



Agenda

Regular Meeting of the Santa Fe MPO Transportation Policy Board

**August 27, 2026 at 5:00 PM
Monica Roybal Center
737 Agua Fria Street, Santa Fe**

Procedures for Santa Fe MPO Transportation Policy Board Meeting

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
 - a. Approval of 7/23/26 TPB Minutes
5. Presentations
6. Action Items
 - a. Review and Recommend: FFY 2024-2029 Formal TIP Amendment 12 via Self-Certification
7. Discussion Items
 - a. City/County Fiscal Capacity-Triggered PID Policy For Street Maintenance
8. Matters from Staff
9. Matters from the Committee
10. Matters from the Chair
11. Next Meeting:
12. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

August 3, 2026
Erick Aune
Santa Fe MPO Director
737 Agua Fria Street, Santa Fe, NM, 87501

RE: *North Guadalupe Street Post-Reconstruction Multimodal Operations and Safety Analysis*

Project Purpose

The North Guadalupe Street (N. Guadalupe) Reconstruction project, completed in September 2025, reconstructed the ½-mile segment between Paseo de Peralta and Alameda Street. The project transformed a corridor into a multimodal street with primary objectives to enhance safety, accessibility, and overall roadway conditions along this vital corridor. This memo presents the findings of a post-implementation operational and safety assessment conducted by Kimley-Horn on behalf of the Santa Fe Metropolitan Planning Organization (SFMPO), in partnership with the City of Santa Fe, to evaluate how the reconstructed ½-mile segment between Paseo de Peralta and Alameda is performing relative to the project's original design intent.

The purpose of this memorandum (memo) is to complete a data-supported, post-implementation operational assessment of corridor performance and identify practical opportunities to refine operations, if needed. The assessment will evaluate multimodal activity, vehicular speeds, and road user behaviors/interactions by performing field observations, establishing before-and-after data comparisons, and benchmarking against current FHWA and NACTO multimodal design guidance. The findings outlined in this memo are intended to recognize where the corridor is performing as envisioned, candidly identify where additional improvements can be made, and provide actionable recommendations the City can use to support continued refinement of this important corridor.

Corridor Background & Project Context

N. Guadalupe Street is an established historic main street in the City of Santa Fe. Over time, the corridor has evolved from an area primarily serving rail and pedestrian activity to a roadway that accommodates multiple modes of transportation. By the mid-20th century, the street had been configured consistently with conventional roadway design practices, including a four-lane, approximately 65-foot-wide cross section that emphasized vehicular throughput.

The corridor is a mixed-use urban corridor located directly west of Downtown Santa Fe. Land uses along the corridor include retail, restaurants, office, civic, and residential uses which foster a pedestrian-oriented environment that serves residents, workers, and visitors. The previous corridor conditions limited multimodal access and created operational and safety limitations for pedestrians, bicyclists, and other non-motorized users along a corridor classified as a minor arterial.

To address these conditions, the City reconstructed the corridor with the intent of improving walkability, accessibility, safety, and multimodal operations. The project reduced the roadway from four lanes to three lanes and added medians, pavement markings, bicycle lanes, and included wider sidewalks. These improvements were intended to better accommodate pedestrians, bicyclists, and motorists while supporting lower vehicle speeds and improved multimodal connectivity.

Pre-Reconstruction Conditions “Before”

DATA SUMMARY

The following sections summarize the available “before” data for the N. Guadalupe Street corridor. For purposes of this memo, the “before” context will be used to describe the corridor conditions that included the four-lane roadway prior to construction of improvements completed in 2025. Data sources for this section are primarily compiled from the Road Safety Audit (RSA) completed for N. Guadalupe Street in 2014. The RSA conducted by the New Mexico Department of Transportation (NMDOT) in conjunction with the City of Santa Fe for Guadalupe Street from Agua Fria to Paseo de Peralta is included as **Attachment A**.

Speed Data

The 2014 RSA collected speed data at two locations along the corridor. The first location between San Francisco Street and Catron Street on the southern end of the corridor and the second location between Catron Street and Paseo de Peralta on the northern end of the corridor. A summary of the speed data is provided in **Table 1**.

Table 1. 85th Percentile and Average Speeds on N. Guadalupe Street “Before”

	Between San Francisco St and Catron St			Between Catron St and Paseo de Peralta		
	NB	SB	Combined	NB	SB	Combined
85th Percentile Speed	30 mph	31 mph	30 mph	25 mph	29 mph	29 mph
Average Speed	26 mph	27 mph	27 mph	23 mph	27 mph	26 mph

The posted speed limit along N. Guadalupe is 25 miles per hour (mph). The 85th percentile and average speeds were higher than the posted speed limit in both the northbound and southbound direction between San Francisco Street and Catron Street and in the southbound direction between Catron Street and Paseo de Peralta. One of the desired impacts of the reconstruction project was to promote compliance with the posted speed limit through traffic calming measures identified in the RSA report.

Traffic Count Data

“Before” traffic data was collected at the intersection of N Guadalupe St and San Francisco St on June 28, 2023. This data collection effort included 24-hour turning movement counts for vehicles, pedestrians, and bicyclists. Because only a single location was available for the “before” condition, peak-hour turning movement counts from the 2014 were used to calculate annual growth rates and estimate changes in travel demand between 2014 and 2023. **Table 2** shows the annual growth rate for vehicles, pedestrians, and bicycles between 2014 and 2023 at Guadalupe St and San Francisco St.

