2035 MTP

P-11-01

COMPLETE DOCUMENT AND APPENDICES

Mid-Region Metropolitan Planning Organization

Metropolitan Transportation Board (MTB)

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MPO Member Governments
2035 MTP Steering Committee
New Mexico Department of Transportation District 3
Congestion Management Process (CMP) Committee
Intelligent Transportation Systems (ITS) Committee
Pedestrian-Bicycle Transportation Advisory Group (PB-TAG)
Public Involvement Committee (PIC)
Transportation Coordinating Committee (TCC)
Transportation Planning Technical Group (TPTG)
Albuquerque/Bernalillo County Air Quality Control Board
City of Albuquerque Environmental Health Department

Thanks to all the people in our Metropolitan area who participated in the development of this plan!

2035 Metropolitan Transportation Plan
Mid-Region Planning Organization

Adopted by the Metropolitan Transportation Board, April 15, 2011

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Executive Summary

The Albuquerque Metropolitan Planning Area (AMPA) will face a number of challenges in the coming decades. The considerable population growth seen in recent years is expected to continue and will result in increased congestion and immense burdens placed on existing infrastructure. Congestion associated with such growth will also result in diminished air quality, losses in economic activity, increased travel times and overall decreases in quality of life. Confronting these challenges requires a comprehensive, multifaceted approach to ensure that individuals' traveling and commuting needs are met and that goods and services are readily available throughout the metropolitan region.

The region experienced extensive growth between 2000 and 2008, and the metropolitan area is expected to add over 550,000 residents between 2008 and 2035, an increase of 74 percent. This growth, however, is not likely to be dispersed evenly throughout the region as the vast majority is likely to occur in the region's periphery and west of the Rio Grande. Today, approximately 44 percent of the AMPA's population lives west of the river while employment is concentrated primarily east of the river. This growth pattern creates a high-volume east-west commute which is expected to continue; by 2035 the Westside will contain 58 percent of the AMPA's population yet the Eastside will still contain more than three quarters of the region's jobs. As a result of this disparity, river crossings will surpass one million daily trips by 2035, essentially doubling the number carried today.

In the AMPA, transportation planners, decision makers, and the general public alike realize that the "building our way out of congestion" approach to transportation in the region will no longer suffice, especially when faced with limited funding sources, significant growth projections, and the mounting challenges of rising oil prices, climate change and air quality concerns. To keep a population of 1.3 million moving in the region in 2035, new targeted goals and comprehensive strategies must be developed. Adding capacity alone will not be enough as growth will outpace the amount of roadway expansion that can be funded and built.

Key Themes of the 2035 MTP:

- Expand Transit and Alternative Modes of Transportation
- Integrate Land Use and Transportation Planning
- Maximize the Efficiency of Existing Infrastructure

Through this plan a variety of important strategies are discussed. Some key steps that need to be taken are the expansion of convenient and reliable transit and alternative modes such as bicycling and walking, the coordination of land use and transportation planning, and ensuring that the existing infrastructure is fully utilized and operates as efficiently as possible.

Key Statistics:

- One million daily trips are projected to occur across the Rio Grande by 2035
- The AMPA will reach 1 million people by 2025 and 1.3 million by 2035
- Approximately 100,000 acres of currently undeveloped land will be consumed by 2035
- Job growth is projected to occur at a slower rate than population growth: 48 percent compared with 75 percent
- There are 32 proposed crossings in the Long Range Bicycle System; four are funded and in the implementation stages (before construction), and an additional four are part of this MTP.
- From 2004 to 2008, 4.3 percent of all crashes involved alcohol. Of these crashes, 54 percent resulted in fatal crashes, and of all fatal crashes 24 percent involved a pedestrian.
- The AMPA boundary had Annual Average Daily Truck Traffic (AADTT) of 7,548 in 2002. By 2035 the AADTT is projected to increase to 20,063.
- The EPA is considering a Primary Ozone Standard in the range of .060 to .070 parts per million, which the AMPA will likely exceed
- The transportation sector in New Mexico contributes approximately 17 percent of the State's total greenhouse gas emissions

The recent introduction of the New Mexico Rail Runner Express, the expansion of ABQ Ride services, and the development of the Rio Metro Regional Transit District have created new options for commuters in the region. Annual transit ridership recently surpassed 10 million, providing substantial relief to the region's infrastructure, lowering vehicle emissions and alleviating congestion.

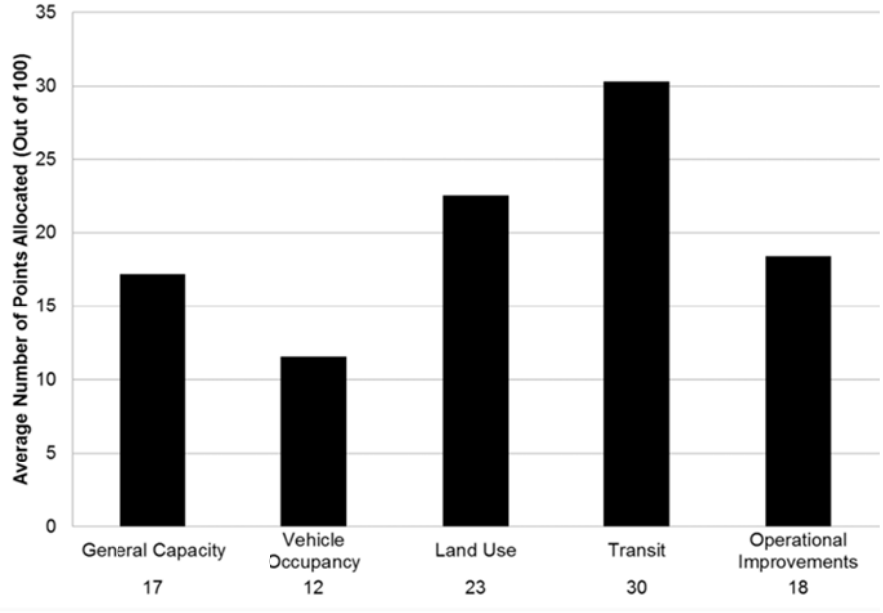
Transit also provides perhaps the best option for addressing the excessive river crossing demand as no other strategy provides the opportunity to transport large numbers of commuters and travelers across the region in as cost-effective and efficient a manner. The region must build upon its recent successes and create efficient transit with stations that are serviced by bicycle and pedestrian infrastructure. These efforts will in turn reduce dependence on single occupancy vehicles for all trips while also reducing congestion, providing clear public health benefits and creating more transportation options for a wide spectrum of users.

Cohesive land use and transportation planning is also crucial for the vitality of the region's infrastructure. Where activity centers and new housing are located influences transportation patterns and household expenses as much as any change or improvement to the transportation network. It is therefore essential to consider ways to develop land use patterns and well-connected streets that are designed for the comfort and convenience of all users and that provide concentrated development (where appropriate) in order to efficiently service communities with expanded transit service. For example, the proposed Bus Rapid Transit service that would connect the Journal Center (a major activity center), northwest Albuquerque, and southern Rio Rancho would support opportunities for transit-oriented development, while linking important residential and commercial districts.

Roads will continue to be the backbone of the region's transportation network. However, adding capacity alone will not be enough to meet the growing transportation demand. New strategies must focus on managing the transportation system through a balanced and diversified approach. This approach must include solutions that use travel demand management to reduce the overall volume of vehicles on the road, change travel time usage patterns and encourage the use of a variety of transportation modes. The region must also enhance the use of new technologies including intelligent transportation systems, maximize the efficiency of existing infrastructure and strategically add roadway and transit capacity in key corridors.

Findings from recent public meetings indicated that the public supports focusing efforts on changing land use patterns and expanding other modes, particularly transit, in order to keep people moving across the river (see Figure Ex-1). The responses revealed that the general public is prepared to consider the variety of approaches required to confront the region's challenges.

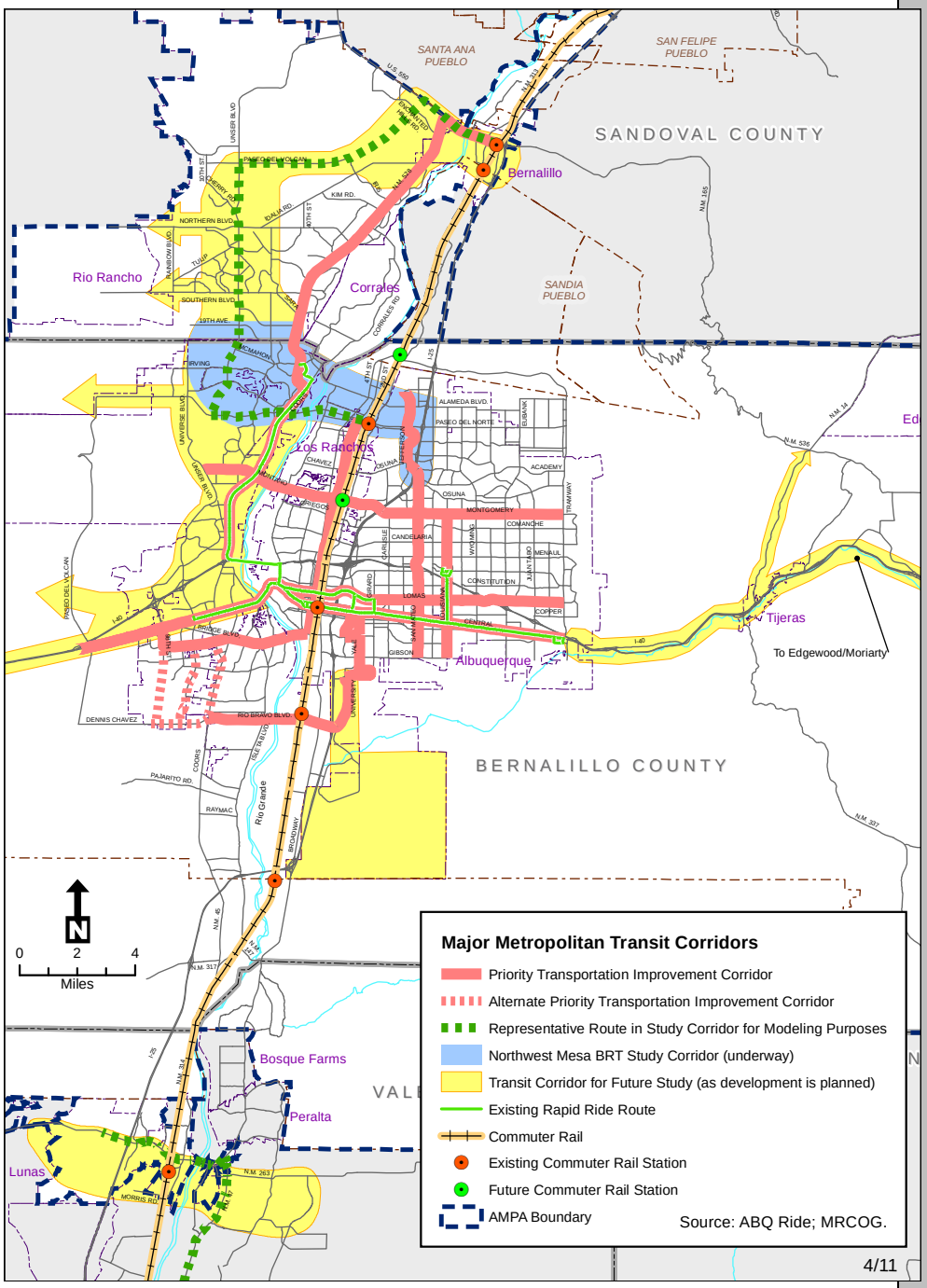
Figure Ex-1: Strategies to Address River Crossings



While vehicle travel will remain the dominant form of transportation in the region, and while it is essential to maximize the efficiency and performance of the region's roadways, it is also imperative that other options be developed and new responses to growth be considered. Offering a variety of transportation options is part of developing vibrant communities and sustainable transportation systems and will help the region achieve the MTP's three goals of enhancing *quality of life*, ensuring the *mobility of people and goods*, and supporting *economic activity and growth*. Finally, the region must be committed to making sound long-term decisions, an outcome that can be achieved through regional cooperation and data-driven efforts such as the Project Prioritization Process.

Planned Transit Improvements

Preliminary Corridors and Areas for Further Study



Key Statistics:

- 26% of 2008 AMPA population within ¼ mile of transit service
- 72% of 2008 AMPA population within ½ mile of transit service
- FY 2010 – 11.4 million trips on ABQ Ride and 1.2million Rail Runner trips
- ABQ Ride ridership increased by 45% since 2005 and over 4% since 2009

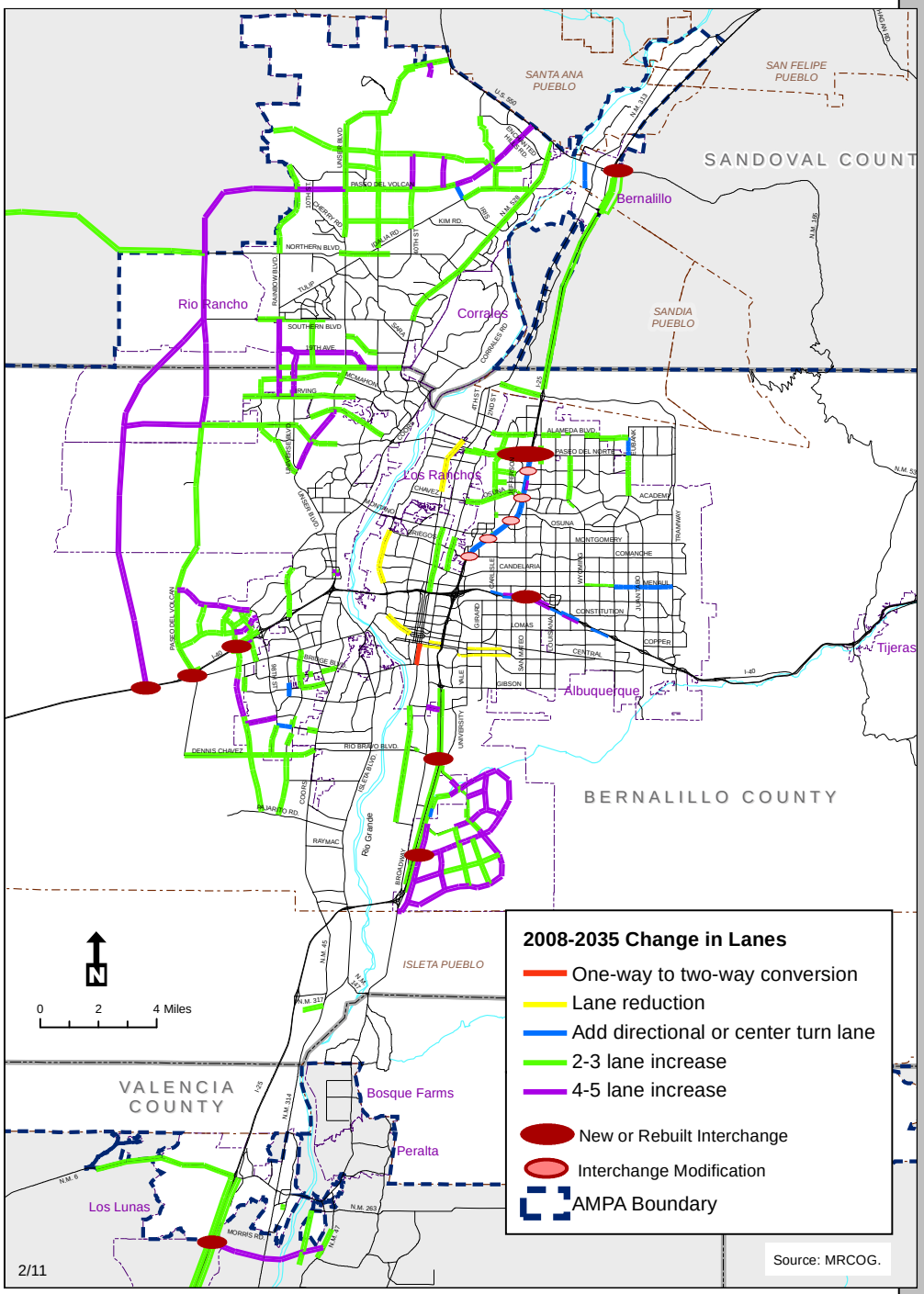
Key Projects:

- Increase frequency of Rail Runner service
- Introduce Bus Rapid Transit service along critical corridors and river crossings
- Additional park and ride facilities
- Fixed route expansion across AMPA

