

Las Soleras Rail Runner Station
October 4, 2011

NMDOT has been advising and assisting the General Services Division on the processes necessary to have a new Rail Runner station constructed in the median of Interstate 25 near the Las Soleras development. The development is located north of I-25 between Cerrillos Road and Richards Avenue in Santa Fe. The station would be connected by an overhead pedestrian and bicycle walkway across the southbound lanes of I-25 with the Las Soleras Master Plan development site on the north side of I-25.

The construction of the station would be privately funded by Beckner Road Equities, Inc, the development company of the adjacent Las Soleras Master Plan development, a 550 acre mixed use development that would contain a projected 5,000 residents and 9,300 employees at build out, including several State office buildings. The development was approved by the City of Santa Fe on February 9, 2009.

The station would only be constructed if the property transactions necessary for the development are approved by the State and the development is constructed.

The Santa Fe Metropolitan Planning Organization (MPO) has approved the development of the Las Soleras Rail Runner station and has approved a Santa Fe Transportation Improvement Plan (TIP) amendment that includes the Las Soleras station final design and construction costs (estimated at \$2,024,000.

Because the station is located in the right of way of I-25, the project requires authorization from the Federal Highway Administration (FHWA) in accordance with federal regulations (Title 23 CFR 810, Subpart C). The section 810 request is supported by three (3) documents: a Section 810 Report (which is a technical report of the proposed action's impact on I-25 traffic), an Environmental Assessment (EA) and an Analysis of Potential Station Ridership. These three reports have been prepared for the project and have been reviewed by the agencies and project stakeholders.

Subsequent to comment by the NMDOT and the FHWA, a Final EA was submitted to FHWA. FHWA has provided remaining comments which require further consideration by the NMDOT. Once the comments are addressed, the EA will need to be submitted by NMDOT to FHWA for signature. Then, the EA will be made available for public comment for 30 days, during which time the public will have an opportunity to request a public hearing. When the public comment period on the EA has closed, FHWA is expected to issue a Finding of No Significant Impact (FONSI).

A Final Section 810 application and request to FHWA will be submitted in conjunction with the approved EA. Although the proposed improvements are being privately funded, the Section 810 application to FHWA needs to be made by the NMDOT, it cannot be made by a private entity.