Table 2. Annual Growth Rates at Guadalupe Street and San Francisco Street (2014-2023)

Mode Type	Annual Growth Rate 2014 to 2023 (%)
Vehicles	-1.90%
Pedestrians	-0.78%
Bicycles	2.05%

These growth rates were applied to estimate 2023 traffic volumes at the study locations shown in **Figure 6** through **Figure 8**. The analysis suggests a downward trend in vehicular traffic volumes between 2014 and 2023 before any construction began.

KEY ISSUES AND NEEDS

The N. Guadalupe Reconstruction Project was initiated to address a range of pedestrian, bicycle, vehicular, and operational safety concerns identified along the corridor. Prior evaluations, including the 2014 RSA, determined that the corridor exhibited recurring pedestrian safety concerns, including long crossing distances, limited pedestrian refuge opportunities, narrow or obstructed sidewalks, ADA accessibility deficiencies, and poor pedestrian connectivity between key activity centers such as Downtown Santa Fe and the Railyard district. Several locations throughout the corridor were identified as needing enhanced crossing treatments, improved pedestrian accommodations, and reduced pedestrian exposure to vehicular traffic.

In addition to pedestrian-related concerns, operational and access management issues were identified along the corridor associated with numerous conflict points, unrestricted access locations, and turning movements that created safety and circulation challenges. Examples included excessive conflict points from full-access intersections and driveways, low-volume turning movements that did not justify certain access configurations, and operational limitations associated with existing turn-lane storage. These concerns established a need for access modifications, median closures, driveway consolidation, and other treatments intended to reduce vehicle conflicts and improve corridor operations.

Several specific intersections were also identified as having geometric, operational, or crash-related areas for improvement. Catron Street / Park Avenue was identified in the 2014 RSA as having the highest crash rate in the corridor, while Paseo de Peralta was identified as having the highest crash frequency. Other locations were identified with tight intersection geometrics, outdated signal equipment, poor pedestrian signal visibility, offset intersection geometry, or failing left-turn operations. These issues demonstrated the need for intersection reconstruction, updated traffic signal infrastructure, improved curb return radii, revised turn-lane configurations, and enhanced multimodal accommodations.

Corridor-wide needs also included multimodal accommodation and traffic calming. Identified deficiencies included a lack of bicycle facilities, insufficient buffer between sidewalks and the roadway, speeding and poor speed compliance, outdated traffic control devices, insufficient lighting, and deficient signs, striping, and pavement markings. These issues supported a broader corridor reconstruction approach intended to improve pedestrian comfort, reduce vehicle conflict points, modernize traffic control infrastructure, and better align the roadway with adjacent activity centers and multimodal travel demand.

Prior Recommendations and Implementation Review

SUMMARY OF RECOMMENDATIONS

The N. Guadalupe Reconstruction Project recommendations focused on improving pedestrian safety, reducing vehicular conflict points, modernizing transportation infrastructure, and creating a corridor that better accommodates all modes of travel. Recommended improvements included enhanced pedestrian crossings, refuge islands, median extensions, sidewalk widening, ADA-compliant facilities,

upgraded signals, and pedestrian-activated crossing treatments. These improvements were intended to reduce pedestrian exposure to traffic, improve accessibility, and create more comfortable crossing opportunities throughout the corridor.

Access management recommendations were also a key component of the project. At Water Street, the recommended improvements included closing the median opening and converting the intersection to right-in/right-out only operation. At Jefferson Street / McKenzie Street, the recommended improvement included prohibiting southbound left turns from Guadalupe onto Jefferson Street / McKenzie Street through construction of a median. Corridor-wide access recommendations included consolidating access points and driveways, shortening or removing driveway openings, and coordinating access consolidation with ADA compliance and sidewalk reconstruction. These recommendations were intended to reduce vehicle conflict points and address operational limitations associated with low-volume or conflicting turning movements.

Intersection-specific recommendations focused on correcting geometric deficiencies and improving operations. At San Francisco Street, the recommendations included improving curb return radii, upgrading traffic signal hardware, installing updated pedestrian signal equipment, and improving left-turn offset alignment. At Catron Street / Park Avenue, the recommendations included intersection geometry improvements, increased curb radius, directional pedestrian ramps, and left-turn lane and striping improvements. At Paseo de Peralta, the recommendations included reconfiguring intersection geometry, extending medians, increasing northbound left-turn storage, reconfiguring crosswalks, removing a low-volume eastbound-to-northbound left-turn lane, incorporating bicycle accommodations, and upgrading signal infrastructure.

At the corridor level, recommendations supported a reconstruction strategy centered on traffic calming and multimodal accommodation. Proposed corridor-wide improvements included replacing and modernizing overhead lighting, replacing deficient signs and pavement markings, implementing lane narrowing and traffic calming treatments, reconstructing ADA ramps and sidewalks, adding bicycle lanes, adding pedestrian refuge islands where appropriate, upgrading traffic signals to current design standards, and converting the roadway from four lanes to a three-lane road diet. Collectively, these recommendations were intended to reduce speeds, improve pedestrian and bicycle accommodation, increase sidewalk and buffer space, and provide a roadway configuration more consistent with the surrounding land use context.