Key Strategies:

- Mode share goal: 10% of all river crossing trips to be taken by transit by 2025 and 20% of all trips by 2035
- 25% of federal CMAQ, STP-Enhancements, and STP-Urban funds are to be allocated toward transit projects that alleviate river crossing congestion
- Encourage transit-oriented development
- Develop network of high frequency, premium transit service across the AMPA
- Create dedicated infrastructure to improve efficiency of transit services

Planned Roadway Improvements



Key Statistics:

- Vehicle miles traveled per day will double from the current 16 million to 32 million in 2035
- Vehicle hours of travel will be 1.5 million (currently 400,000)
- One million daily trips across the Rio Grande (doubled from today)

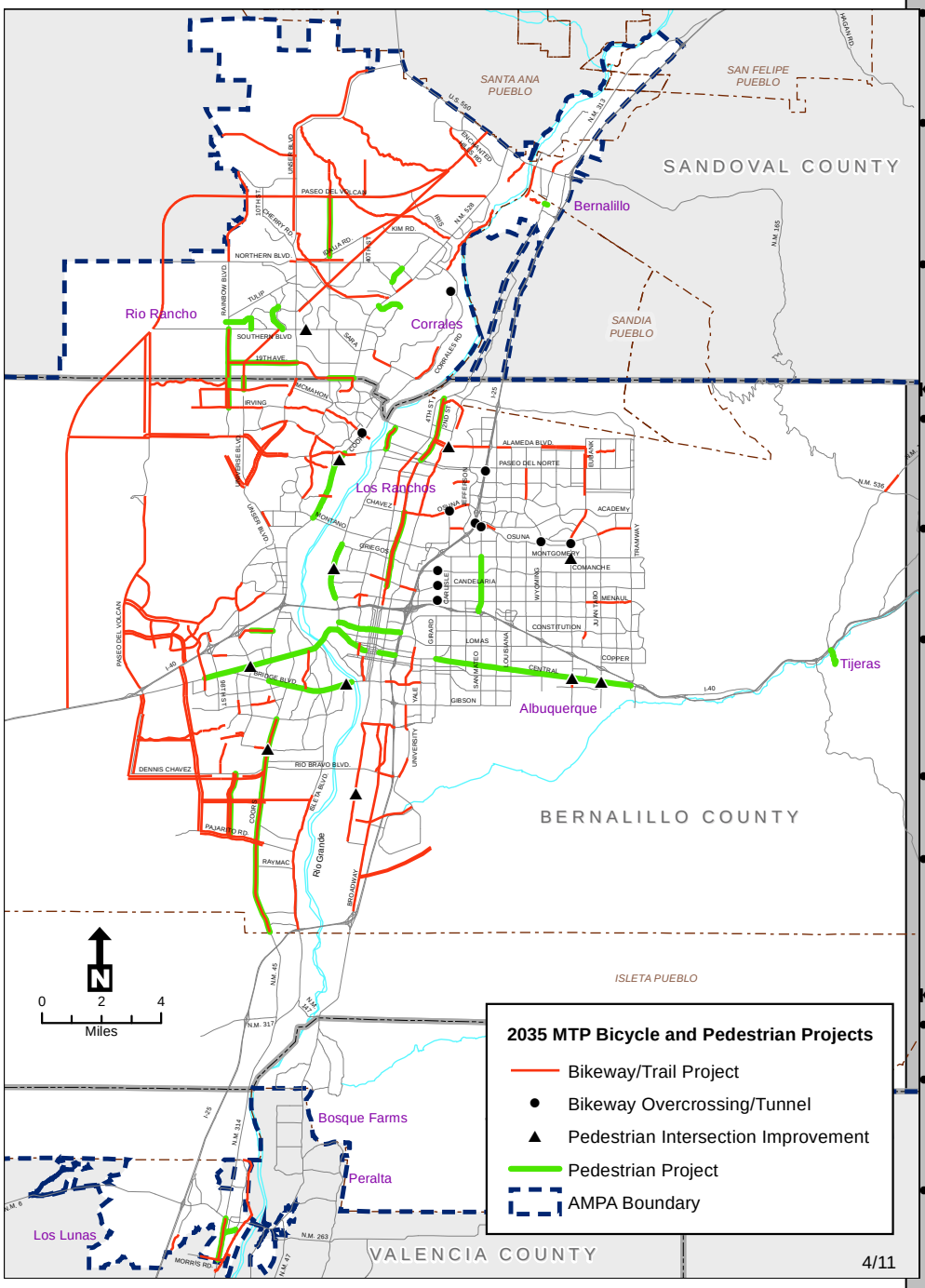
Key Projects:

- Completion of Unser Blvd and Paseo del Volcan
- Widening of NM 528 in Rio Rancho between Southern Blvd and US 550
- Fourteen new or reconstructed freeway interchanges
- Significant area roadway network expansion for Mesa del Sol, the North I-25/Jefferson Corridor and Rio Rancho area north of Northern Blvd and serving the new City Center

Key Strategies:

- Roadway projects programmed in the MTP are generally planned for areas where growth is expected and network expansion needs are the greatest
- Operational improvements, multimodal solutions and travel demand management will be undertaken to help alleviate regional congestion
- Working with member agencies on regional growth initiatives and land use solutions

Planned Bike/Ped Improvements



Key Statistics:

- 55 miles of pedestrian improvements and 11 intersection improvements for pedestrians
- 181 miles of new bicycle lanes, 131 miles of new multi-purpose trails, 6.6 miles of unpaved trails, and 11 overcrossings/tunnels
- 10,000 youth and 1,500 adults taking bicycle education classes per year

Key Projects:

- Pedestrian improvements along Central Ave, Bridge Blvd and Corrales Rd
- Overcrossing/tunnel projects at Paseo del Norte & Coors, the Big-I & the Bear Canyon Arroyo Trail
- Major trail projects in Rio Rancho and the Westside will provide 36 miles of premium trails completely separate from motor vehicle traffic
- Bicycle education programs for youth and adults
- North Valley's 2nd St pedestrian and bicycle improvements, South Valley's Isleta Drain Trail, and Los Lunas' Hunning Lateral Trail

Key Strategies:

- Complete streets regional policy
- Programs that encourage and educate people about walking, bicycling and taking public transit
- Safe Routes to School and other programs that encourage walking and bicycling to school
- Health impact assessments of transportation infrastructure on surrounding communities

Chapter 1: Introduction

The 2035 Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Albuquerque Metropolitan Planning Area (AMPA). The MTP identifies challenges and sets out strategies that will be employed over the next 20 plus years to maintain and improve mobility, quality of life and economic development throughout the region. The plan presents solutions to regional problems and, unlike past MTPs, sets a new emphasis on monitoring the extent to which the region meets the goals and objectives defined in the plan.

Transportation planners, decision makers, and the general public alike realize that the "building our way out of congestion" approach to transportation in the region will no longer suffice, especially when faced with the significant growth projected in the region and the mounting challenges of rising oil prices, increased congestion, climate change and air quality concerns. To keep a population of 1.3 million moving in the region in 2035, new goals and strategies will need to be developed. This plan introduces new goals and commits to strategies for reaching them.

Chapter 1 includes background information on requirements and guidelines for the MTP, the guiding goals of the plan and how the plan was developed.

A. 2035 MTP Goals

The 2035 MTP features three goals meant to provide structure, organization and direction to regional transportation planning efforts. The goals and underlying objectives (see Table 1-1) were approved by the Metropolitan Transportation Board in April 2010 and reflect the common needs of the region from a transportation perspective. The MTP goals help frame both the organization of the plan and consideration of future changes in the region.The goals also guide the principles and objectives for transportation decision-making in the region. In short, the goals concretely identify in an easy-to-understand manner how an improvement or approach fits into and benefits the overall transportation system.

Table 1-1: Goals and Objectives of the 2035 MTP

GOAL	**Preserve and improve quality of life**
Objective Statement	*Enhance the livability, safety, and environmental conditions of the region through proactive, responsible, equitable and sustainable transportation decisions.*
Objectives	1) Improve air quality by prioritizing projects that would result in reduced VMT and reduced net emissions 2) Enhance environmental justice communities (areas of high low-income and/or minority population) 3) Encourage safety improvements 4) Preserve and maintain existing infrastructure
GOAL	**Mobility of people and goods**
Objective Statement	*Enable the efficient movement of people and goods within and through the region and provide residents with a range of viable transportation choices.*
Objectives	1) Respond to mobility needs (identified geographically) 2) Improve connections to transit 3) Include a pedestrian and/or bicycle component 4) Focus on high traffic flow areas 5) Include strategies that will enhance system performance
GOAL	**Support economic activity and growth**
Objective Statement	*Develop a transportation system that promotes economic activity and vitality in the region, achieved through decisions that provide an affordable, efficient, multi-modal and safe transportation network.*
Objectives	1) Serve areas with high population and employment activity ("investment areas") 2) Support private sector enterprise 3) Support local priorities which are demonstrated with local matching funding and project readiness

B. Federal Requirements and Plan Consistency

Federal Requirements

All urbanized areas in the United States with a population of more than 50,000 must have a designated metropolitan planning organization (MPO) to facilitate the federally-required multimodal transportation planning process. This process is carried out in coordination with the statewide transportation planning process. All MPOs must develop an MTP and a Transportation Improvement Program (TIP). The MTP must be consistent with the latest federal transportation law, which is currently the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU), signed by the President in 2005. In 2007, the Federal Highway Administration and Federal Transit Administration issued final rulemaking to incorporate SAFETEA-LU into their administrative regulations, which are found in Title 23 of the Code of Federal Regulations, Part 450 (23 CFR Part 450).

In addition to the MTP and TIP, federal transportation regulations also require MPOs to create a Unified Planning Work Program (UPWP) and a Public Participation Plan. The UPWP outlines transportation planning activities that will be conducted by the MPO. All activities must be in compliance with the MTP. The Public Participation Plan defines the process for providing citizens and all interested parties reasonable opportunities to be involved in the metropolitan transportation planning processes including in the development of the MTP and TIP.

Title 23 of the Code of Federal Regulations includes the planning factors that must be considered as part of the metropolitan transportation planning process (23 CFR Part 450.306) as well as specific elements that must be included in a metropolitan transportation plan (23 CFR Part 450.322). MRMPO's planning process is consistent with the planning process requirements and the 2035 MTP includes all federally required elements for transportation plans.

The planning and public input processes conducted by MRMPO are required to comply with Title VI of the Civil Rights Act of 1964 (U.S.C. 23 §450.334.a.3) and the Environmental Justice Orders, discussed further in Chapter 1.F.

In relation to air quality regulations, MRMPO must make a conformity determination on its MTP in accordance with the Clean Air Act and EPA conformity regulations (40 CFR part 93; more description on air quality regulations and existing conditions is found in Chapters 2.G and 3.B.iii). The Federal Highway Administration and Federal Transit Administration must make a conformity determination on the plan as well.

In addition, the MTP must conform to the following:

- the State Implementation Plan (SIP) Revision: Limited Maintenance Plan for Carbon Monoxide (CO) for Albuquerque/Bernalillo County, New Mexico
- the Albuquerque/Bernalillo County Air Quality Control Board Transportation Conformity regulations, New Mexico Administrative Code (NMAC) Title 20, Chapter 11, Part 3

Plan Consistency

Efforts have been made to make the 2035 MTP consistent with existing local and state planning documents. In particular, NMDOT has a variety of state-wide transportation plans that impact regional plans and vice versa. The state-level document that is equivalent to MRMPO's MTP is NMDOT's Statewide Multimodal Transportation Plan. These two documents should be as consistent as possible.

In an effort to increase the coordination of land use and transportation planning, MRMPO also reviews local short and long-range plans. The land use plans similar to the MTP are local comprehensive plans. Many of the area and sector development plans, however, can also have a significant impact on the efficiency of the regional transportation system. The main planning documents that apply to the AMPA include:

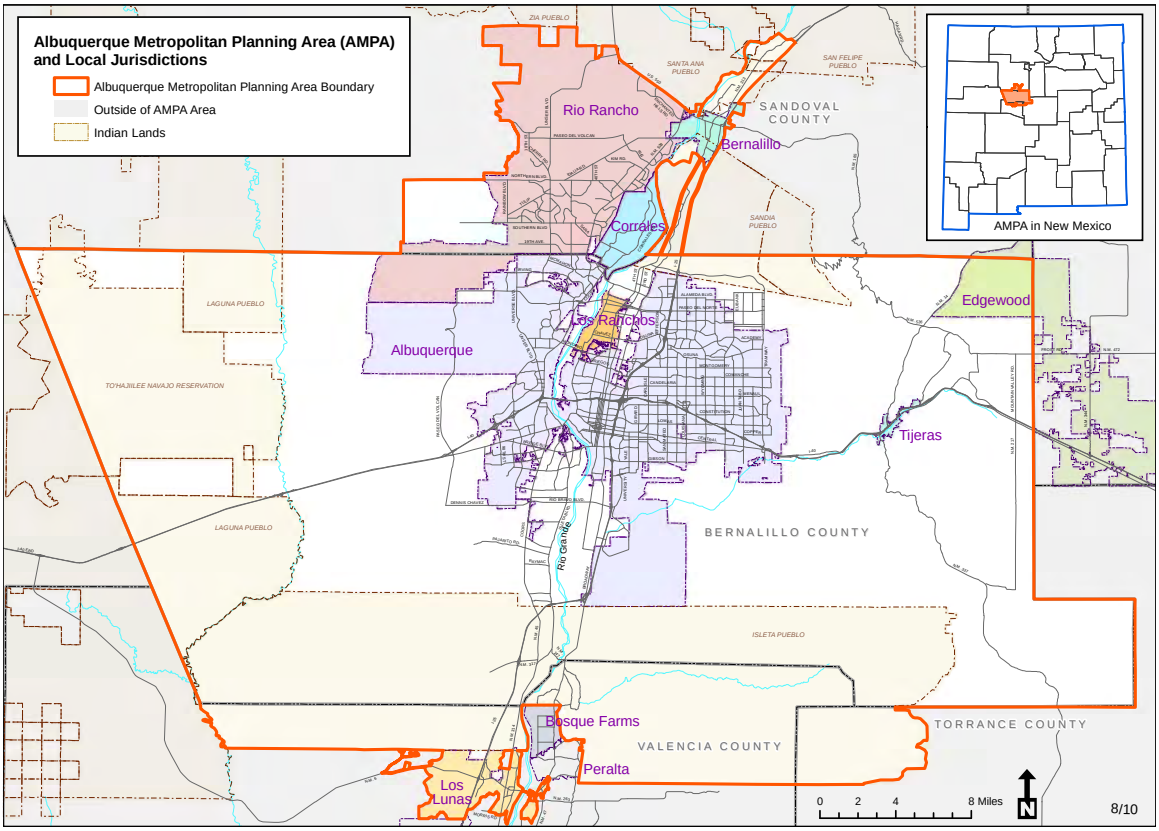
- New Mexico Department of Transportation's *New Mexico 2030 Statewide Multimodal Transportation Plan*
- New Mexico Department of Transportation's *DRAFT New Mexico Statewide Public Transportation Plan* (2010)
- New Mexico Department of Transportation's *New Mexico Comprehensive Transportation Safety Plan: 2009 Strategies Update*
- The State Implementation Plan Revision: Limited Maintenance Plan for Carbon Monoxide; Albuquerque/Bernalillo County, New Mexico, Years 2006-2016
- New Mexico Administrative Code (NMAC), Title 20, Chapter 11, Part 3 (20.11.3), Transportation Conformity
- *State of New Mexico All-Hazard Emergency Operations Plan* (2007)
- *2005 Comprehensive Economic Development Strategy* (CEDS) for New Mexico State Planning and Development District 3
- *Middle Rio Grande Regional Water Plan 2000-2050* (2004)
- New Mexico Department of Game and Fish's *Comprehensive Wildlife Conservation Strategy* (2006)
- regional growth plans
- county and municipal general comprehensive plans
- area and sector development plans
- capital improvement plans (CIPs)
- major transportation studies
- county and municipal housing plans and goals
- natural resource plans
- bikeways and trails master plans
- safety plans

C. Purpose of the MTP

The 2035 MTP is the long-range transportation plan for the greater Albuquerque area. The plan includes short and long-range strategies and action items for the development of a multimodal transportation system that improves mobility for people and goods throughout the region. The plan is developed by the Albuquerque area's metropolitan planning organization, the Mid-Region Metropolitan Planning Organization (MRMPO). MRMPO is the transportation arm of the Mid-Region Council of Governments (MRCOG).

