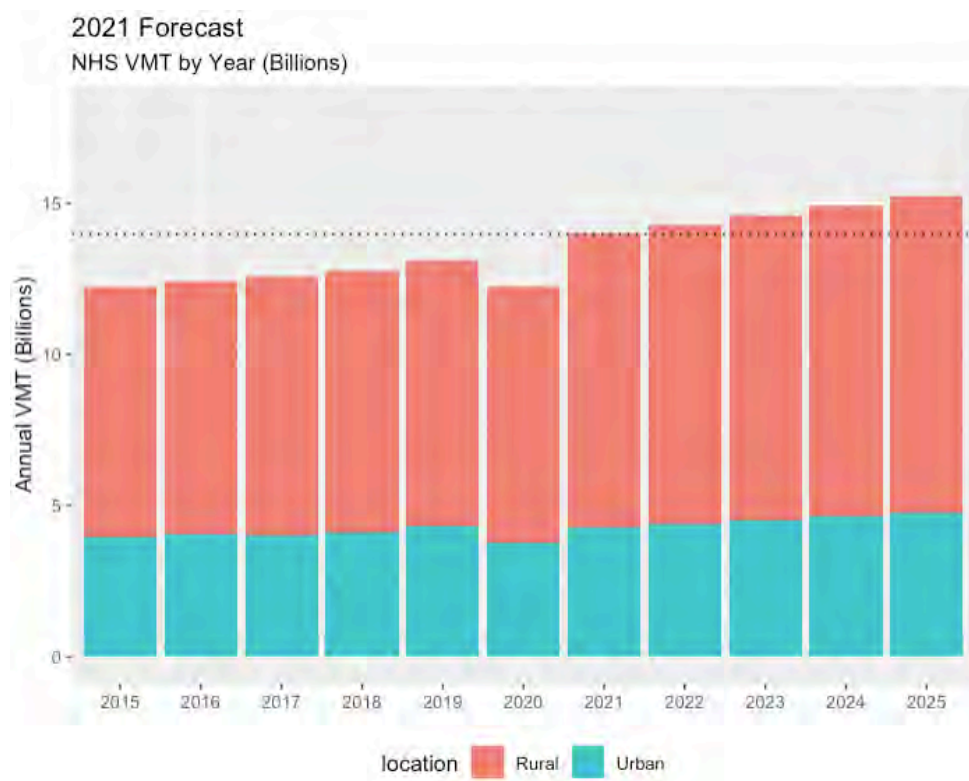


Table 1: Forecast Future Volume

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**

<b>Location</b>	<b>Functional System</b>	<b>Reference speed</b>	<b>Capacity (passenger cars per lane per hour)</b>
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) <sup>1</sup>	NMDOT Target (2019) <sup>2</sup>	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

<sup>1</sup> 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."