IMPLEMENTATION STATUS

The N. Guadalupe Reconstruction Project successfully incorporated many of the improvements recommended during the planning and design process. Post-construction observations indicate that numerous pedestrian, access management, geometric, and traffic control improvements were implemented throughout the corridor. Key improvements included widened sidewalks, pedestrian crossing enhancements, access management measures, curb extensions, upgraded signal infrastructure, geometric intersection modifications, and improved pedestrian facilities. In many locations, the implemented improvements directly addressed the issues originally identified during the corridor evaluation.

Alameda Street to San Francisco Street

Along the Alameda to San Francisco segment, observed improvements included a sidewalk with buffer north of Alameda, wider sidewalks, a mid-block crossing south of Alameda, curb bulbouts, elimination of select vehicular movements, closure of the median access point at Water Street, and new lighting. Several issues in this segment were addressed, while some pedestrian refuge and

connectivity items appear to have been partially addressed, indicating that the implemented changes improved existing conditions but may not have fully satisfied all intended outcomes.

Water Street

At Water Street, the recommended access management improvements were generally implemented. The median full-access point was closed, the intersection was converted to right-in/right-out only, and the southbound left-turn storage at Alameda was extended. These improvements addressed the previously identified conflict point, low volume eastbound left turning movement from Water Street, and operational limitation issues. However, post-construction observations also identified a new concern that southbound U-turns have very little space to complete the movement.

San Francisco Street

At San Francisco Street, curb radii were improved on all corners, traffic signal hardware was upgraded, pedestrian signal equipment was improved, and northbound/southbound left-turn offsets were improved. These improvements addressed the identified geometric, signal infrastructure, pedestrian signal visibility, and offset alignment issues. However, post-construction observations also identified a concern related to curb ramps designed for a pedestrian scramble movement and the larger turning radii for westbound traffic, which may allow faster turning movements and create potential conflicts for pedestrians and cyclists.

Johnson Street

At Johnson Street, the proposed pedestrian crossing and refuge improvements were largely implemented. Improvements included a new pedestrian crossing, a pedestrian refuge island, widened sidewalks on both sides, pedestrian crossing improvements, and a southbound left-turn lane. These improvements generally addressed the high pedestrian crossing demand, wide crossing distance, insufficient pedestrian accommodations, and community requests for safer crossings. Additional review is warranted for several follow-up items, including ADA compliance, refuge island design, and crosswalk marking conditions. Post-construction observations also identified a new issue involving diverted U-turns and turns to Johnson Street, including vehicles driving over the pedestrian refuge.

Jefferson Street / McKenzie Street

At Jefferson/McKenzie, some geometric and access management recommendations were implemented while others were not fully addressed. The intersection opening was narrowed through sidewalk improvements and curb extensions, and the crossing distance was shortened by approximately eight feet. A median was constructed to address southbound left-turn conflicts. However, the recommended median refuge island associated with a mid-block crossing north of Jefferson was not implemented.

Catron Street / Park Avenue

At Catron/Park, observed improvements included intersection geometry improvements, directional pedestrian ramps, improved turn radii, a neutral left-turn offset, and exclusive north/south left-turn lanes. These improvements addressed the highest crash rate concerns at this intersection and tight west leg corner geometry issues. The left-turn operations and striping improvements appear to have partially addressed the original operational concern, while school-zone pedestrian activity conditions may require additional review and recommendations.

Jose Street / Solano Street

At Jose Street, all proposed recommendations appear to have been implemented. Observed improvements included removal of obstructions on the west side, reconstruction of the parking lot, widened sidewalk, widened buffer, reconstructed sidewalks, and added curb ramps. These improvements addressed pedestrian encroachment, ADA accessibility deficiencies, sidewalk obstructions, and parking conflicts. At Solano Street, improved curb radii on the east side and a pedestrian mid-block crossing were observed, addressing the geometric deficiency and traffic calming opportunity identified for that location. Further review of bike lane ending signage in the northbound direction may be appropriate at the mid-block crossing.

Paseo de Peralta

At Paseo de Peralta, several improvements were implemented, including intersection modifications, extended medians, increased northbound left-turn storage, crosswalk reconfiguration, and signal upgrades. These improvements addressed several crash, operational, crossing configuration, and signal infrastructure issues. However, multiple recommendations at this location were not implemented or require field verification, including Guadalupe median refuge islands, removal of a low-volume eastbound-to-northbound left-turn lane, bicycle accommodations, pedestrian signal visibility, and signal head placement.

GAPS AND DEVIATIONS

Although the N. Guadalupe Reconstruction Project implemented many of the recommended improvements from the 2014 RSA, several proposed elements were either not constructed or only partially implemented. In some locations, project modifications required during design and construction resulted in deviations from the original recommendations. Examples include pedestrian refuge treatments, bicycle accommodation improvements, and selected access or turn-lane modifications that were ultimately not incorporated into the final project configuration. Below are the 2014 RSA recommendations not included in the final design:

- A mid-block pedestrian crossing with median refuge north of Jefferson St / McKenzie St
- Eastbound to northbound left turn access was maintained at Paseo de Peralta
- Median refuge islands and bicycle infrastructure was not provided at Paseo de Peralta

Post-Reconstruction Conditions “After”

DATA COLLECTION AND METHODOLOGY

Post reconstruction vehicle, pedestrian, and bicycle data was collected in June and July 2026 with Miovision traffic count equipment. Data at all study intersections was collected between 6 AM and 8 PM on a typical weekday. Speed data was also collected at two locations along the corridor in July 2026.