An MTP is a federally-required document for urban areas with a population of more than 50,000. It is a living document, intended to be updated and continually revisited as urban areas grow and change, funding situations evolve, new analysis methods become available and different transportation needs and priorities are identified. The 2035 MTP has a timeframe of over 20 years and examines the transportation needs for the AMPA, which is shown in Map 1-1.

Map 1-1: AMPA Boundaries[1]



More specifically, the MTP is a tool that helps guide the metropolitan area in terms of improving regional mobility and providing a process for the strategic allocation of federal dollars that benefit the region as a whole. The 2035 MTP uses 2008 as the base year for assessing existing conditions and for future year employment and population

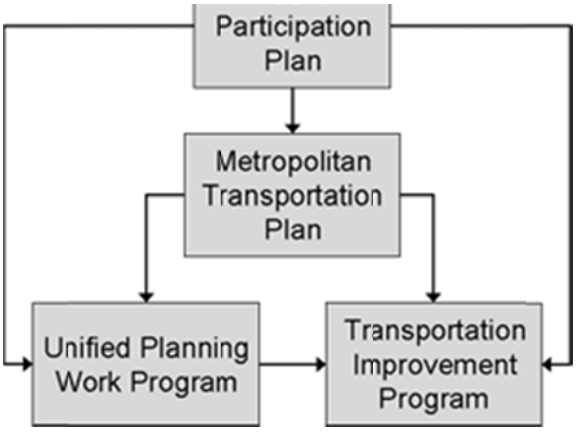
[1] All maps will be available in full-size on MRCOG's website (http://www.mrcog-nm.gov/)

projections. The 2035 MTP examines the impact of these projections on the transportation network and offers a set of strategies aimed at achieving the plan's three goals of preserving *quality of life*, improving *mobility* and *supporting economic activity and growth*.

The MTP development provides the opportunity to consider how the region is growing and how those growth patterns affect the way people live and travel throughout the region. As a result, the final 2035 MTP document is not just a product and a means of disseminating information; it also represents a process that brings together regional stakeholders to make recommendations and develop strategies for the transportation system based on the analysis of existing and projected conditions and common goals.

The major challenge the 2035 MTP addresses is how to best plan for the region's transportation needs as a result of projected high rates of population growth. The rate and location of continued growth in the region necessitate an increased focus on easing congestion at river crossings and other key locations, assessing the benefits of higher density land uses along transit corridors, and pursuing the development of new methods to objectively prioritize and select projects for inclusion in the MTP and the Transportation Improvement Program (TIP).

One of the essential components of the MTP is the identification of transportation projects and studies planned for the next 25 years. The MTP must be fiscally constrained, meaning that only those projects for which there is funding (either committed, available or reasonably expected to be available) can be included in the plan. This list of projects in the MTP is important because the Transportation Improvement Program (TIP) must be derived from the MTP.



The TIP is the short-range implementing mechanism for the MTP that allows for transportation projects to be funded and eventually built. The two go hand in hand: if you had an MTP without a TIP, projects would never get off the ground; on the other hand, if you had a TIP without an MTP, projects would be built in an ad hoc manner. The MTP provides the framework for proper consideration of whether projects are good investments for the AMPA and will be effective for maintaining and improving the regional transportation system. Additionally, the MTP sets the course for the Unified Planning Work Program (UPWP), which describes the planning activities to be undertaken by MRMPO on an annual basis. All metropolitan planning organization products—the MTP, the TIP and the UPWP—adhere to the MPO-developed Public Participation Plan (See Figure 1-1).

D. MTP Development and Public Participation

The 2035 MTP was developed over the course of several years and with input and cooperation from many different participants. While the Metropolitan Transportation Board (MTB) is the decision-making body that sets transportation policy for the area, the Mid-Region Metropolitan Planning Organization (MRMPO) is responsible for carrying out the metropolitan transportation planning process, including developing and updating the MTP. Under the direction of the MTB, MRMPO staff is responsible for the day to day work and activities required for bringing the plan together, including data collection and analysis, leading public participation efforts and technical committee work and prioritizing projects.

The MTB, which is comprised of elected officials from each of the organization's member agencies, is advised by several technical committees including the Transportation Planning Technical Group (TPTG), Transportation Coordinating Committee (TCC), MTP Steering Committee, Congestion Management Process (CMP) Committee, Pedestrian-Bicycle Transportation Advisory Group (PB-TAG), Public Involvement Committee (PIC), and the Intelligent Transportation Systems (ITS) Committee.

Technical committees are comprised of staff from member agencies and provide key contributions in developing the MTP through the analysis of transportation issues and the development of strategies and action items for the region. Public and stakeholder input were also instrumental to the plan development and were integrated into the plan throughout the process in three phases (see the following section on Public Participation).

For the final phase, a draft MTP was made available for public review and comment in Januray 2011. The final draft MTP was made available for public review and comment in March 2011. Finally, the MTP was adopted by the MTB in April 2011. Copies of the adopted 2035 MTP are provided to the Federal Highway Administration and Federal Transit Agency by June 2011 for a conformity determination. Once the plan's conformity is determined, MRMPO staff will begin to implement the 2035 MTP.

Public Participation

Public participation for the 2035 MTP was conducted in accordance with MRMPO's Public Participation Procedures[2] adopted by the Metropolitan Transportation Board in January 2010. The Procedures highlight several strategies intended to generate meaningful input for the MTP. The strategies used included surveys, public meetings at forums such as neighborhood associations, open houses held at various locations and requests for comments sent via the MTP website and through postage-paid comment forms. Public events were publicized in local broadcast and print media, postcards were mailed to the over 800 individuals and organizations on the MRMPO mailing list and notices were provided to all members of MRMPO's boards and committees.

The goal of the Public Participation Plan is to provide the public and concerned stakeholders meaningful access to the planning process at each stage of its development. The first stage of development was assessing current conditions and deficiencies in the transportation system. For this stage, the 2010 Transportation Survey was the primary means of gathering public input. The survey was made available online and respondents provided open-ended comments at the conclusion of the survey. The survey was also sent to MRMPO's email distribution list, University of New Mexico (UNM) and Central New Mexico Community College (CNM) students and staff, Rail Runner commuters, and large employers in the area. In addition, local media publicized the survey. Over 3,600 responses were received, representing a broad cross-section of the public[3].

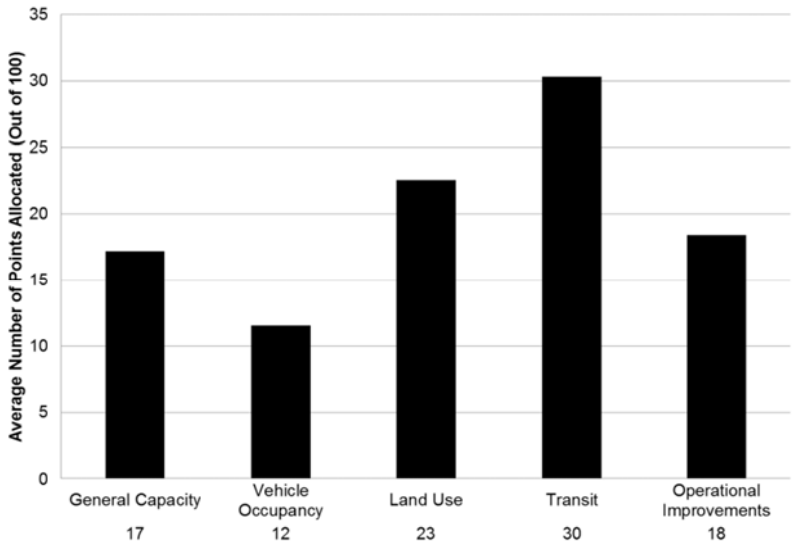
The top three planning priorities among survey takers were to:

- develop the system so that people can travel to centers of employment, education and commerce easily by public transit, bicycle and walking (30 percent of survey takers rated this as their first priority)
- expand and enhance public transit (14 percent of survey takers rated this as their first priority)
- reduce traffic congestion (11 percent of survey takers rated this as their first priority)

[2] The Public Participation Procedures are available on MRCOG's website at www.mrcog-nm.gov.
[3] The full 2035 MTP survey report is available on MRCOG's website at www.mrcog-nm.gov/more-news-showallnews-210/399-results-of-transportation-study.

These top three priorities became key themes for the 2035 MTP. These results also closely tracked verbal comments received during public meetings. The survey generated 300 pages of open-ended comments. Wherever possible, priorities distilled from comments were integrated into the 2035 MTP.[4]

Building on the success of this preliminary survey, MRMPO staff revised its public presentations in order to solicit measurable input on transportation issues at its 2035 MTP public meetings (a list of public meetings where the 2035 MTP was presented is shown in Table 1-2). Early presentations thoroughly described the planning process, forecast data, and various planning factors but yielded little response from audience members about their reactions or thoughts about transportation in the region. In response to this, the revised presentation included a discussion of strategies to address one regionally-significant and perennially contentious issue: river crossings in the AMPA. Five strategies to address this problem were presented, and the audience was directed to allocate resources between them (see Figure 1-3 for the results). These strategies included expanding bridge capacity, introducing HOT/HOV lanes, increasing transit, land use changes and operational improvements. Once results from the survey were tabulated they were compared to prior presentations. A web version was also prepared to allow any interested person the opportunity to comment on the river crossing strategies. Results of the survey were then presented to the Metropolitan Transportation Board (MTB). While the river crossing survey was limited to one particular issue, it did allow the public to express their support (or lack thereof) for different approaches to solving an important regional issue.



The final round of public participation gathered input from the public about the set of action items and projects proposed for inclusion in the MTP. Action items for implementing the MTP (see Chapter 5) were introduced to the public, categorized by the goals they are intended to address. Participants were able to able to express support for up to three action items for each goal. The top three responses for each goal are listed below.

[4] All comments received have been posted on MRCOG's website.

- **Quality of Life**: Adopt complete streets policies; develop livable / sustainable communities; promote non-motorized modes of travel.
- **Mobility of People and Goods**: Implement Bus Rapid Transit System; idenitfy specific locations for dedicated transit facilities, right-of-way acquisition and signal improvements; close gaps in the regional bicycle network.
- **Economic Activity and Growth**: Assess economic impacts of various land use scenarios; incorporate transit-oriented development principles into local development plans and policies; coordinate regional growth strategies with the transportation network.

The survey given at the these meetings will be available online, and its results will continue to be monitored by MPO staff.

Comments received from the all three phases of public participation helped guide the 2035 MTP toward a greater emphasis on sustainable growth. For example, the urban form which most people prefered was one that provided several transportation options. During the second phase of public involvement, the strongest support was given to increasing transit options and developing land use strategies that would promote transit use and non-motorized forms of transportation. These results were largely mirrored by the support given to transit-oriented and complete streets development in the final round of public participation.

Table 1-2: Public Meetings Held for the 2035 MTP

Date	Audience	Location
September 17, 2009	Public Meeting	Albuquerque
February 3, 2010	Westside Coalition	Albuquerque
February 22, 2010	West Central Business Development	Albuquerque
February 25, 2010	High Resort Community Village Association	Rio Rancho
March 2, 2010	South West Alliance of Neighbors	Albuquerque
March 4, 2010	North Valley Coalition	Albuquerque
March 23, 2010	Public Meeting	Village of Los Lunas
March 25, 2010	Vecinos del Bosque Neighborhood Association	Albuquerque
April 1, 2010	Public Meeting	Albuquerque
April 8, 2010	Public Meeting	Rio Rancho
April 15, 2010	Mountain View Neighborhood Association	Albuquerque
April 21, 2010	District 4 Coalition of Neighborhood Associations	Albuquerque
May 5, 2010	District 7 Coalition of Neighborhood Associations	Albuquerque
May 24, 2010	East Mountain Coalition	Albuquerque
May 27, 2010	District 8 Coalition of Neighborhood Associations	Albuquerque
August 19, 2010	Taylor Ranch Neighborhood Association	Albuquerque
September 9, 2010	North Valley Coalition	Albuquerque
September 29, 2010	Public Meeting	Town of Bernalillo
October 4, 2010	Public Meeting	Village of Los Lunas
October 7, 2010	Public Meeting	Albuquerque
October 12, 2010	Public Meeting	Rio Rancho
November 11, 2010	Leadership Sandoval	Rio Rancho
November 23, 2010	UNM Course on Regional Planning	Albuquerque
January 11, 2011	League of Women Voters	Albuquerque
March 1, 2011	Public Meeting	Los Lunas
March 2, 2011	Public Meeting	Rio Rancho
March 3, 2011	Public Meeting	Albuquerque
March 4, 2011	American Society of Civil Engineers	Albuquerque

E. Environmental Considerations and Mitigation

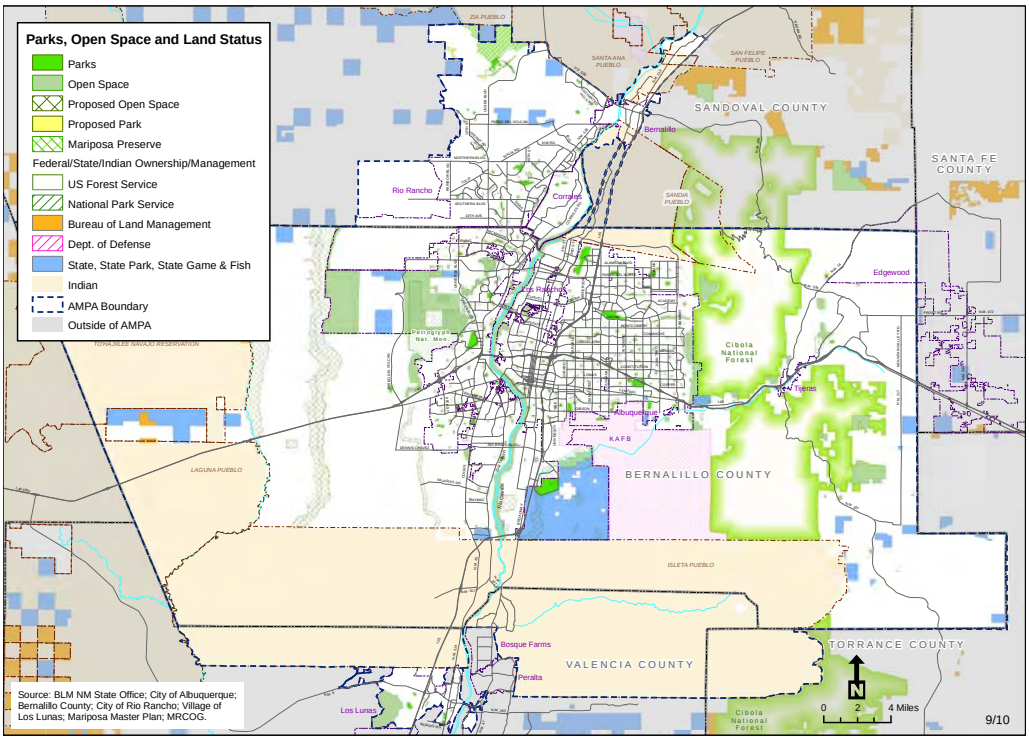
Metropolitan transportation plans must identify potentially-affected environmental resources and discuss potential environmental mitigation activities developed to protect those resources. As part of the 2035 MTP, MRMPO consulted with federal, state and local wildlife, land management and regulatory agencies to identify broad-level mitigation measures appropriate for transportation projects in the metropolitan area. Agencies consulted with included the US Fish and Wildlife service, the Albquerque Metropolitan Arroyo and Flood Control Authority and New Mexico State Parks, among others. Environmental resources and issues identified by MRMPO that could potentially be impacted by transportation projects include:

- storm water runoff associated with roadways
- roadway and construction activity impacts to trails
- open space reserves and parks
- arroyo resources
- bosque habitat
- federal and state endangered species critical habitat areas
- habitat loss and fragmentation from human developments such as highways
- maintaining or reestablishing habitat connectivity
- cultural (historic and archaeological) resources

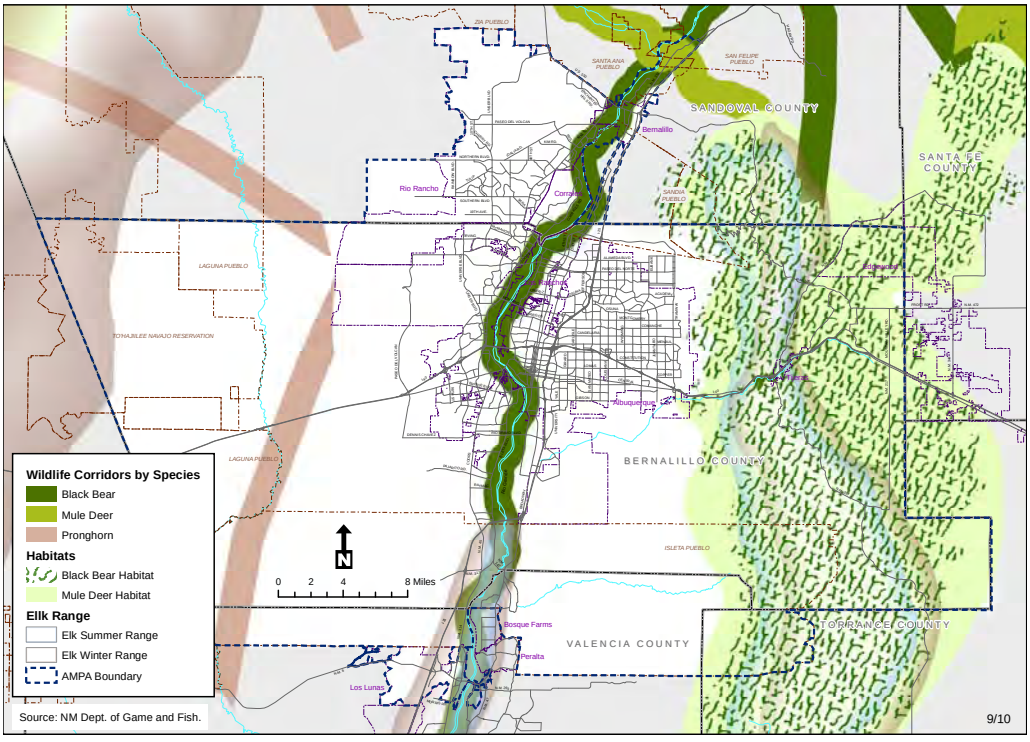
The intent of requiring MPOs to identify mitigation strategies is to encourage better coordination and stronger linkages between planning and environmental processes. Although project-specific mitigation measures are developed during the National Environmental Policy Act (NEPA) process, the inclusion of broad-level mitigation measures for regional consideration within the metropolitan transportation plan allows for the introduction of environmental considerations early in the transportation planning process.