<sup>2</sup> 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

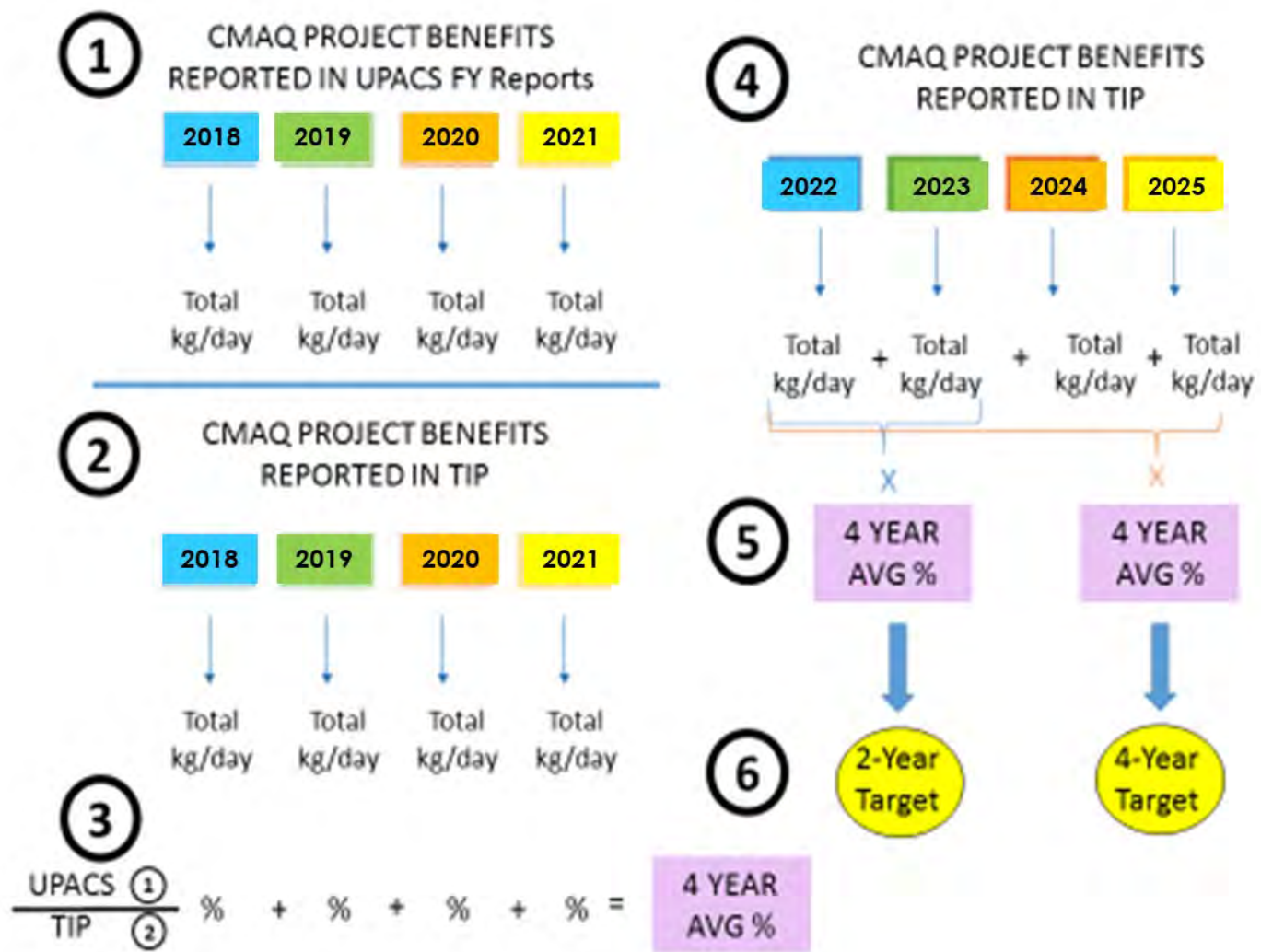
Measure	Baseline Score (2022)	Recommended EPMPO / NMDOT Target (2023)	Recommended EPMPO / NMDOT Target (2025)
Emissions VOC	0.064 kg/day	0.0108 kg/day	0.0218 kg/day

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.

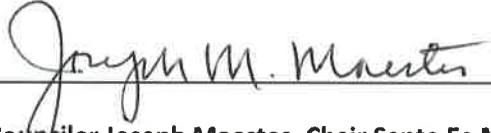



## MPO SELF-CERTIFICATION

### **Adoption of the Santa Fe Trails Transit Asset Management (TAM) Plan Targets Approve on November 30<sup>th</sup>, 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"> <li>• Monitor trends on equipment and perform time change on common wear components</li> <li>• Maintain tools and equipment in shop</li> </ul>	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"> <li>• Routine training of personnel</li> <li>• Proactive preventative maintenance</li> </ul>	Prolong equipment life expectancy by 10%	# of shelter/service equipment replacement annually
	Facilities	Reduce facility depreciation <ul style="list-style-type: none"> <li>• Routine &amp; proactive preventative maintenance</li> </ul>	Prolong facility depreciation by 8%	Annual # of routine and proactive maintenance completed
	Customer Service	Improve customer service <ul style="list-style-type: none"> <li>• Keep customers informed and improve response time</li> <li>• Increase community engagement participation</li> </ul>	Reduce # of customer complaints by 10%	# of customer complaints  # of community engagement events

# Santa Fe Trails

## Agency Safety Plan

---



[Type here]

[Type here]

[Type here]