In addition to the quantitative data reviewed, a post implementation walk audit was conducted on July 23rd and 24th to review the qualitative improvements to the corridor, as well as help identify potential additional improvements to multimodal access

QUANTITATIVE ANALYSIS

Traffic Count Data

Post-reconstruction volumes for cars, bicycles, and pedestrians are summarized and plotted on **Figure 1** through **Figure 5**. The figures show volume distribution over time for the three modes of transportation that were analyzed.

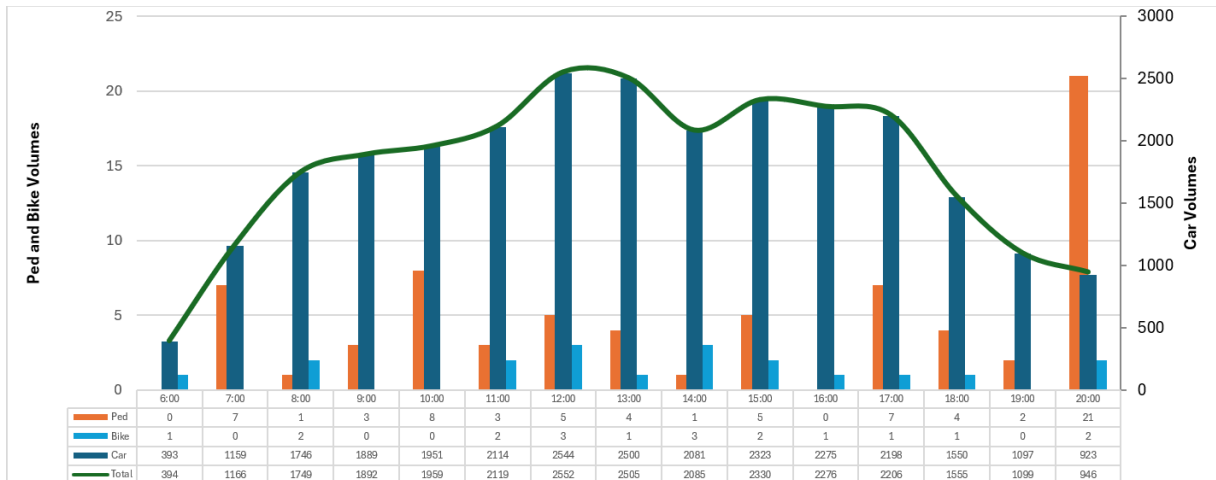


Figure 1: Volume counts for all transportation types at Guadalupe St. and Paseo de Peralta.

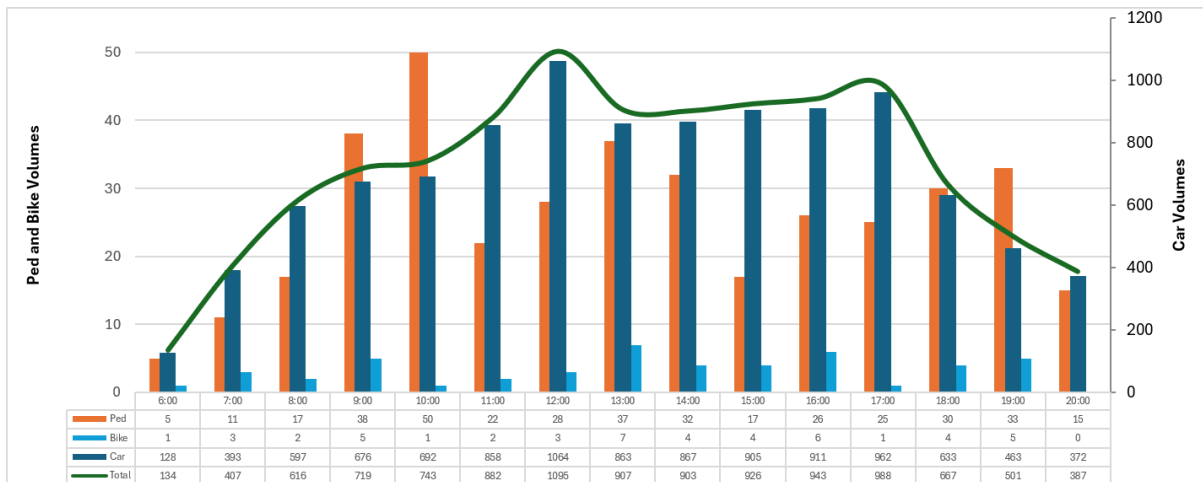


Figure 2: Volume counts for all transportation types at Guadalupe St. and Catron St.