Spatial data for environmental resources was collected from various agencies and are shown in Maps 1-2 and 1-3.

Map 1-2: Parks, Open Space and Land Status in the AMPA



Map 1-3: Wildlife Corridors and Habitats in the AMPA



Resources were mapped to reveal how they might be impacted by proposed transportation projects and to assist in the development of appropriate mitigation measures. Some resources, such as archaeological resources and certain species occurrences, are not included on the map as that information is not released to the general public.

Wildlife Habitat

Mapping of ranges for wildlife is critical to transportation planning for the protection of wildlife corridors and because of the potential for wildlife/vehicle collisions. Within the AMPA, these incidents are concentrated in the East Mountains and Tijeras Canyon portions of Bernalillo County and along US 550 in southern Sandoval County. Consultation with the New Mexico Department of Game and Fish occurs during the development of projects within identified wildlife habitat areas or wildlife corridors.

Natural Resources

The Rio Grande supplies water to many communities downstream from the Albuquerque area. The river itself is fed by other rivers and a system of arroyos throughout the AMPA which channel stormwater runoff while protecting existing infrastructure. Projects that may impact arroyos, arroyo drainage functions or arroyo recreational trails are coordinated with the appropriate agencies in the project development phase. For stormwater impacts, project sponsors work with appropriate tribes and city, county and regional agencies.

Parks and Open Spaces

Impacts to parks and open spaces, both existing and planned, should be considered during project development. Consultation with the agency with jurisdiction over the park or open space should occur as early in the process as possible.

Cultural Resources

Projects may also impact cultural resources, which include both archaeological and historic resources. In general, the density of archaeological sites is higher on Albuquerque's west mesa and along the Rio Puerco than in the more urbanized portions of the AMPA. Archaeological sites are not published for protection purposes and consultation with the State Historic Preservation Office, tribes and tribal historic preservation offices should occur early in the project development process to avoid, minimize and mitigate any project impacts to these resources.

F. Environmental Justice Requirements

Environmental justice addresses how low-income and minority populations are affected by actions of the federal government. Environmental justice consideration must apply to all transportation decisions including those made as part of the metropolitan transportation planning process. The three fundamental principles of environmental justice are:

- to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Environmental justice programs stem from Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin and specifies that recipients of federal funds must certify nondiscrimination. Environmental justice requirements were first issued in 1994 Presidential Executive Order 12898, which directed every federal agency to make environmental justice part of its mission by identifying and addressing all effects of programs, policies and activities on minority and low income populations. In 1997, the U.S. Department of Transportation expanded upon the requirements of the 1994 environmental justice Executive Order and clarified the role and responsibilities for transportation decisions makers relating to environmental justice. In 1999, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a memorandum to provide guidance for implementing Title VI requirements in metropolitan and statewide transportation planning.

MRMPO must comply with both environmental justice and Title VI requirements. The Federal requirements which MRMPO must follow include:

- ensuring that the MTP and the TIP comply with Title VI
- identifying residential, employment, and transportation patterns of low-income and minority populations so that those populations' needs can be identified and addressed and the benefits and burdens of transportation investments can be fairly distributed
- evaluating and improving MRMPO's public involvement processes where necessary to eliminate participation barriers and to engage minority and low-income populations in transportation decision making

In addition to environmental justice and Title VI requirements, MRMPO must also comply with Executive Order 13166, which requires the organization to take reasonable steps to ensure that Limited English Proficient (LEP) persons have access to programs, services and information provided by MRMPO. Limited English Proficient persons are persons who do not speak English as their primary language and have a limited ability to read, speak, write or understand English.

G. Project Prioritization Process

Recently MRMPO, with the help of various technical committees, developed a Project Prioritization Process (PPP) to be used for selecting projects to be included in the Transportation Improvement Program (TIP). The PPP is a unique tool for making informed decisions and allocating resources based on technical data. It utilizes MRMPO resources and established regional goals and objectives to encourage sound transportation decisions. Both the 2035 MTP and PPP are guided by these established goals and objectives.

Figure 1-4: Project Prioritization Process Evaluation Criteria

PPP Evaluation Criteria

Goal I. Preserve and Improve Quality of Life
- Air Quality
- Safety
- Environmental Justice
- Preserve Existing Infrastructure

Goal II. Mobility of People & Goods
- Geographic Need
- Performance Strategies
- Intelligent Transportation Systems
- People Movement
- Intermodal Connectivity/Transit Connections
- Alternate Modes

Goal III. Support Economic Activity and Growth
- Investment/Activity Areas
- Private Sector
- Local Priorities

The Project Prioritization Process uses the goals of the MTP and further defines specific evaluation criteria for each goal in order to measure the extent to which a proposed project provides quality of life, mobility or economic benefits. This process provides a quantitative assessment of whether the goals of the MTP are met by individual transportation projects. This integration ensures that the goals reflected in the long-range planning document are also fully assessed when developing the short-range Transportation Improvement Program (TIP).

The idea of developing a PPP emerged from the Congestion Management Process Committee's desire to see federal transportation dollars allocated to the corridors in the Albuquerque metropolitan area that experience the most congestion and poorest transportation conditions.

The need for a PPP is compounded by the level of growth expected in the region, placing a premium on transportation decisions that lead to the long-term sustainability and continued functionality of the transportation network. The MTP development paralleled this process and was also developed with consideration of these important regional issues.

Feedback from the technical committees indicated the prioritization process needed to evolve beyond the previously employed evaluation system, which asked member agencies to subjectively assess whether proposed projects met the seven goals of the 2030 MTP. To improve upon this process required a meaningful and objective methodology that could incorporate all facets of the transportation planning process and comprehensively evaluate the benefits individual projects would provide to the region.

The PPP provides a quantitative and objective assessment of the benefits and impacts of individual transportation projects. Each project submitted for inclusion in the TIP is evaluated according to a series of performance measures and receives a prioritization score. The performance measures are organized around the three goals of the 2035 MTP and are outlined in Figure 1-4. Projects are also evaluated with criteria specific to different mode types; meaning that roadway, transit, and pedestrian/bicycle projects are judged on criteria which more accurately reflect the needs of those modes.

The performance measures are intended to identify projects which provide a number of contributions to the transportation network. The criteria are varied and wide-ranging, meaning a high score in an individual criterion does not necessarily indicate a beneficial project overall. As a result, even the highest scoring projects may not address all criteria well, while projects with a low overall score may excel in certain criteria. Therefore multifaceted projects which address a number of regional needs and target key locations generally receive the highest prioritization score. The measurement of the MTP is similar to the PPP but focuses on the transportation system as a whole and is assessed using performance targets (see Chapter 5).

PPP and the 2012-2017 TIP

The first opportunity to implement the prioritization process was the 2012-2017 TIP, which was developed in winter 2010-11. The prioritization process served as a tool in assisting in the project selection process, and was not the ultimate determinant in the distribution of federal transportation dollars. Nor was it intended to replace the debate and dialogue associated with the TIP process. Rather, the prioritization process is meant to serve as a guide to shape the discussion around common evaluative criteria and to bring attention to projects which most effectively address the needs of the region. The *Project Prioritization Process Guidebook*, along with the 2012-2017 TIP, is available on the MRCOG website (www.mrcog-nm.gov) in the TIP section.

Chapter 2: Transportation Challenges in the Region

Transportation planning for the region involves consideration of a number of complex issues. This chapter introduces some of the primary challenges that must be addressed as part of the transportation planning process—for example, rapid population growth in a time of limited transportation funding— while the following chapter presents information on how MRMPO is addressing these by developing strategies for maintaining and improving the transportation network.

A. Rapid Population Growth and Land Development Patterns

The Albuquerque Metropolitan Planning Area (AMPA) has experienced significant growth in recent decades which is expected to continue over the next 25 years. The population quadrupled between 1950 and 2000 to reach 634,000 for an average annual growth rate of 2.7 percent. More recently, the pace of population growth within the AMPA has remained strong, with an average annual growth rate of 3.4 percent between 2000 and 2008. While a dramatic downturn in the economy since 2008 has tempered the pace of growth, the long-range projection indicates that the AMPA will reach one million people by 2025.

Existing Population and Employment

The AMPA represents the vast majority of activity within the greater four-county metropolitan statistical area (MSA), capturing 87 percent of the population and 94 percent of employment. In 2008 there were an estimated 766,500 people living in 324,000 homes in the AMPA. There were an estimated 396,000 jobs, which equated to 1.22 jobs for each home (employment estimates include all jobs covered by unemployment insurance, as well as agricultural jobs, self-employment, and all other “non-covered” jobs).

The time period between 2000 and 2008 was dominated by rapid population growth within the AMPA, which gained approximately 132,000 people and 55,000 homes. Employment growth over that period was modest with an estimated net increase of about 27,000 jobs. Table 2-1 shows how densely settled the incorporated municipalities are within the AMPA and compares changes in density over time.

Table 2-1: Persons per Square Mile, 2000 and 2008

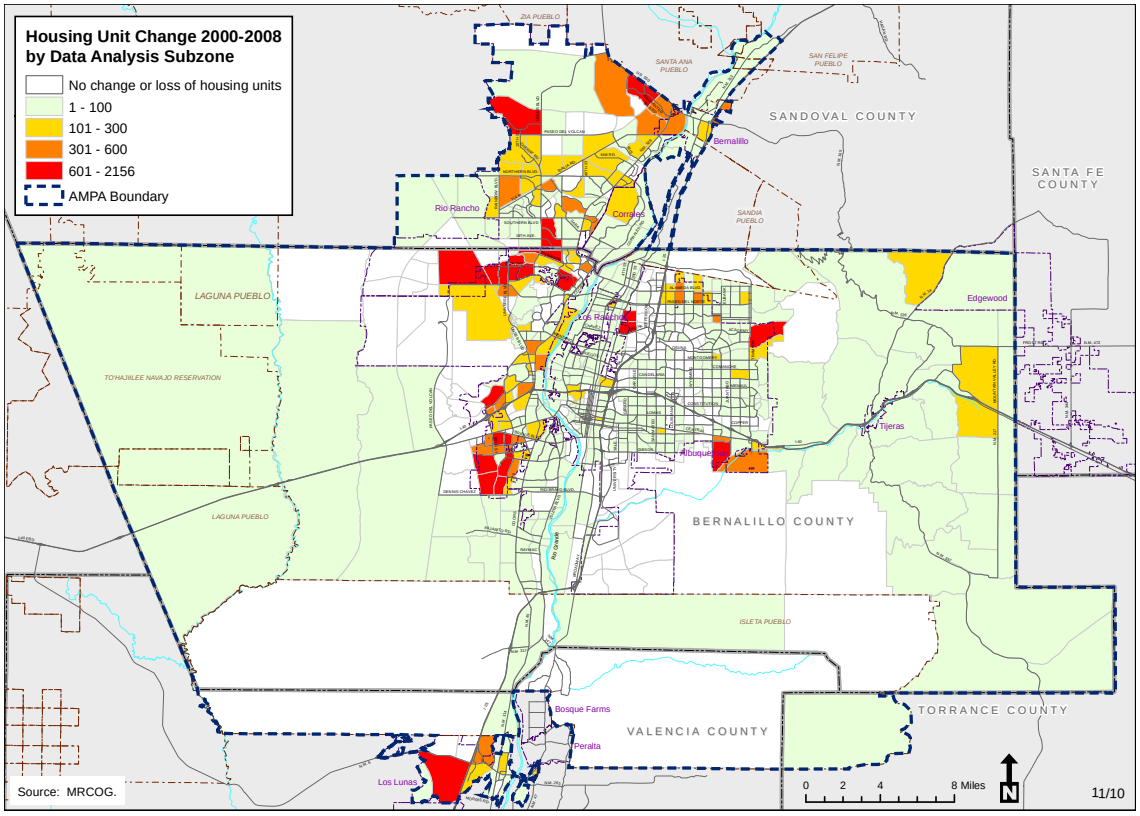
	2000	2008
Bernalillo County	477.71	558.40
City of Albuquerque	2377.16	2826.53
Village of Los Ranchos	1218.20	1296.54
Village of Tijeras	481.03	515.52
Rest of Bernalillo County	104.43	113.38
Sandoval County (pt.)		
City of Rio Rancho	498.22	795.89
Village of Corrales	666.12	811.08
Town of Bernalillo	1269.02	1612.43
Valencia County (pt.)		
Village of Los Lunas	639.52	941.62

** 2000 Population is estimated from 2008 municipal boundaries.*

The AMPA's municipalities have become denser over the last decade, with the City of Rio Rancho seeing the largest increase of 60 percent. The City of Albuquerque remains by far the most densely populated area in the AMPA with more than 2,800 persons per square mile, followed by the Town of Bernalillo and the Village of Los Ranchos.

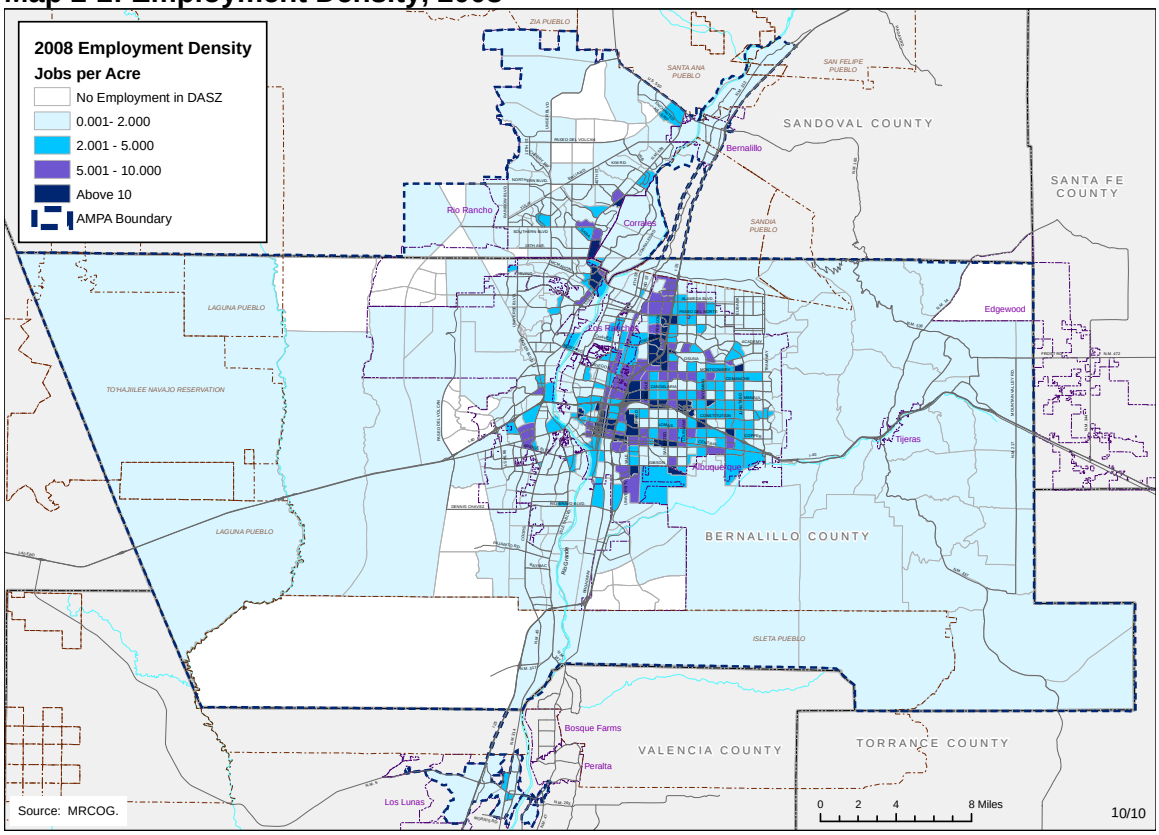
Recent residential growth is characterized by a significant expansion outward as established neighborhoods in the urban core have received far less new development than areas with greater land availability. Map 2-1 illustrates the areas that have seen the greatest residential development between 2000 and 2008.