## Table of Contents

<b>1. TRANSIT AGENCY INFORMATION .....</b>	<b>2</b>
SYSTEM DESCRIPTION .....	3
<b>2. PLAN DEVELOPMENT, APPROVAL, AND UPDATES .....</b>	<b>5</b>
<b>3. SAFETY PERFORMANCE TARGETS.....</b>	<b>6</b>
<b>4. SAFETY MANAGEMENT POLICY .....</b>	<b>7</b>
SANTA FE TRAILS SAFETY MANAGEMENT POLICY STATEMENT (SMPS).....	7
SAFETY MANAGEMENT POLICY COMMUNICATION .....	8
AUTHORITIES, ACCOUNTABILITIES, AND RESPONSIBILITIES .....	9
EMPLOYEE SAFETY REPORTING PROGRAM.....	11
<b>5. SAFETY RISK MANAGEMENT (SRM).....</b>	<b>13</b>
SAFETY HAZARD IDENTIFICATION .....	13
SAFETY RISK ASSESSMENT .....	15
SAFETY RISK MITIGATION .....	16
<b>6. SAFETY ASSURANCE.....</b>	<b>18</b>
SAFETY PERFORMANCE MONITORING AND MEASUREMENT .....	18
<b>7. SAFETY PROMOTION .....</b>	<b>22</b>
COMPETENCIES AND TRAINING .....	22
SAFETY COMMUNICATION.....	25
<b>ADDITIONAL INFORMATION.....</b>	<b>27</b>
<b>APPENDIX A: DEFINITIONS .....</b>	<b>28</b>
<b>APPENDIX B: ACRONYMS AND ABBREVIATIONS .....</b>	<b>31</b>
<b>APPENDIX C: CITY OF SANTA FE ASP APPROVAL DOCUMENTATION .....</b>	<b>32</b>
<b>APPENDIX D: CERTIFICATION DOCUMENTATION .....</b>	<b>33</b>
<b>APPENDIX E: SANTA FE TRAILS SAFETY RISK ASSESSMENT MATRIX .....</b>	<b>34</b>
<b>APPENDIX F: SANTA FE TRAILS ORGANIZATIONAL CHART .....</b>	<b>36</b>

## 1. Transit Agency Information

<b>Transit Agency Name</b>	Santa Fe Trails		
<b>Transit Agency Address</b>	Santa Fe Trails, 2931 Rufina St. Santa Fe NM, 87507		
<b>Name and Title of Accountable Executive</b>	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.		
<b>Name of SMS Executive/Chief Safety Officer</b>	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.		
<b>Mode(s) of Service Covered by This Plan</b>	Fixed-route Bus and Demand Response	<b>List All FTA Funding Types (e.g., 5307, 5310, 5311)</b>	5307, 5310, 5339
<b>Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)</b>	Fixed-route Bus – directly operated Demand Response – directly operated		
<b>Does the agency provide transit services on behalf of another transit agency or entity?</b>	NO	<b>Description of Arrangement(s)</b>	N/A
<b>Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided</b>	N/A		

[Type here]

[Type here]

[Type here]



## 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

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

[Type here]

[Type here]

[Type here]

### 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	

[Type here]

[Type here]

[Type here]

## 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

[Type here]

[Type here]

[Type here]

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.

[Type here]

[Type here]

[Type here]

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.

[Type here]

[Type here]

[Type here]

**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:

[Type here]

[Type here]

[Type here]

- 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

[Type here]

[Type here]

[Type here]

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**

[Type here]

[Type here]

[Type here]

## Appendix D: Certification Documentation

[Type here]

[Type here]

[Type here]

## Appendix E: Santa Fe Trails Safety Risk Assessment Matrix

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

<b>Severity of the Consequence</b>		
<i>Definition Category</i>	<i>Meaning</i>	<i>Value</i>
<b>Catastrophic</b>	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
<b>Critical</b>	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
<b>Marginal</b>	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
<b>Negligible</b>	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

[Type here]

[Type here]

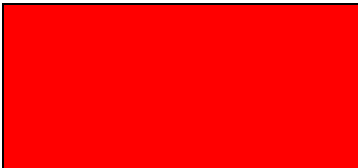


[Type here]