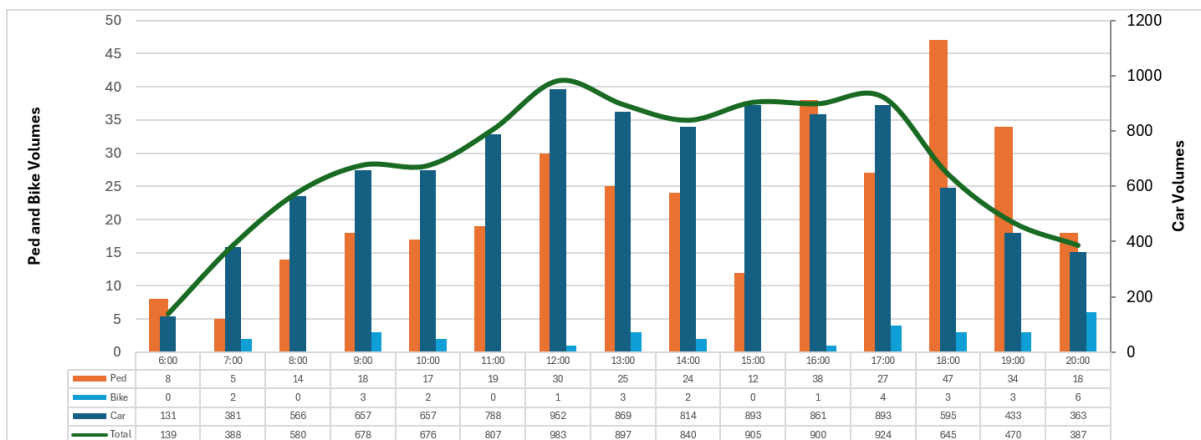


Figure 3: Volume counts for all transportation types at Guadalupe St. and Johnson St.

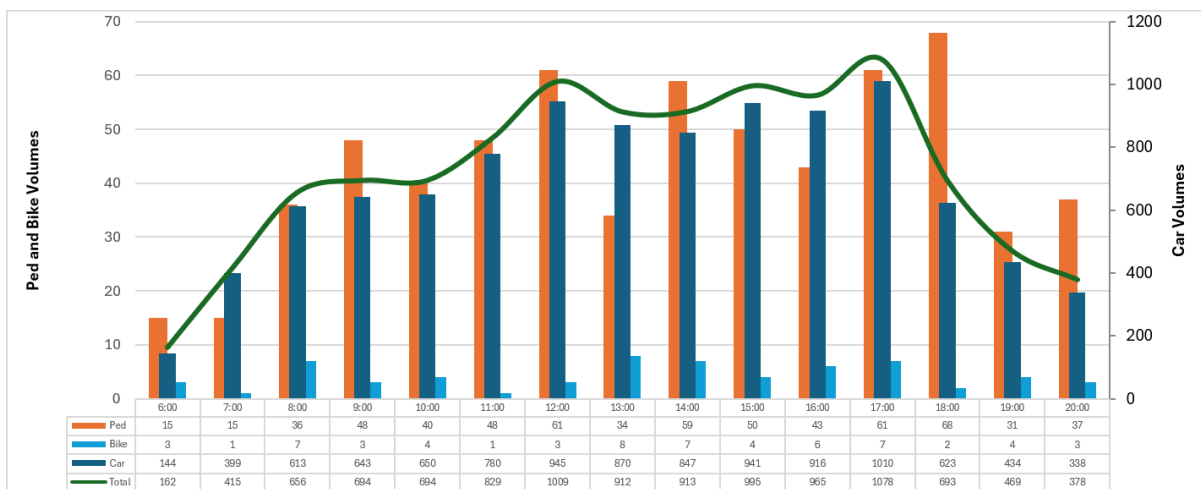


Figure 4: Volume counts for all transportation types at Guadalupe St. and San Francisco St.

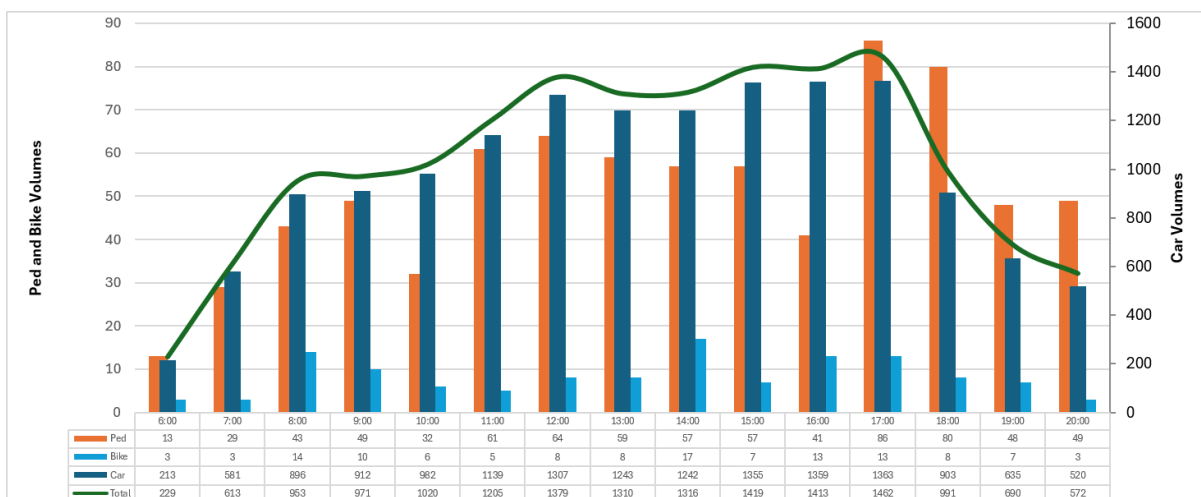


Figure 5: Volume counts for all transportation types at Guadalupe St. and Alameda St.