Map 2-1: Housing Growth, 2000-2008



Map 2-1 emphasizes the magnitude of recent residential growth west of the Rio Grande and to areas north and south of the City of Albuquerque. Albuquerque's northwest and southwest quadrants experienced significant growth by way of several large new subdivisions at the height of the housing boom. Rio Rancho also witnessed a surge of new housing with concentrations in the Cabezon, Enchanted Hills and Northern Meadows subdivisions. In 2005 at the height of its housing boom, Rio Rancho issued a total of 3,700 permits, nearly as many as were issued in the three previous years combined. Los Lunas also saw strong housing construction, particularly in the Huning Ranch subdivision. The 2000 to 2008 timeframe also brought an abundance of housing investment in the core including some higher density and mixed use developments; however, they are not visible in the map simply because the numbers are much lower in comparison to the large lot subdivisions.

Map 2-2: Employment Density, 2008

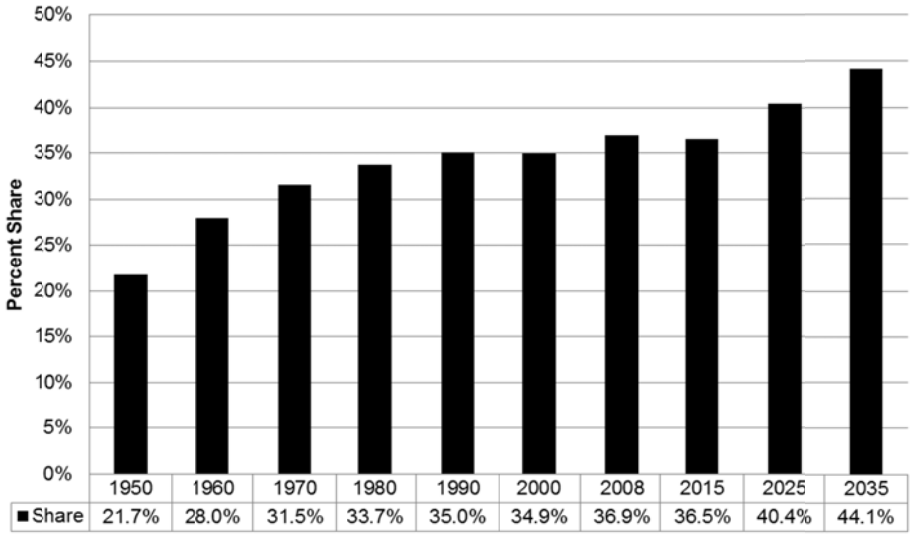


Although there has been job growth throughout the region, Map 2-2 illustrates that specific corridors and centers, primarily within in the City of Albuquerque, continue to hold the highest concentration of jobs in the AMPA. When the picture of housing growth is compared to the distribution of existing jobs, the contrast between the locations of new housing and existing employment sites becomes apparent. One critical transportation issue that results from this growth pattern is the high-volume east-west commute, as residents increasingly locate west of the Rio Grande while the major job concentrations are still primarily east of the river.

Socioeconomic Projections

As the metropolitan hub of the state, the AMPA is projected to increase its share of New Mexico's population from 37 percent today to 44 percent in 2035. At the regional level, one out of every two residents of New Mexico is expected to reside in the Albuquerque Metropolitan Statistical Area (MSA) by 2035.

Figure 2-1: AMPA's Share of the State Population, Historical and Projected



The increasing presence of the metropolitan area within the state of New Mexico is a continuation of a long-term trend that is likely to be exacerbated by the "graying" of the population as the baby boomer generation moves into the 65-plus age cohort. Presently, 11 percent of the population is over the age of 65, but by 2035 seniors will constitute one of every five people in the region. It is expected that an aging population will be increasingly attracted to the amenities and services offered in urban areas, including public transportation, senior living opportunities and healthcare services.

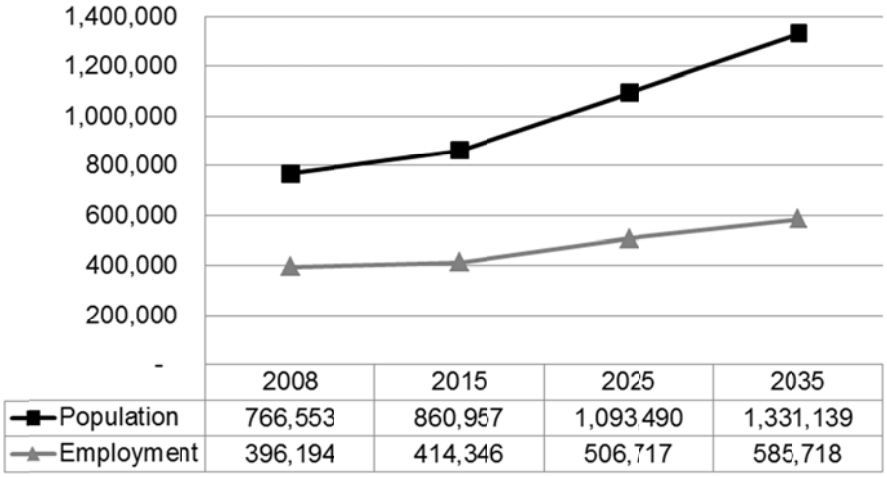
Table 2-2: Population, Housing and Employment, Current and Projected

	2008	2015	2025	2035
Population	767,647	860,957	1,093,490	1,331,139
Housing	323,992	371,743	477,630	586,738
Employment	396,194	414,346	506,717	585,718

The AMPA's population is projected to reach one million by 2025 and 1.3 million by 2035. This growth will require an additional 262,700 homes. In addition, the AMPA is expected to gain nearly 190,000 new jobs, expanding its job base by 48 percent. The majority of new jobs (58 percent) will be related to healthcare, education, and the professional, science and technical services.

The forecast shows that job growth is projected to occur at a slower rate than population growth: 48 percent compared with 75 percent, respectively. The result is a growing gap between people and jobs.

Figure 2-2: AMPA Projected Population and Employment Growth



	2008	2015	2025	2035
Population	766,553	860,957	1,093,490	1,331,139
Employment	396,194	414,346	506,717	585,718

In 2008 there were 2.1 people per job. This number is expected to increase to 2.5 by 2035, which is partially explained by demographics. The over 65 population is the fastest growing segment of the population and is projected to nearly triple by 2035. This is driven by the baby boomer generation, the earliest of whom are just now turning 65 and beginning to enter retirement. As more of the elderly exit the workforce there will be fewer people to step in and replace them. This may eventually present a challenge because, at the same time, there is an increasing dependence on certain goods and services due to an aging population and there will be fewer workers to serve those needs.

Other reasons for the slower pace of job growth pertain directly to the economy. For one, the area's existing job base includes Sandia National Labs, Kirtland Air Force Base and a large government sector. These jobs are considered relatively stable and are not projected to see rapid growth. In addition the professional and technical services and manufacturing sectors among others will likely become more efficient as technological advances increase worker productivity and reduce the demand for labor.

Land Use and Development Patterns

The AMPA is characterized by large expanses of vacant land and rural rangeland—over 70 percent of its total area—presenting the conditions for significant expansion of the urban footprint. This is tempered somewhat by ownership and topological constraints that include Indian reservation land, the Sandia Mountains and the escarpment.

MRMPO developed a land use forecast for 2035 using a small area land use allocation model that considers current development, future development plans and land use policies and constraints. The land use forecast is integral to the production of small area

population and employment forecasts and the three are inextricably linked. Table 2-3 shows the different distributions of land uses within the AMPA, both existing and projected.

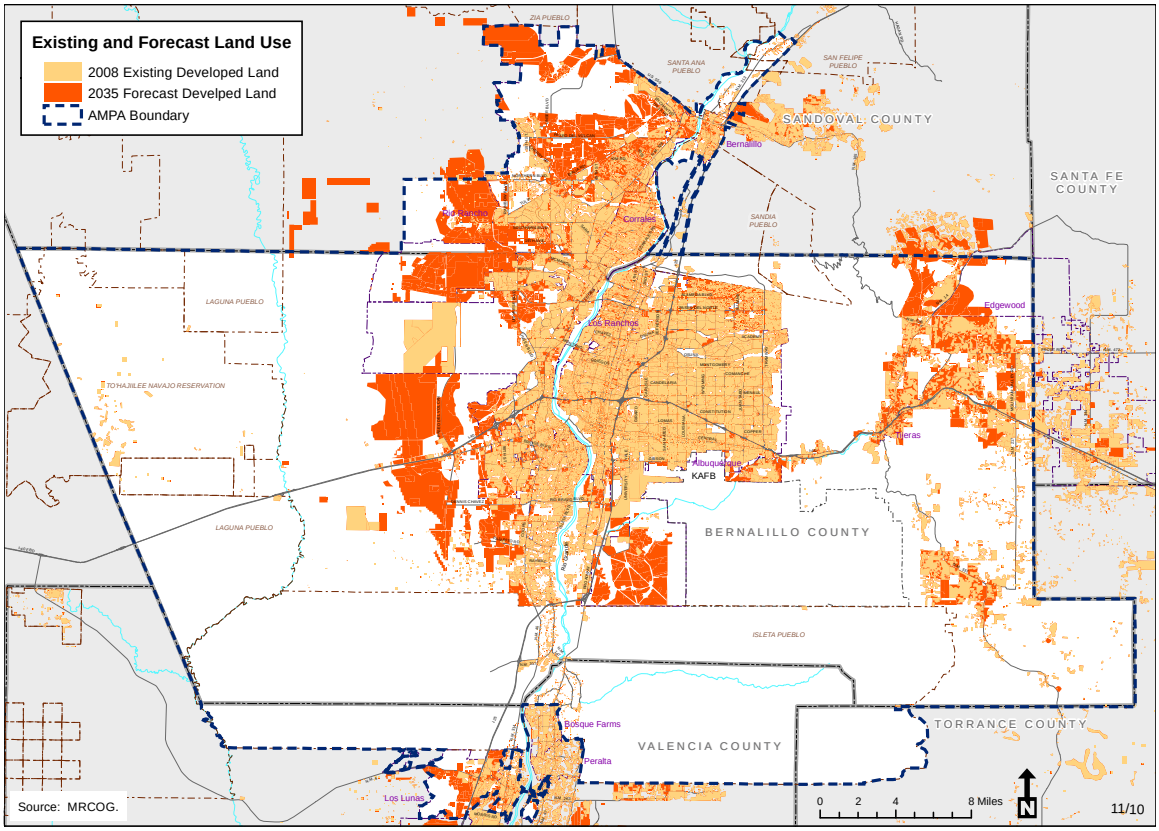
Table 2-3: Developed Land in the AMPA, Current and Projected

	2008		2035	
Land Uses	Acres	Share	Acres	Share
Residential	100,238	11%	186,222	20%
Commercial, Office and Industrial	19,248	2%	27,806	3%
Public Use	7,719	1%	11,388	1%
Vacant, Rangeland and Abandoned	639,469	68%	539,127	58%
Other	170,479	18%	172,610	18%
Total	937,153	100%	937,153	100%

In total, approximately 100,000 acres of currently undeveloped land will be consumed by 2035. Residential uses will occupy an additional 86,000 acres, commercial and other employment uses will add another 8,500 acres, and public uses such as schools, hospitals and public safety buildings will add another 3,600 acres.

The 2035 land use forecast predicts a dramatically larger urban footprint. Map 2-3 shows the metropolitan area's projected expansion between 2008 and 2035. While there is development projected within the established urban area, Map 2-3 shows most of the new growth is projected outward. This development will expand our built area substantially, particularly on the west mesa, in Mesa del Sol, and north and west of Rio Rancho. This development pattern is a product of land availability and cost, existing plans and the magnitude of projected growth.

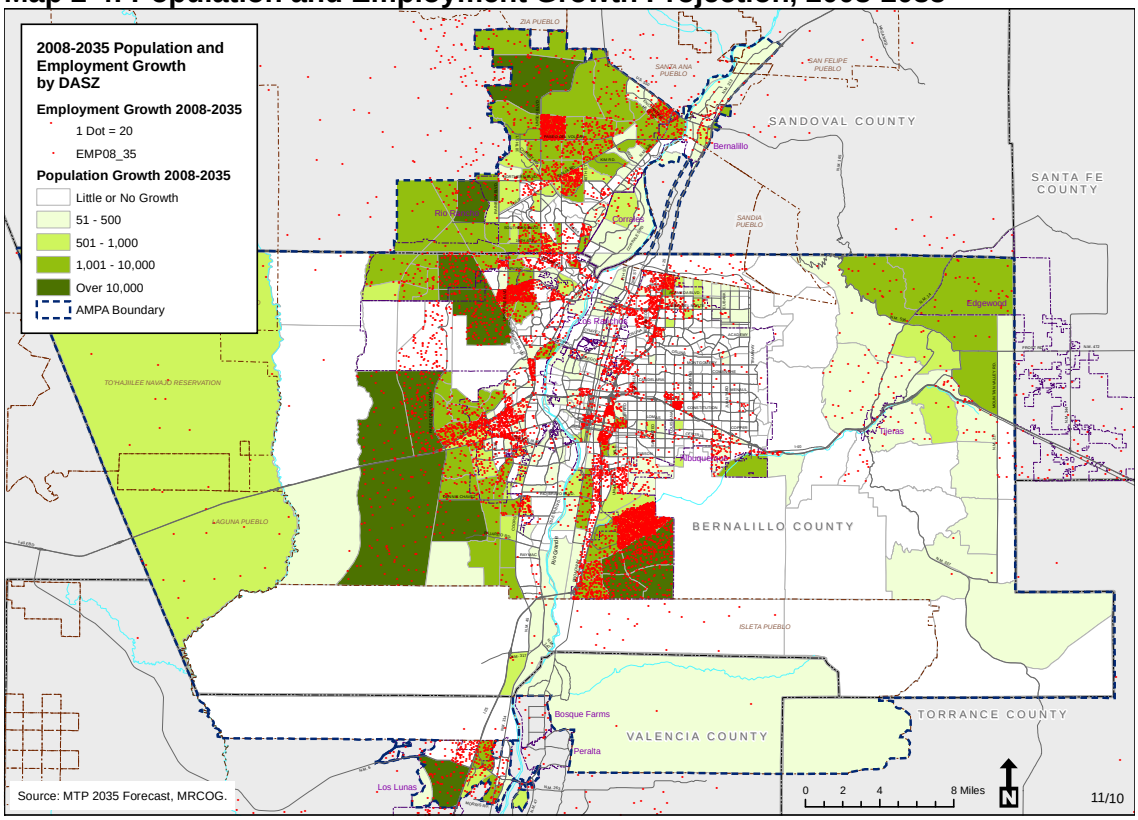
Map 2-3: Existing and Forecast Developed Land Area