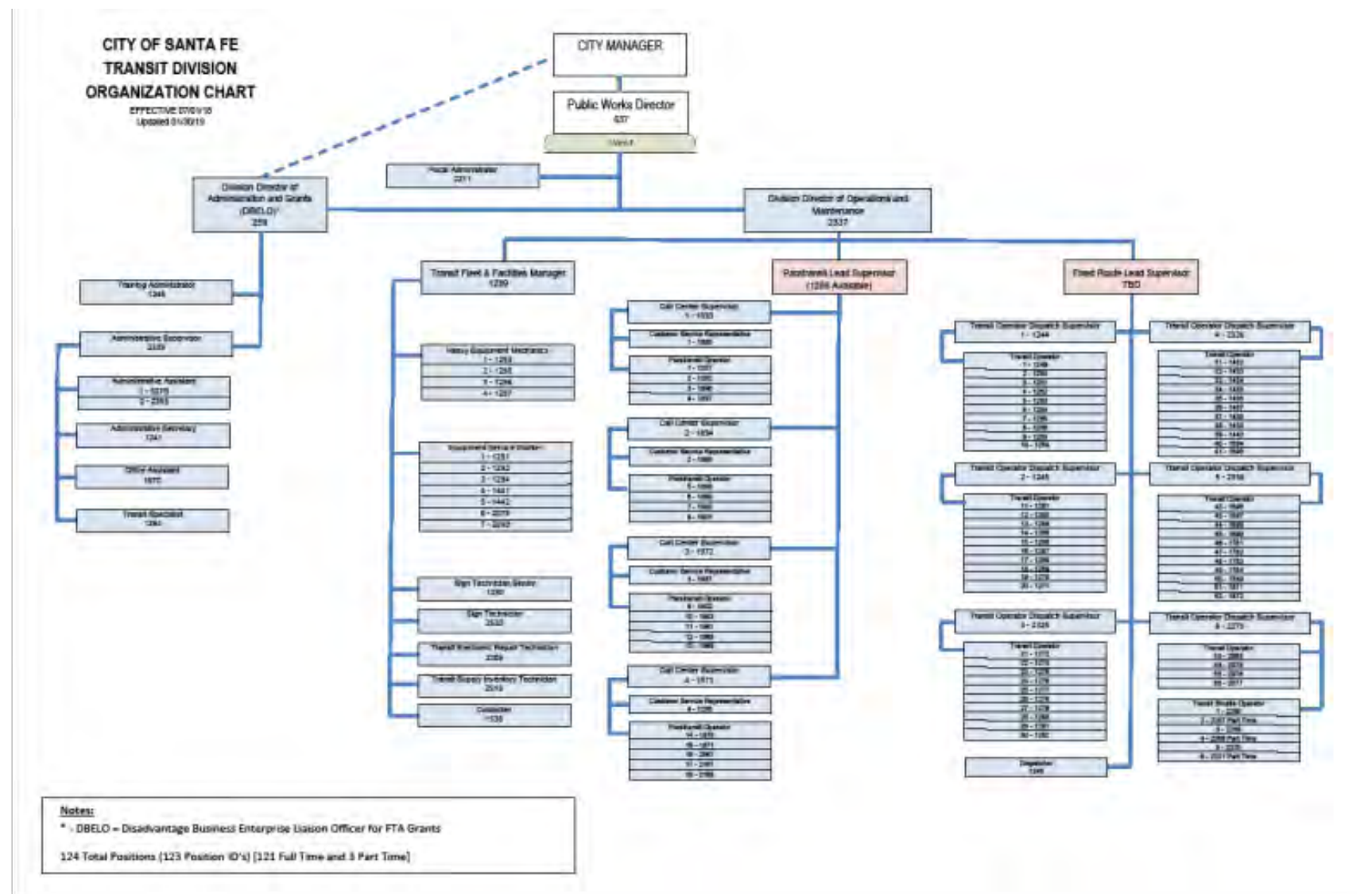
<i>Qualitative Definition</i>	<i>Meaning</i>	<i>Value</i>
<b>Frequent</b>	Likely to Occur Frequently - more than once per month	A
<b>Probable</b>	Likely to Occur less than once per month but more than once per year	B
<b>Occasional</b>	Likely to Occur less than once per year but more than once per decade	C
<b>Remote</b>	Very Unlikely to Occur - once in the life of the system	D
<b>Improbable</b>	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 ("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.

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.

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 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



# 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.

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

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)