The data indicates that throughout the day, there are no notable peak hours, instead the traffic volumes are relatively constant during the count period. Similar to before project implementation, the pedestrian volume is higher than bicycle volume throughout the corridor.

In order to compare multimodal volumes pre and post implementation, the collected 2026 counts were compared to the 2023 counts/projections and to 2026 projections to determine if post implementation volumes patterns have changed. These counts are found on **Figures 6** through **Figure 8**. Note that for some of these figures there are gaps in the 2023 data due to data collection for the 2014 RSA only collected during peak hours.

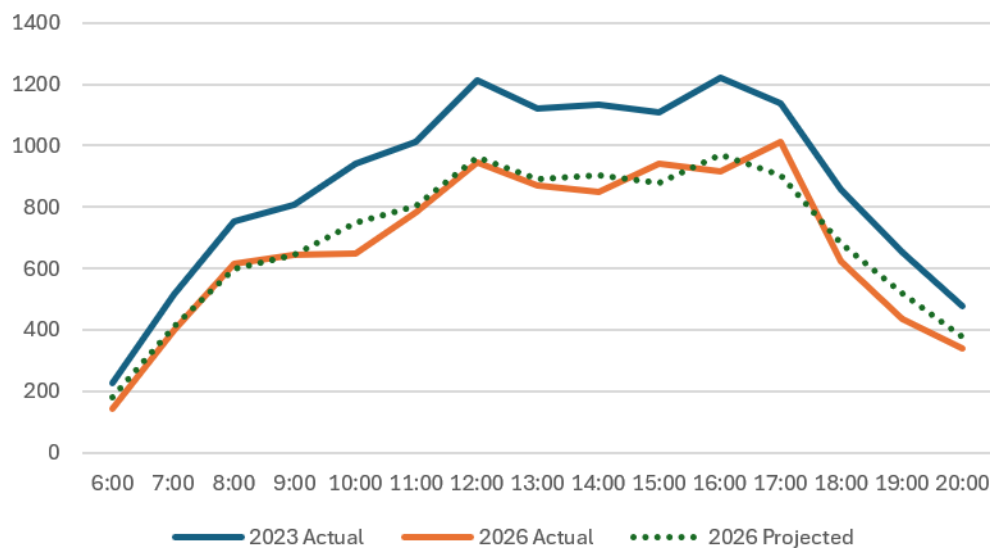


Figure 6: Vehicle volume at Guadalupe St. and San Francisco St. from 2023, 2026, and projected 2026 counts.

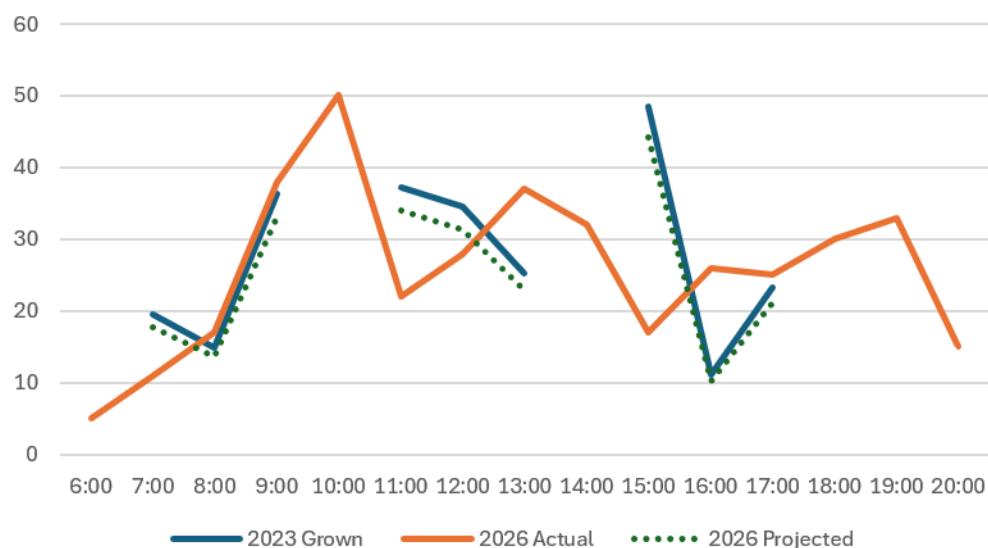


Figure 7: Pedestrian volume at Guadalupe St. and Catron St. from 2023, 2026, and projected 2026 counts.

