

1 CITY OF SANTA FE, NEW MEXICO

2 RESOLUTION NO. 2018-68

3 INTRODUCED BY:

4  
5 Councilor JoAnne Vigil Coppler

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9  
10 A RESOLUTION

11 AUTHORIZING AND SUPPORTING THE SUBMITTAL OF THE CITY'S PROJECT  
12 APPLICATION VIA THE SANTA FE METROPOLITAN PLANNING ORGANIZATION  
13 FOR NEW MEXICO DEPARTMENT OF TRANSPORTATION ADMINISTERED  
14 FUNDING FROM THE TRANSPORTATION ALTERNATIVES PROGRAM FOR  
15 FEDERAL FISCAL YEARS 2020 AND 2021.

16  
17 WHEREAS, the City of Santa Fe has the legal authority to apply for, receive and administer  
18 federal funds; and

19 WHEREAS, the City of Santa Fe desires to submit an application for Federal Fiscal Year  
20 2020/2021 (FFY20/21) for New Mexico Transportation Alternatives Program ("TAP") funds in the  
21 amount of \$1,900,000.00, as set forth by the Fixing America's Surface Transportation Act or "FAST  
22 Act" and as outlined in the FFY 20/21 New Mexico TAP Guide; and

23 WHEREAS, the projects named below will be included in the TAP application and are  
24 eligible project(s) under New Mexico TAP and FAST Act:

- 25 1. Acequia Trail Connection from Rufina/South Meadows to San Felipe (design

1           only).

2                   2.       Canada Rincon Trail Connection from Calle Mejia to Camino Francisca  
3                   (construction only).

4                   **NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE**  
5 **CITY OF SANTA FE** that the Governing Body:

6                   1.       Authorizes staff to submit an application for FFY20/21 New Mexico TAP funds in  
7 the amount of \$1,900,000 from the New Mexico Department of Transportation (“NMDOT”) on  
8 behalf of the residents of the city of Santa Fe for the following projects:

9                   a.       Acequia Trail Connection from Rufina/South Meadows to San Felipe (design  
10                   only) – City match of \$72,800 for total request of \$500,000 (See Exhibit A).

11                   b.       Canada Rincon Trail Connection from Calle Mejia to Camino Francisca  
12                   (construction only) – City match of \$131,040 for total request of \$900,000 (See Exhibit B).

13                   2.       Assures the NMDOT that if TAP funds are awarded, sufficient funding for the local  
14 match and for upfront project costs are available, since TAP is a reimbursement program, and that  
15 any costs exceeding the award amounts will be paid for by the City of Santa Fe.

16                   3.       Assures the NMDOT that if awarded TAP funds, sufficient funding for the operation  
17 and maintenance of the TAP projects will be available for the life of the projects.

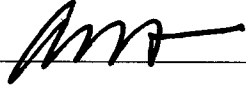
18                   **BE IT FURTHER RESOLVED** that:

19                   1.       The City of Santa Fe is authorized to enter into a Cooperative Project Agreement  
20 with the NMDOT for construction of TAP projects using the funds as set forth by the FAST Act on  
21 behalf of the residents of Santa Fe.

22                   2.       City staff is also authorized to submit additional information as may be required and  
23 act as the official representative of the City of Santa Fe in this and subsequent related activities.

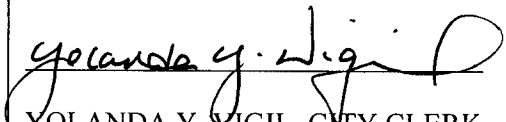
24                   3.       The Governing Body assures the NMDOT that the City of Santa Fe is willing and  
25 able to administer all activities associated with the proposed projects.

1 PASSED, APPROVED AND ADOPTED this 14<sup>th</sup> day of November, 2018.

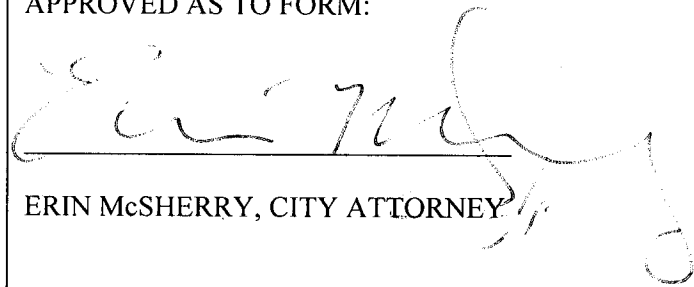
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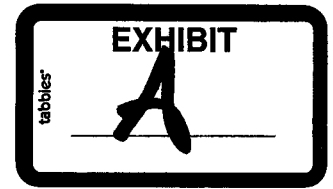
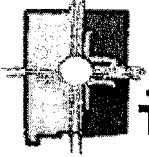
5 ALAN M. WEBBER, MAYOR

6 ATTEST:

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8   
9 YOLANDA Y. VIGIL, CITY CLERK

10 APPROVED AS TO FORM:

11   
12  
13 ERIN McSHERRY, CITY ATTORNEY



Santa Fe MPO

PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Derrick Garcia at 505.955.6716 or dsgarcia@ci.santa-fe.nm.us