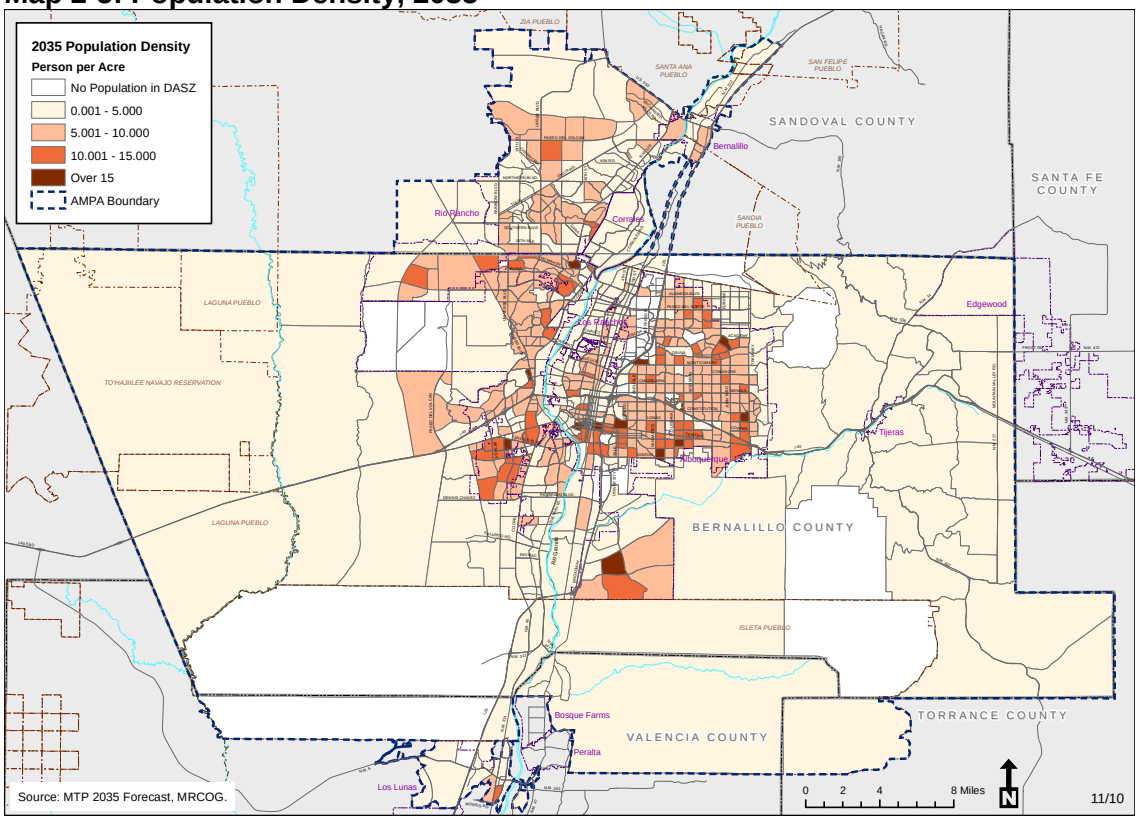
The Impact on Our Commute

The dynamics of land availability and consumption patterns have a dramatic effect on transportation patterns both in terms of volume and congestion. As people locate outward from the urban core to live on the periphery of the AMPA, many population-serving jobs will follow these rooftops. However, job concentrations will remain primarily within urban employment centers and corridors. This means people will be required to travel further to places of employment, which will increase their gas usage and vehicle maintenance costs. And, when the cost of transportation is added to the cost of housing, this development pattern puts a considerable strain on housing affordability. This development pattern is illustrated by the following three maps; Map 2-4 shows where jobs and housing growth are projected to occur and Map 2-5 and Map 2-6 show projected future population and employment densities, respectively.

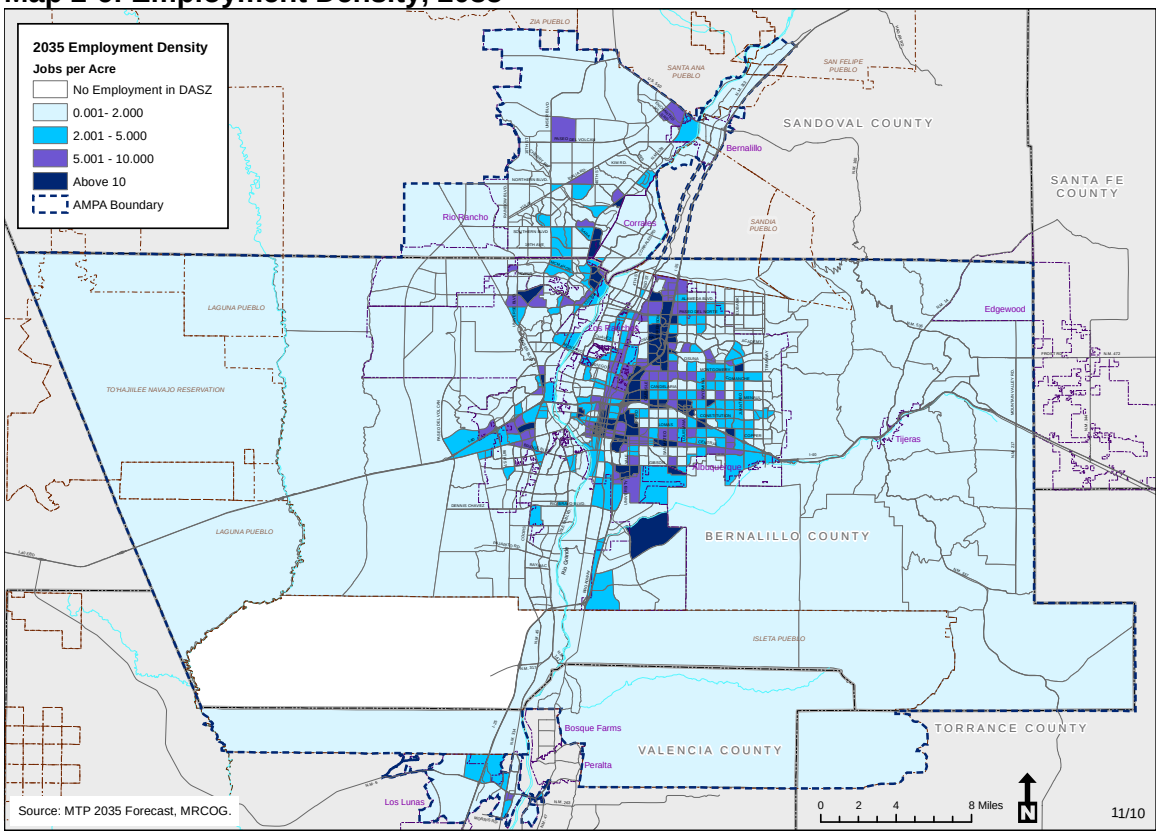
Map 2-4: Population and Employment Growth Projection, 2008-2035



Map 2-5: Population Density, 2035



Map 2-6: Employment Density, 2035



By 2035 the projected level of growth combined with an imbalance between housing and jobs will result directly and indirectly in:

- a doubling of vehicle miles traveled per day from 16 million to 32 million
- a leap in vehicle hours of travel from 400,000 to 1.5 million
- one million daily trips across the Rio Grande (doubled from today)
- a reduction in the labor markets captured for key employment centers
- a compromised quality of life (which is often a key factor when employers are choosing where to locate their businesses)
- higher transportation costs which reduce housing affordability

B. Roadway Conditions

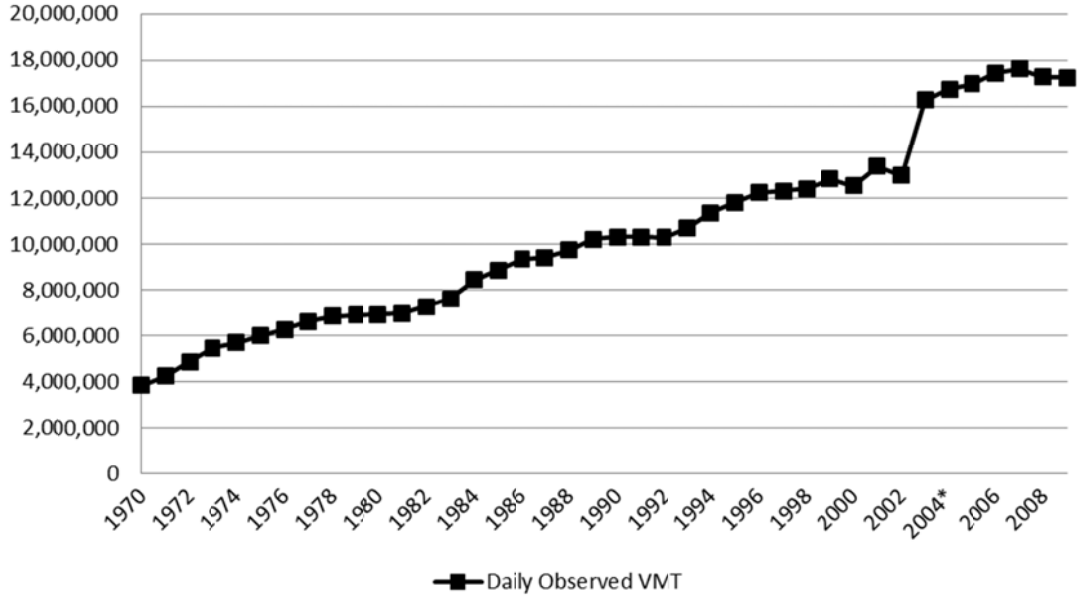
As many drivers know firsthand, the region is already experiencing areas of severe roadway congestion. Future years do not show any sign of reprieve as the area is projected to continue to grow and vehicle miles traveled rates are expected to continue to rise. According to transportation demand model analyses performed by MRMPO, without transportation investments made beyond those programmed in the current TIP (2012-2017), the severity and number of congested roadways will increase substantially by the horizon year 2035, especially for river crossings and on the Westside.

Past and Current Travel

Two sets of data help establish a picture of what current and 2035 roadway conditions in the AMPA will look like: historic data trends based on MRMPO's Traffic Surveillance Program (which provides traffic counts for the region) and baseline travel conditions developed using the regional travel demand model. Traffic counts are done for all federal-aid eligible roadways in the counties of Bernalillo, Torrance, Sandoval and Valencia. Federal-aid eligible roadways include collectors and above and are shown on the Current Roadway Functional Classification map (see Appendix C).

A key performance measure monitored by the Traffic Surveillance Program is vehicle miles traveled, which reflects the amount of vehicle travel on the roadway network. Figure 2-3 shows the historical trend in daily vehicle miles traveled in the AMPA from 1970 to the present. A general increase in the amount of travel is observed with a notable jump occurring in 2004 (attributed to an expansion in the AMPA boundaries to include Los Lunas and Algodones).

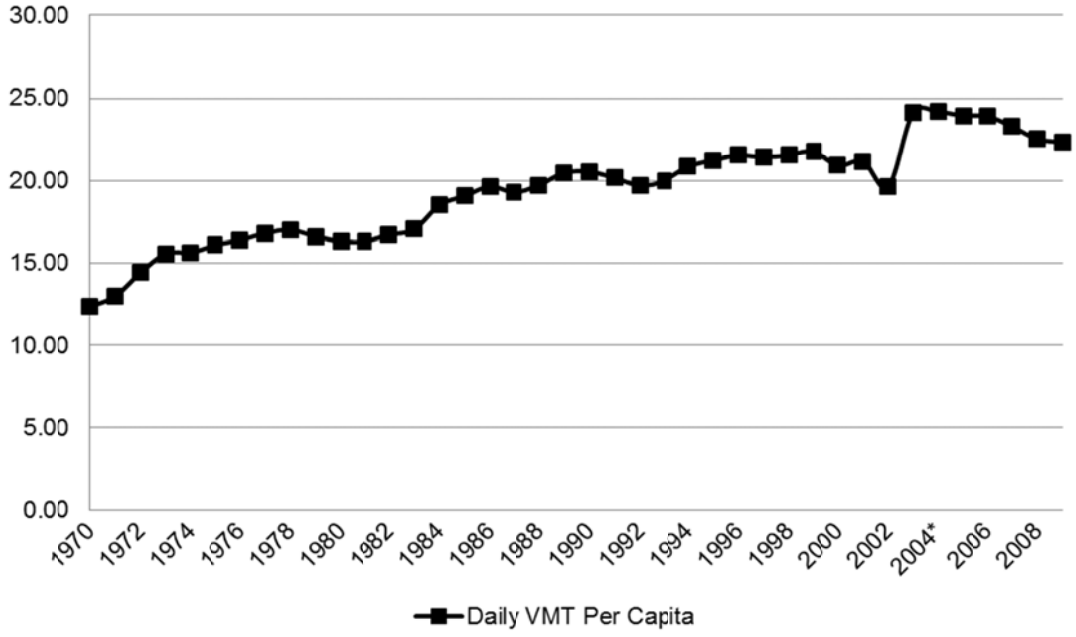
Figure 2-3: Observed Daily Vehicle Miles Traveled in the AMPA, 1970-2009



**AMPA boundary expanded to include Los Lunas and Algodones*

Normalizing vehicle miles traveled data by population gives a measure of vehicle miles traveled *per capita*. Figure 2-4 shows that per capita vehicle miles traveled in the AMPA increased between 1970 and 2009. A significant dip observed in 2000 (associated with the Big-I Reconstruction Project) is followed by a precipitous rise in 2003, then a general stabilization and slight decline to a per capita rate of 22.4 in 2009. Data show that over the past 30 years the overall growth in average vehicle miles traveled per capita continues to climb despite interim peaks and valleys that coincide with events such as national energy price fluctuations and economic forces or local major construction projects.

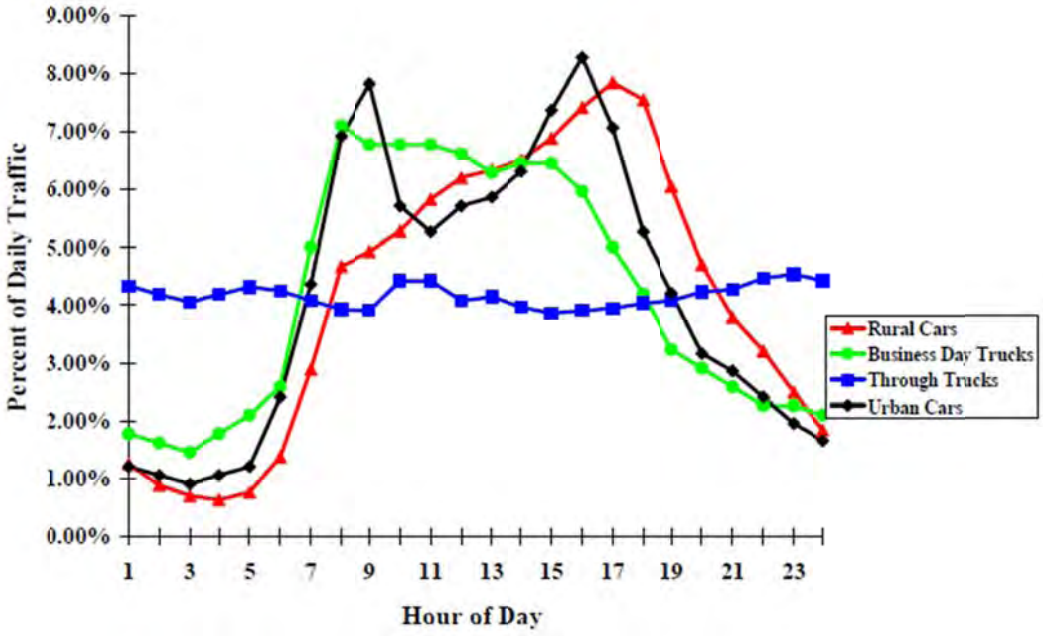
Figure 2-4: Daily Vehicle Miles Traveled Per Capita in the AMPA, 1970-2009



Daily Distribution of VMT

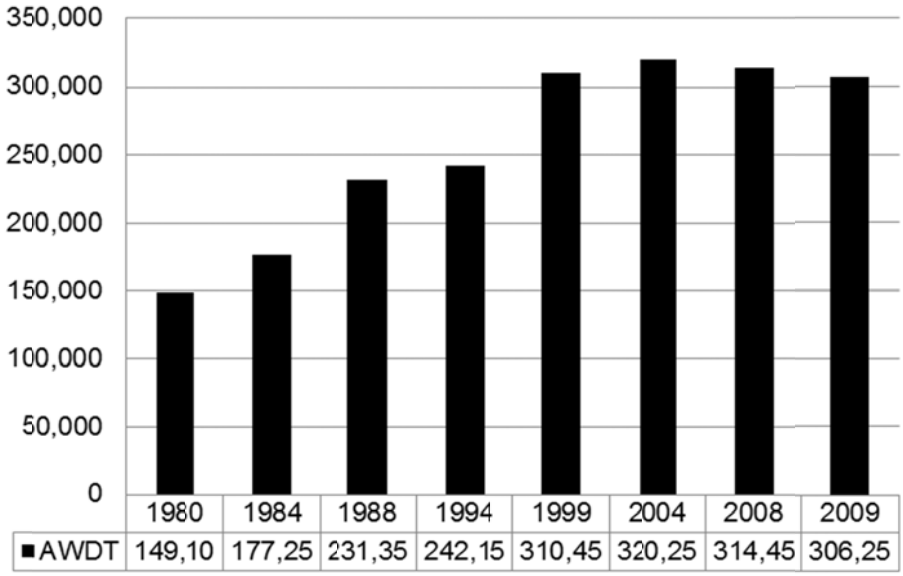
Travel demand, expressed by vehicle type when viewed over time for any given weekday, demonstrates a clear distribution pattern (see Figure 2-5). Within the daily volume there are pronounced peaks for the AM and PM travel periods with a smaller rise in volumes during midday and lunchtime. The AM travel period tends to be dominated by work trips, while PM travel patterns include work trips as well as shopping, recreation, and other non-work related activities. This data can help identify opportunities for travel demand management strategies intended to mitigate peak hour or peak period congestion.