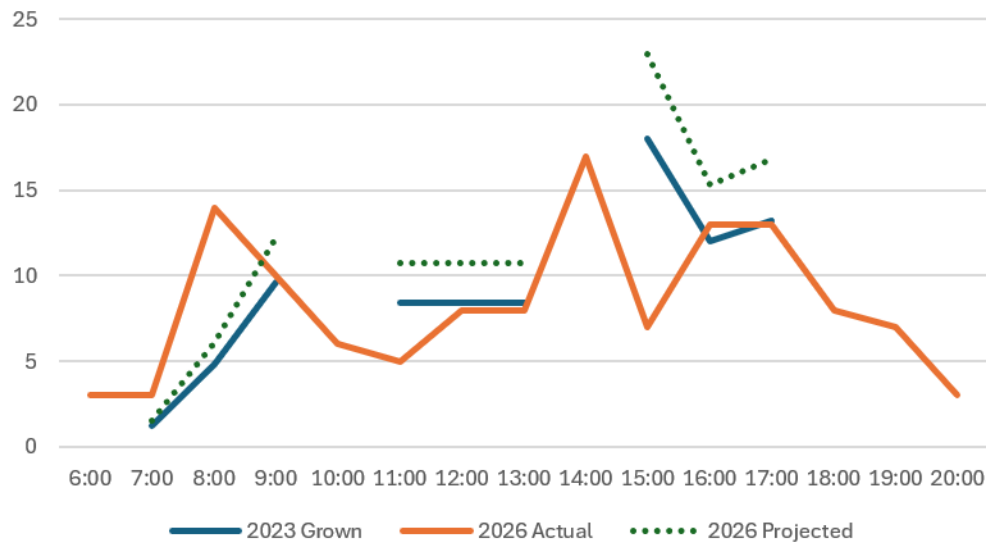


Figure 8: Bicycle volumes at Guadalupe St. and Alameda St. from 2023, 2026, and projected 2026 counts.

Although these figures are collections from different intersections, there is a consistent trend throughout the corridor that shows the volumes staying relatively consistent between 2026 and 2023 pre-implementation projections.

Pedestrian crossing counts were collected at two of the proposed mid-block crossing locations. One location was implemented and the other location was not implemented. At the implemented crosswalk, 544 pedestrians were observed utilizing the crosswalk between 6am and 8pm. At the non-implemented mid-block location 35 pedestrians were observed crossing at the unmarked location, indicating there may be demand for another mid-block crossing. Both mid-block crossing counts are summarized in **Table 3**.

Table 3. Pedestrian volumes at 404 and 232 N Guadalupe St. mid-block points of interest

Location	Pedestrian Count		
	EB	WB	Total
404 N Guadalupe St. (mid-block crossing present)	359	185	544
232 N Guadalupe St. (no mid-block crossing)	16	19	35

Speed Data

One of the main objectives of the reconstruction projects was to reduce vehicle speeds through traffic calming measures. Speed monitors were placed at two sites; site one is south of Paseo de Peralta and site two is north of Alameda. The speed data can be broken down into averages and the 85th percentile to compare speeds to the 2014 RSA data, as seen in **Table 4**. Overall, vehicle speeds

remain consistent or marginally higher than observed in the 2014 RSA, indicating there may be additional opportunities to implement measures focused on reducing speeds.

Table 4. 85th Percentile and Average Speeds on N. Guadalupe Street “After”

	South of Paseo de Peralta			North of Alameda Street		
	NB	SB	Combined	NB	SB	Combined
85th Percentile Speed	27 mph	30.5 mph	28.8 mph	-	-	-
Average Speed	22.5 mph	24.8 mph	23.7 mph	-	-	-

* Speed data for the location north of Alameda Street will be included in the final draft of the report.

QUALITATIVE ASSESSMENT (TO BE COMPLETED AFTER FIELD REVIEW)

- Field observations (user behavior, corridor feel/conditions, comfort as multimodal users, conflicts)
- Does this foster an urban or downtown environment?
 - Review Pedestrian and cyclist navigation and crossing behavior
 - Consider human behavior factors, walking comfort, driving comfort, and economic development

STAKEHOLDER AND COMMUNITY INPUT (TO BE COMPLETED AFTER FIELD REVIEW)

- Reference stakeholder outreach conducted by MPO & business engagements

What changed and how is it performing?

Performance Evaluation and Key Findings

The post-construction evaluation indicates that the corridor improvements have generally succeeded in enhancing the pedestrian environment and supporting multimodal travel. Observed improvements, including wider sidewalks, enhanced crossing opportunities, pedestrian refuge areas, ADA upgrades, and improved pedestrian signal infrastructure, provide evidence that the corridor is better accommodating pedestrian activity and improving connectivity between key destinations. The implementation of these improvements is consistent with the project's objective of creating a safer and more accessible corridor for multimodal travel.

While the pedestrian-focused improvements appear to be providing value, the data suggests that corridor-wide speed reduction objectives have not been achieved to the same degree. Despite geometric modifications, access management enhancements, and other traffic calming elements, observed operating speeds remain similar to pre-project conditions in several segments. This suggests that additional measures may be necessary to further influence driver behavior and reduce vehicle speeds. Opportunities may include implementation of recommendations that were not incorporated into the final project, refinement of existing traffic calming features, or consideration of additional speed management strategies as part of future corridor improvements. The following table summarizes the key successes, remaining challenges, and unexpected outcomes identified during the post-construction review.