GENERAL INFORMATION

Preparation Date 9/17/2018

Project Title: Acequia Trail – Rufina S. Meadows to San Felipe Ave

Requesting Entity: City of Santa Fe

Governing Body Approval: YES X NO PENDING

Responsible Charge: Leroy Pacheco

Phone: 955-6853 Inpacheco@santafenm.gov

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):

ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name:

Project Termini: Rufina St to San Felipe Ave Beginning Mile point Ending Mile point

Total length of proposed project: 1 Mile

Project Phases to be included in request (Circle/boldface/underline all that apply):

PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):

System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

Safety - Trails are associated with preventing death and injury by providing bicyclist and pedestrians an alternative path apart from motorized traffic. (Santa Fe Conservation Trust, Margaret Alexander, 2010, page 2). This connection links a dense residential area to the city's growing urban trail network and a more bike and pedestrian friendly downtown street grid. The connection is identified in the City's Pedestrian Master Plan as an area of critical concern. Economic Vitality - This connector trail completes an important connection of the city's Acequia Trail from downtown to the city's south side, which is a dense residential area where the majority of the city's youth reside. The trail will also provide a link to the City/County/National Park Service Trail that runs north from the Santa Fe River, to Diablo Canyon along the historic Camino Real del Adentro. Environmental Sustainability - The trail connection aligns with the areas long-term sustainability goals for environmental stewardship, which is a priority for the Santa Fe MPO and its member agencies (Santa Fe Metropolitan Planning Organization, 2015, p. 6). These goals also align with the City of Santa Fe's Sustainability Plan 2040 to become carbon-neutral by 2040 (ref. City of Santa Fe, Sustainable Santa Fe Plan: Guiding Principles).

**System Connectivity** – Santa Fe has an extensive and growing urban trail network which creates a transportation option for pedestrians and bicyclists to move separate from vehicular traffic (SF MPO Ped Plan, Claudia Horn, 2015, page 21 ). The trail network is comprised of major and minor paved trails. Major trails (22.1 mi.) are corridors that connect the city, running along the river, arroyos, and rail line. Minor trails (47.4 mi.) are neighborhood loops, park paths. This connector trail will provide an important connection from a dense residential area 5 miles east of downtown, a more bike and pedestrian friendly street grid in the downtown area. The trail is identified in the city's adopted Bikeway's Master Plan, and the city's Bicycle and Trails Advisory Committee supports development of this trail connection.

**PROJECT COSTS:**

Column A			Column B
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost: \$500,000.00			Total Project Cost: \$
<b>Percentage Estimates:</b>			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	14.56%	\$72,800.00	
Total Federal Share	85.44%	\$427,200.00	
	<b>100%</b>		

DISTRICT REVIEW:				
By: <i>Steph Lopez</i>	Date: 9/18/18	Recommended:	Yes	No
T/LPA REVIEW:				
By:	Date:	Recommended:	Yes	No

Type district comments here. Box will expand as needed.

**Topics to discuss during PFF meetings:**

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
  - Does the T/LPA have an approved plan on file with the NMDOT?
  - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
  - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?

- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
  - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brands specific items on this project? If so, PIF/certification is required.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind/soft match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.
- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
  - Does the T/LPA have the capability to pay all costs up front?
  - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
  - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
  - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specs unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?



**<SANTA FE> RTPO/MPO  
PROJECT FEASIBILITY FORM (PFF)**

For assistance, contact XXXXX, RPO Planner, at phone number or email

**GENERAL INFORMATION**

Preparation Date July 31, 2018 Project Title: Canada Rincon Trail Connection–  
Canada Rincon Arroyo from Calle Mejia to Camino  
Francisca

Requesting Entity: City of Santa Fe –Public Works Governing Body Approval:  
YES \_\_ NO \_\_ PENDING X

Responsible Charge: Leroy N. Pacheco, PE Phone: 505-955-6853

**PROJECT DESCRIPTION**

Project Type (Circle/boldface/underline all that apply):  
ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name: \_\_\_ Along west side of Canada Rincon Arroyo

Project Termini: Calle Mejia to Camino Francisca Beginning Mile point 0 Ending Mile point 0.38

Total length of proposed project: 0.38 miles

Project Phases to be included in request (Circle/boldface/underline all that apply):

PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

**NATIONAL PERFORMANCE GOALS**

Goals to be addressed (circle/boldface/underline all that apply):

System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition  
Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

Project provides a critical, non-motorized connection for residents in the northeast area of city via the street network to the greater city trail system south and west. Connection would reduce congestion on city arterials (Bishops Lodge, Old Taos Highway, US 284/85, NM 599) as it creates a greater bicycling transportation option currently not present. The connection will improve public safety, and air quality. The trail system is an economic asset for the region and attracts recreational enthusiast tourists and local residents alike to the La Tierra Trails, a wilderness trail northwest of the Plaza. The project is shovel-ready and the city has paid the entire cost of design. There is no outstanding right-of-way required to construct the project.

**PROJECT COSTS:**

Column A	Column B
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<b>Percentage Estimates:</b>			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:		
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Total Federal Share	85.44 %	\$768,960.00			
	<b>100%</b>				

<b>DISTRICT REVIEW:</b>				
By: <i>Steve Lopez</i>	Date: 10/2/18	Recommended:	Yes	No
<b>T/LPA REVIEW:</b>				
By:	Date:	Recommended:	Yes	No

Type district comments here. Box will expand as needed.

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