Figure 2-5: Average Daily Distribution of Roadway Volumes/Peak Period Percent of Daily Vehicle Miles Traveled



Source: Traffic Monitoring Guide 2001

Figure 2-6: Historic Average Weekday Daily Traffic (AWDT) Growth at the Big-I, 1980-2009



The Big-I is the nickname given to the intersection of the I-25 and I-40 interstates in the AMPA. Traffic volumes observed passing through this interchange have historically been a common index of travel growth in the AMPA. Figure 2-6 illustrates the observed growth between 1980 and 2009. It is interesting to note the plateau in growth for 2008 and 2009

given the overall linear trend increase of 105 percent between 1980 and 2009. This recent flattening of the growth curve can be observed elsewhere in the Traffic Monitoring Program and has been attributed to the recent economic slow-down.

Future Congestion

In addition to traffic data collection activities, MRMPO maintains a regional travel demand model which forecasts growth and travel demand using a planned transportation network and anticipated socioeconomic information. For the 2035 MTP, model scenarios of the roadway network were developed to represent the base year 2008, the interim years 2015 and 2025, and the planning horizon year of 2035.

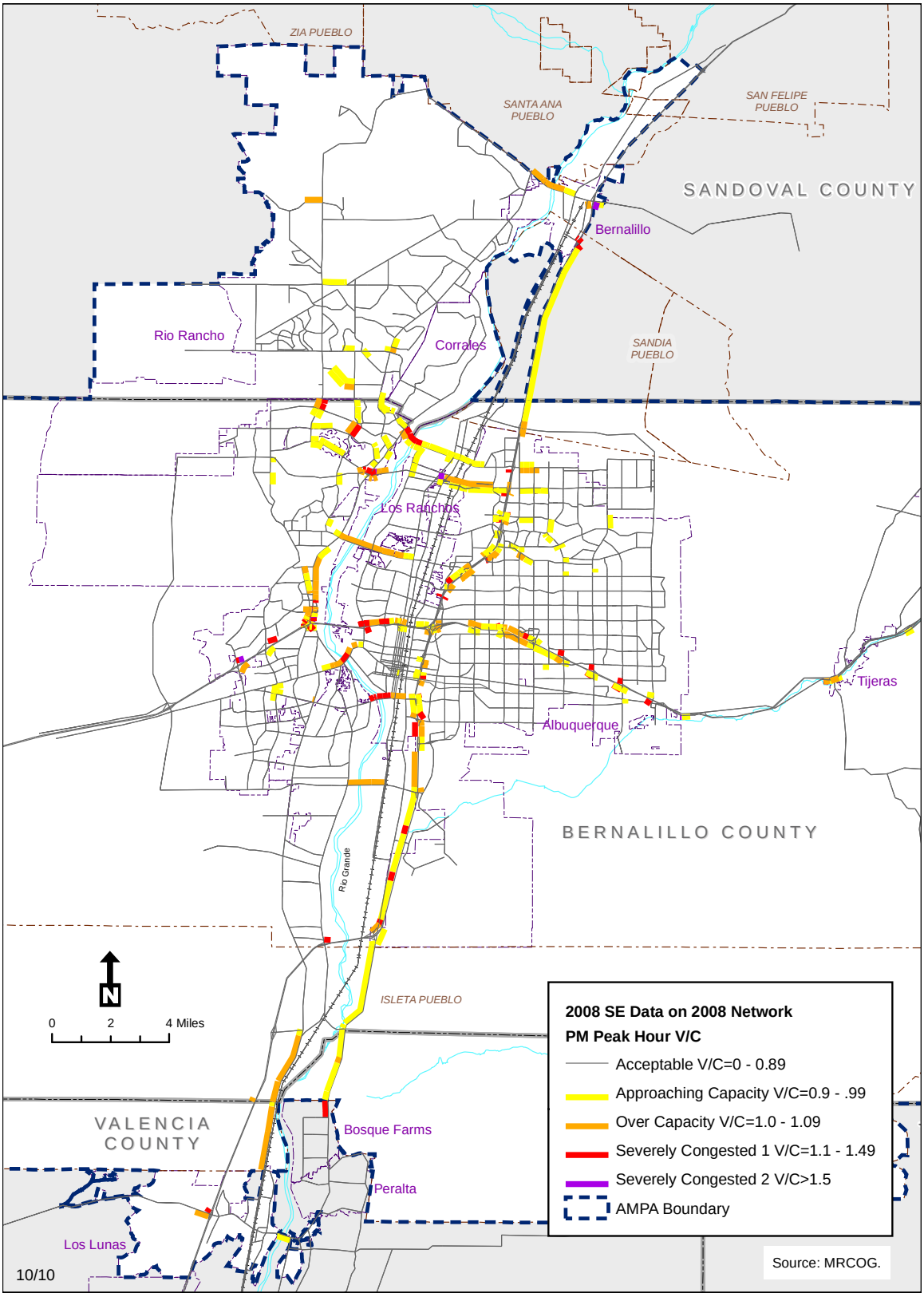
The 2008 base year travel conditions are shown in Map 2-7, which depicts hourly roadway segment volume-to-capacity (V/C) ratios for the entire modeling network. This measure represents the amount of traffic volume on a segment relative to the available capacity. The timeframe for the volume-to-capacity ratios is the PM peak hour, which constitutes the highest volumes and most diverse composition of travel during the day (work-based trips as well as non-work based trips).

The 2008 base year volume-to-capacity map shows that travel conditions in the PM peak hour experience “severe congestion” primarily along river crossings, portions of the interstate mainline and interchanges and at arterial corridors carrying excessive amounts of commuter travel. “Over-Capacity” conditions are also observed at river crossings and portions of the interstate mainline and interchanges, with extensive system degradation shown on arterials. “Approaching Capacity” conditions continue this pattern and extend to other parts of the network.

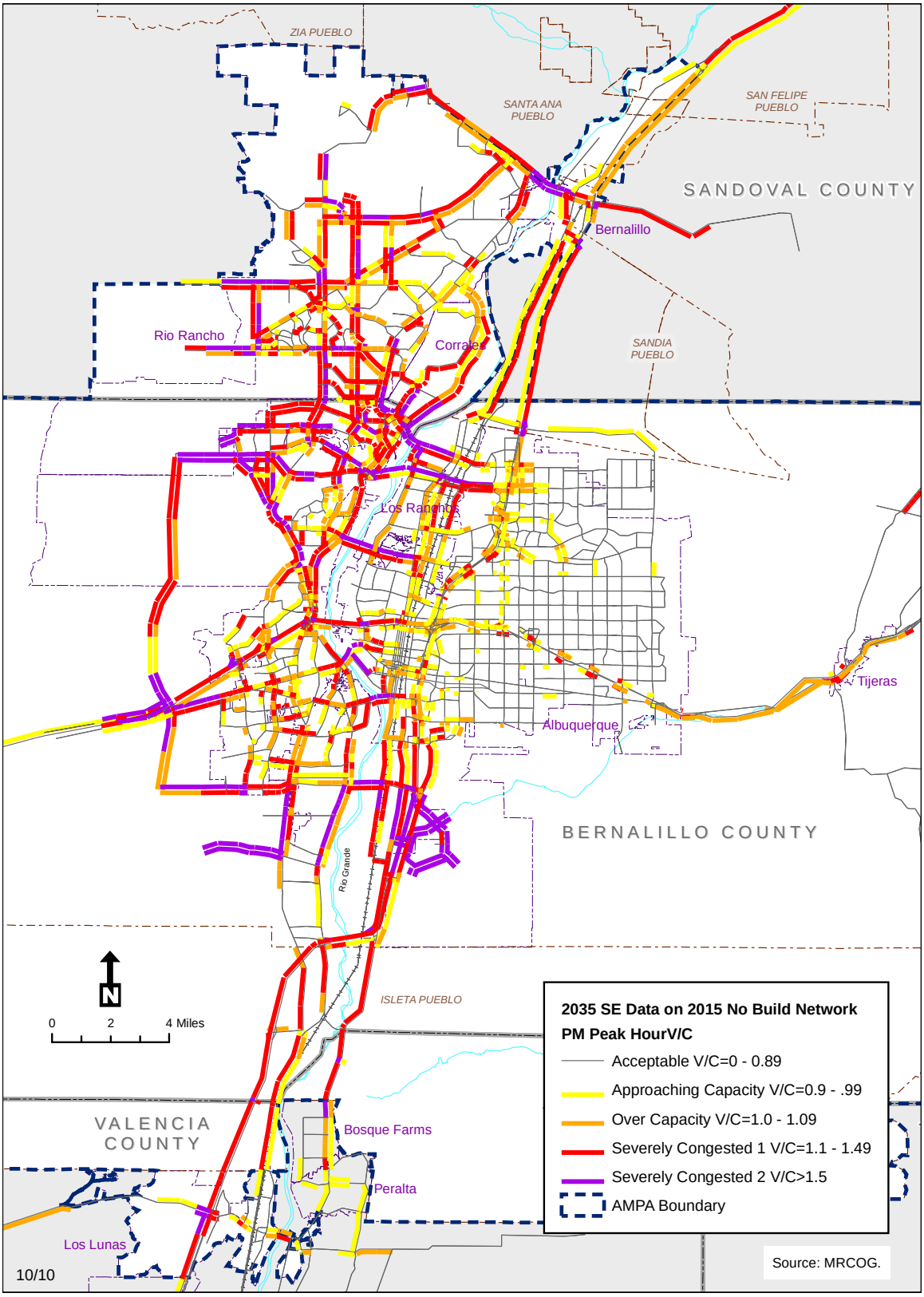
Travel Demand Scenarios

The 2035 planning horizon *no-build* conditions are shown in Map 2-8 which depicts what the transportation system would look like in 2035 if no additional roadway projects were implemented after the 2015 program year. It is represented with 2035 socioeconomic data run on the 2015 “committed” transportation network.

Map 2-7: 2008 Roadway Network Showing Volume to Capacity Conditions at the PM Peak Hour



Map 2-8: 2035 No-build Roadway Network Showing Volume to Capacity Conditions at the PM Peak Hour



The travel conditions associated with the 2035 planning horizon *no-build* scenario are summarized in Table 2-4, with a focus on vehicle miles traveled (VMT), measuring the quantity of travel; vehicle hours of travel (VHT), which indicates the time spent traveling; and vehicle hours of delay (VHD), which measures the time spent traveling below the posted speed. Also included are summaries of the magnitude of vehicle miles traveled under congested/over-capacity conditions for the modeled *no-build* scenario, which represents the quantity of travel demand "unmet" by the available roadway capacity of the system, as well as overall system average speeds.

Table 2-4: Base Year and No-build Roadway Performance Summaries, PM Peak Hour

PM Peak Hour	2008 Base Year	2035 *No-build* (2035 Socioeconomics on 2015 network)
VMT	1,568,108	3,007,466
VHT	42,634	389,762
VHD	8,855	322,691
VMT Over Capacity	99,724	1,365,965
Average Speed	36.8	7.7

Under this scenario the region can expect significant increases in congestion not only at the river crossings, but also on the entire transportation system west of the Rio Grande and along north-south corridors east of the Rio Grande. Anticipated growth in Mesa del Sol south of the airport and east of I-25 are underserved by the inadequate roadway infrastructure of the *no-build* scenario. In Chapter 3, a *build* scenario will be presented along with some strategies to address this congestion. Note that comparable maps and summary statistics for the 2015 and the 2025 scenarios are included in Appendix C.

Freight Movement

Goods mobility is a vital concern to local and national economies. At the national level, transportation is a $1.2 trillion industry, generating eight percent of the nation's jobs. Reliable transportation gives businesses in the AMPA a competitive advantage by providing them the ability to deliver products at lower cost while reaching local, national, and global markets. For consumers in the area, access to these goods raises their standard of living. Within the AMPA, freight can be sorted into two discrete categories: freight moving through the area and local freight movements. The primary mode for carrying freight within the AMPA is via truck.

Through-Freight Movement

Albuquerque is located at the intersection of the I-40 and I-25 interstate facilities. The two interstates are the only Federal Highway Administration-designated freight routes within the AMPA. I-40 is a major cross-country route, connecting the Port of Long Beach in California to eastern markets. For this reason, preserving and maintaining I-40 is a

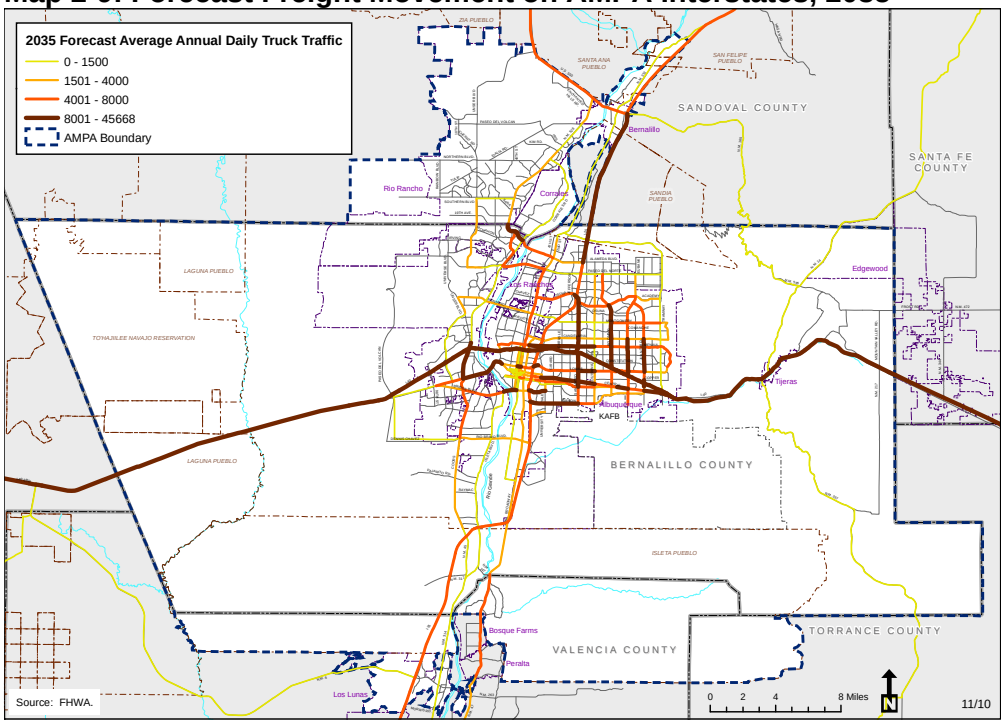
significant national and regional interest. I-25, on the other hand, carries a much smaller number of trucks.

According to the Federal Highway Administration's Freight Analysis Framework, I-40 at the western AMPA boundary had Annual Average Daily Truck Traffic of 7,548 in 2002. By 2035, that number is projected to increase to 20,063. I-25 at the northern boundary of the AMPA had Annual Average Daily Truck Traffic of 2,766 in 2002, which is forecast to reach 7,163 in 2035. During outreach efforts with local freight stakeholders, long-haul truckers voiced concern that the interstates are not functioning as well as they need to make timely and efficient deliveries. Other observations include the following:

- insufficient rest areas to accommodate the truck traffic using them (with the high usage of existing rest areas comes increased risk of accidents)
- freeway closures due to incidents are increasingly costly to carriers and ultimately consumers
- traffic delays are compounded by the inability of tow vehicles to reach and clear disabled vehicles
- weather events such as snowfall in the Tijeras Canyon result in costly delays

Although the concerns of freight shippers appear to be part of Albuquerque's "growing pains" as an urban area, the situation looks much worse within our planning horizon. According to the Freight Analysis Framework (FAF2) produced by the Federal Highways Administration, truck traffic on I-40 is expected to triple by 2035. This growth will exacerbate the observed problems of insufficient rest areas on the interstate system (see Map 2-9).