Key Successes	Remaining Challenges	Unexpected Outcomes
• Widened sidewalks, pedestrian buffers, and crossing improvements were implemented throughout multiple segments of the corridor. • Intersection geometry, curb radii, and left-turn alignments were improved at several locations. • Traffic signal and pedestrian signal equipment were upgraded to modern standards. • Access management improvements reduced conflict points through median modifications and closure of full-access openings. • ADA improvements included new curb ramps, sidewalk reconstruction, and removal of pedestrian obstructions. • New pedestrian crossings and median refuge areas enhanced pedestrian safety at key locations.	• Several RSA recommendations were only partially implemented or removed from the final project that, if implemented, may still improve operations along the corridor. • Some pedestrian refuge features and crossing treatments may require further evaluation to determine long-term effectiveness. • Bicycle accommodations were not fully implemented at several locations where improvements had been recommended. • Corridor-wide objectives related to multimodal connectivity and pedestrian refuge opportunities remain only partially achieved. • Corridor-wide objectives related to vehicle speed reduction remain only partially achieved.	• Traffic restrictions and median closures appear to have shifted some turning movements and U-turn activity to adjacent intersections. • Vehicles were observed encroaching into pedestrian refuge areas at certain locations. • Some geometric improvements may have increased turning speeds, creating potential conflicts for pedestrians and bicyclists. • A bike lane termination was observed without a clear transition or warning treatment. • Isolated operational issues, including unexpected vehicle movements, were identified during post-construction review.

BENCHMARKING AGAINST NATIONAL GUIDANCE

This section evaluates the improvements implemented along N. Guadalupe Street in relation to guidance published by the Federal Highway Administration (FHWA) and the National Association of City Transportation Officials (NACTO). Relevant recommendations from the *NACTO Urban Bikeway Design Guide* and *Urban Street Design Guide* were reviewed to identify key treatments incorporated into the project that support multimodal mobility and improve safety for all users. The implemented roadway, bicycle, and pedestrian improvements are summarized in the **Table 5** below.

Table 5. Multimodal Improvements Implemented

Improvements Category	Treatments Implemented
Bicycle Infrastructure	• 5-foot Designated Bike Lane • Bike Lane Symbol • Bike Lane Signage

Pedestrian Infrastructure	• Pedestrian Safety Islands (Refuge) • Painted Crosswalks • Accessible Curb Ramps • 5-foot Minimum Sidewalk Width
Road Design Changes	• Roadway Median • 10-Foot Travel Lane • Advanced Stop Bar • Dedicated Left Turn Lanes

For bicycle and pedestrian infrastructure, the changes made would constitute the minimum design requirements as recommended by NACTO.

For urban areas with high pedestrian and bicycle volumes, NACTO *City Limits Setting Safe Speed Limits on Urban Streets* recommends a recommended speed limit between 10 to 35 mph (35 mph only in select, limited cases). The current posted speed limit of 25 mph falls within this range for the corridor.

Opportunities for Improvement

Near-term/low-cost improvements

- Maintenance (signage, vegetation, striping, low-hanging trees, overlapping signs)
- Quick-build enhancements (visibility, markings)

Targeted Multimodal Improvements

- Mid-block crossings
- Access management adjustments (left-turn restrictions)
- Signal timing or operational adjustments (i.e. LPI)

Next Steps and Conclusions

- Overall performance summary
- Key message:
Trending in the right direction? Meeting intent? Needs adjustment? Needs more time to determine?
- Recommended next steps:
 - Additional study (if needed)
 - Implementation priorities
 - Monitoring strategy

Appendix will include stakeholder interviews or feedback



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: August 24, 2026

Transportation Policy Board: August 27, 2026

Matter of Approval: Approval of 2024-2029 TIP Amendment 12

RECOMMENDED ACTION: Approval of the FFY 2024-2029 TIP Amendment 12 via this Self-Certificate formally adopting the amendment.

Background:

Formal amendments to the Transportation Improvement Program (TIP) occur every quarter for additions of new projects to the TIP or significant project changes. Amendment 12 to the 2024-2029 TIP will follow the below schedule:

SFMPO - Call for Amendment Proposals	7/01/2026
SFMPO – Deadline for Submittal of Amendment Proposals	7/13/2026
SFMPO – TCC Amendment Review	7/20/2026
SFMPO – Release for Public Review	7/24/2026
SFMPO – Close of 15 Day Public Review	8/07/2026
SFMPO – TCC Review and Public Comment and Recommendation	8/24/2026
SFMPO – TPB Public Hearing and Approval	8/27/2026

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

The proposed amendments are:

TIP ID	Agency	DOC	Project Title	Type	Change
S100910	NMDOT Transit/ Rail	24-12	Railroad Crossing on Rabbit Road	Rail	New project with \$100,000 in federal railroad crossing/hazard elimination funding to upgrade the existing active warning signal system.
S100920	NMDOT Transit/ Rail	24-12	Railroad Crossing on Avenida Vista Grande	Rail	New project with \$100,000 in federal railroad crossing/hazard elimination funding to upgrade the existing active warning signal system.
S100930	NMDOT Transit/ Rail	24-12	Railroad Crossing on Avenida Eldorado	Rail	New project with \$100,000 in federal railroad crossing/hazard elimination funding to upgrade the existing active warning signal system.