Map 2-9: Forecast Freight Movement on AMPA Interstates, 2035



Local Freight Movement

Many major freight companies maintain facilities in Albuquerque, often for the purpose of "breaking" full loads for local delivery and assembling them for outbound trips. UPS operates a fuelling facility in Albuquerque and receives approximately 25 trailers per day at a rail-truck intermodal facility near Second Street and Woodward Street in Albuquerque's South Valley. These trailers are driven to UPS' yard at Comanche and I-25 to be broken or transferred to the interstate system. FedEx maintains separate facilities for FedEx Freight, FedEx Ground and FedEx Air.

Local freight haulers have several concerns about the arterial freight system. Their concerns fall into two categories: 1) Truck restrictions on facilities which make local trips longer and more costly than they need to be and time of day/day of week restrictions which further hamper the movement of goods and compound congestion at critical times, and 2) Weight restrictions on the river crossings at Paseo del Norte Boulevard and Montaño Road mean that shippers must route their fleets across I-40 or Alameda Boulevard to serve high-growth markets on the west side of the Rio Grande.

The lack of truck-accessible bridge crossings means that Alameda Boulevard – the sole arterial bridge crossing between I-40 and US 550 – takes on a disproportionate volume of truck traffic. A further impediment to freight movement on the Westside is the restriction on Unser Boulevard from Ladera Avenue to Rainbow Boulevard. This restriction effectively makes Coors Boulevard the sole north-south arterial for freight movements west of the river. Paseo del Volcan, well west of significant commercial development, functions as an arterial route for through movements to markets in far northwest Albuquerque and Rio Rancho.

Other Freight Challenges

Another locally-adopted policy limits oversize or overweight trucks from moving on weekends or after dark. Such restrictions effectively force the trucks to drive at times when congestion is already at its worst. Another concern regards the widths of roads in the semi-rural North Valley which make deliveries problematic. BNSF is considering the construction of a large-scale intermodal logistics center north of Belen. Though the site under consideration is outside the present boundary of the AMPA, the impact on freight movements in the region may be substantial. Logistics centers such as this one typically cover several thousand acres and host freight and distribution centers for a variety of shippers. Rail facilities are anticipated, with a private commercial airport to follow.

The greatest challenge facing local haulers is a systemic one. The perennial issue of "crossing the river" is even more critical for shippers because of increasing costs. The lack of freight access to the arterial system on the Westside is considered by some shippers to be a "high service cost area" for pick-ups and deliveries.

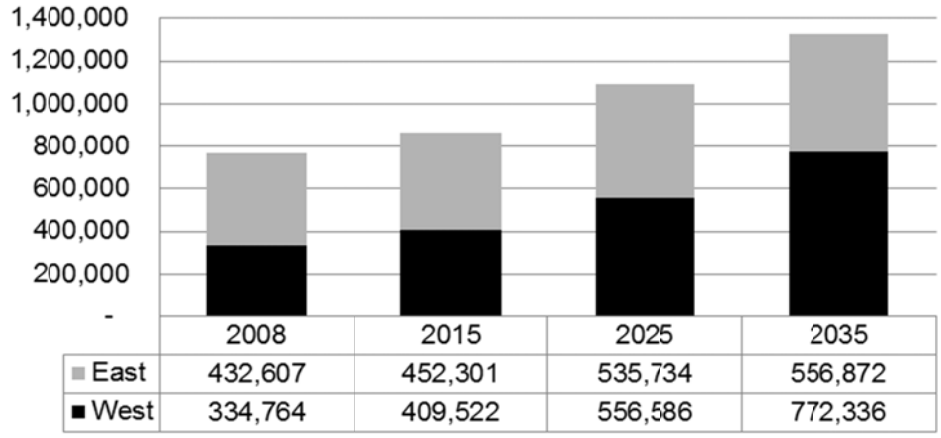
C. Crossing the River

The AMPA is situated in the middle Rio Grande Valley with the urbanized area straddling both sides of the river. The metropolitan area's recent development patterns—in particular the prolific growth west of the river and in the City of Rio Rancho—place a heavy burden on the region's transportation infrastructure. As a result, providing sufficient roadway capacity to maintain acceptable levels of service on bridge crossings has become a challenge. Especially affected is the commute period which is largely dominated by home-based work trips between residential origins and non-residential destinations on either side of the river.

Residential Expansion and Job Centers

The historical growth pattern of residential expansion west of the river is anticipated to continue while most job centers (e.g., the Journal Center, Kirtland Air Force Base and Sandia National Labs, and Downtown) are expected to remain east of the river, exacerbating travel demand across the river. The following two charts show the projected population and employment over time within the AMPA, highlighting the share of each that occurs east and west of the river.

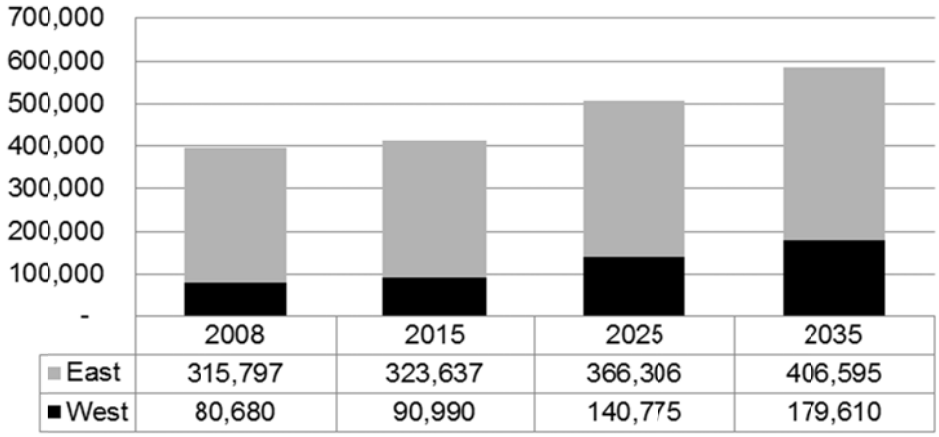
Figure 2-7: Population East and West of the Rio Grande, Current and Projected



	2008	2015	2025	2035
East	432,607	452,301	535,734	556,872
West	334,764	409,522	556,586	772,336

Approximately 44 percent of the AMPA's population today lives west of the river. MRMPO projects that by 2035 the Westside's share will represent 58 percent of the AMPA's population. And, while the Westside is predicted to add a considerable number of jobs throughout the forecast period (99,000), the largest concentration of jobs will remain east of the river.

Figure 2-8: Employment East and West of the Rio Grande, Current and Projected



The ratio of jobs-to-housing is often used as an indicator of "balance" in an area. The assumption of a healthy balance implies that there are employment opportunities for the workforce, but it also sheds some light on commute patterns; a low ratio means workers are likely to have to drive further for employment. A widely accepted target is 1.5 jobs to every one household. Table 2-5 shows the jobs to housing ratios for the AMPA, east and west of the river.

Table 2-5: Jobs to Housing Balance East and West of the Rio Grande, Current and Projected

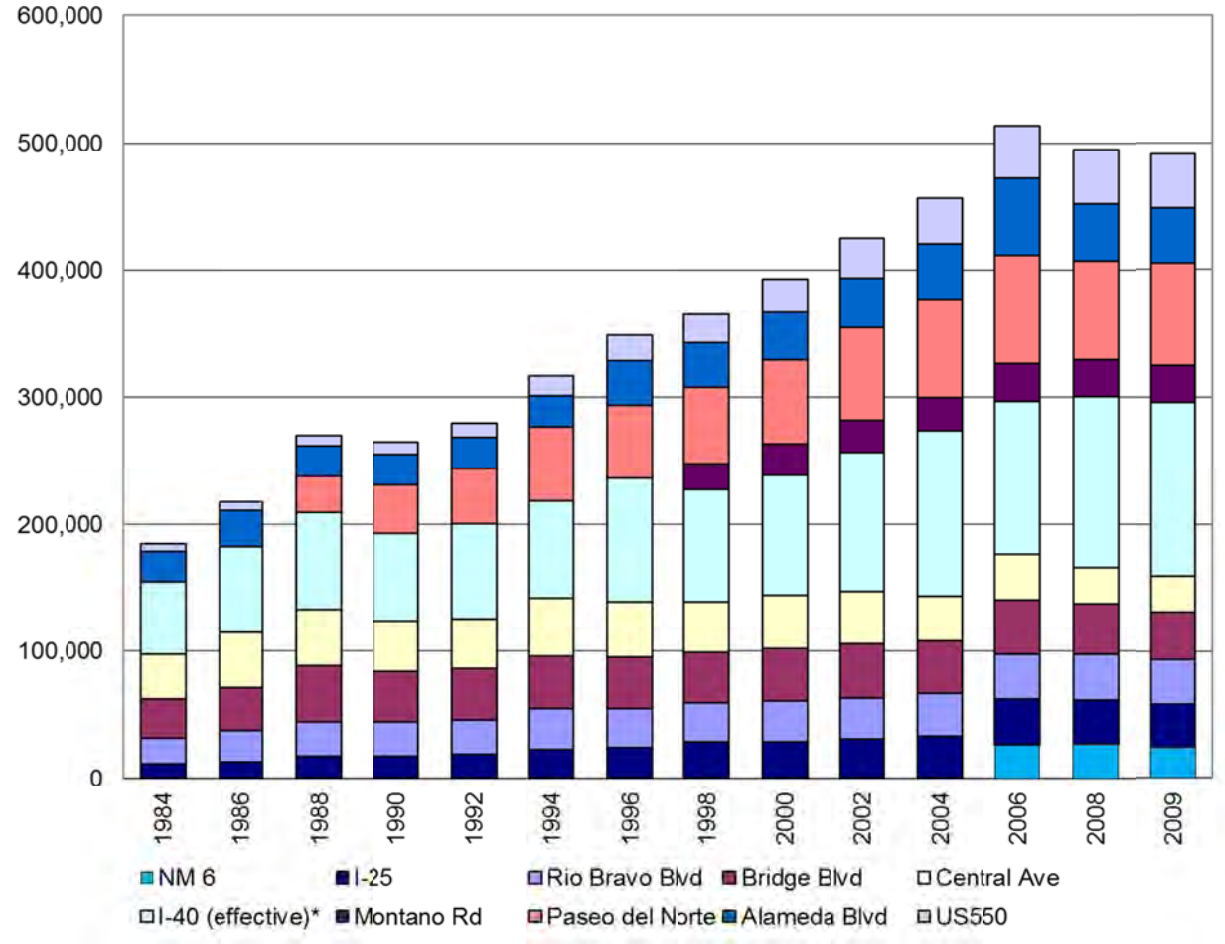
	AMPA Average	West of the River	East of the River
2008	1.22	0.63	1.61
2015	1.11	0.56	1.53
2025	1.06	0.62	1.46
2035	1.00	0.56	1.54

It is clear from these numbers that even with the addition of 99,000 jobs on the Westside, the pace of residential growth does not improve the balance of homes and jobs. The majority of Westside residents will therefore continue to commute to the Eastside for employment. This relationship between housing and jobs will exacerbate existing congestion, particularly on limited capacity river crossings.

River Crossing Travel Demand

There are ten river crossings within the AMPA, each operating at various levels of service during the peak periods of travel. A review of historical average weekday traffic data presented in Figure 2-9 shows that demand has steadily increased over the years. The flattening of this trend in the last two years of recorded data is likely attributed to the economic slowdown. Although this condition is realized in the near term, growth is expected to continue in future year scenarios of the MTP as the regional economy recovers.

Figure 2-9: Growth of Average Weekday Traffic for River Crossings in the AMPA



Source: MRCOG Traffic Monitoring Program

Future Travel Demand

Future travel demand is forecast with the travel demand model, which takes into account socioeconomic data including population and employment projections. Table 2-6 shows the modeled increase in total AMPA river crossing travel demand expected for the analysis year scenarios in the 2035 MTP. Existing river crossings are expected to serve an average of one million daily trips by 2035, essentially doubling the number carried today.

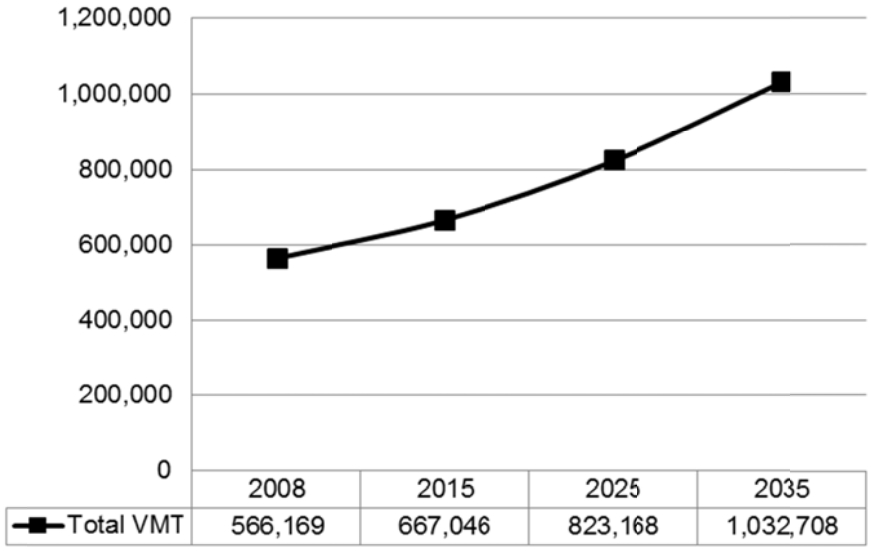
Historically, any proposals for new river crossings within the AMPA have proven to be difficult options for local agencies. Numerous studies have been undertaken to evaluate alternative alignments, yet any recent prospect has been unsuccessful due to factors ranging from required residential relocations, right-of-way expense, environmental impacts to sensitive wetlands and permanent open space, to outright political opposition. Aside from a new river crossing proposed at a location south of Los Lunas (potentially outside of current AMPA boundaries), no additional river crossings or travel lanes are assumed in these future-year river crossing scenarios shown in Table 2-6.

Table 2-6: River Crossings Travel Demand Increase for an Average Weekday

MTP Analysis Year	Daily AMPA River Crossing Demand (Modeled)	Percent Increase over Base Year
2008	566,200	N/A
2015	667,000	**18%**
2025	823,200	**45%**
2035	1,032,700	**82%**

As shown in the Figure 2-10, river crossing travel demand is expected to increase significantly each year over the 2008 base condition, particularly for horizon year 2035 when the increase is expected to reach an astounding 82 percent over the base condition. Without reasonable alternatives to single occupancy vehicle travel, the congestion will soon be unacceptable to many commuters. Indeed, a recent travel survey conducted by MRMPO found that only 27 percent of commuters who reside west of the river and travel east for work were satisfied with the current transportation system, and just over 22 percent of that same group reported they were satisfied with the travel options available to them.

Figure 2-10: River Crossings Travel Demand for an Average Weekday



Preliminary analysis using the region's travel demand model was performed to show the magnitude of shift required from single-occupancy vehicle (SOV) travel mode to transit modes in order to meet the anticipated increase in river crossing demand. For example, in 2035 30 to 35 percent of travelers will need to be travelling via transit or using other non-SOV modes to maintain reasonable vehicle speeds on Paseo del Norte. The other river crossings showed similar results, reinforcing the need for projects that support reliable *people* movement across the river (as opposed to just *vehicle* movement).

Now is the time to begin planning for alternatives such as comprehensive car-pooling programs and exclusive right-of-way for bus rapid transit that would provide much greater efficiencies over auto travel in terms of person carrying capacity, travel time reliability, reduced fuel consumption and improved air quality. Improving travel options and conditions for the river crossings therefore is and will continue to be a major focus of MRMPO's transportation planning efforts. Strategies for maintaining and enhancing mobility across the river are discussed in Chapter 6 Future Directions as well as in Appendix A Compact Land Use Scenario, which provides more detailed explanations of preliminary analyses done by MRMPO that show the impact changes in land use could have on travel demand in the region.

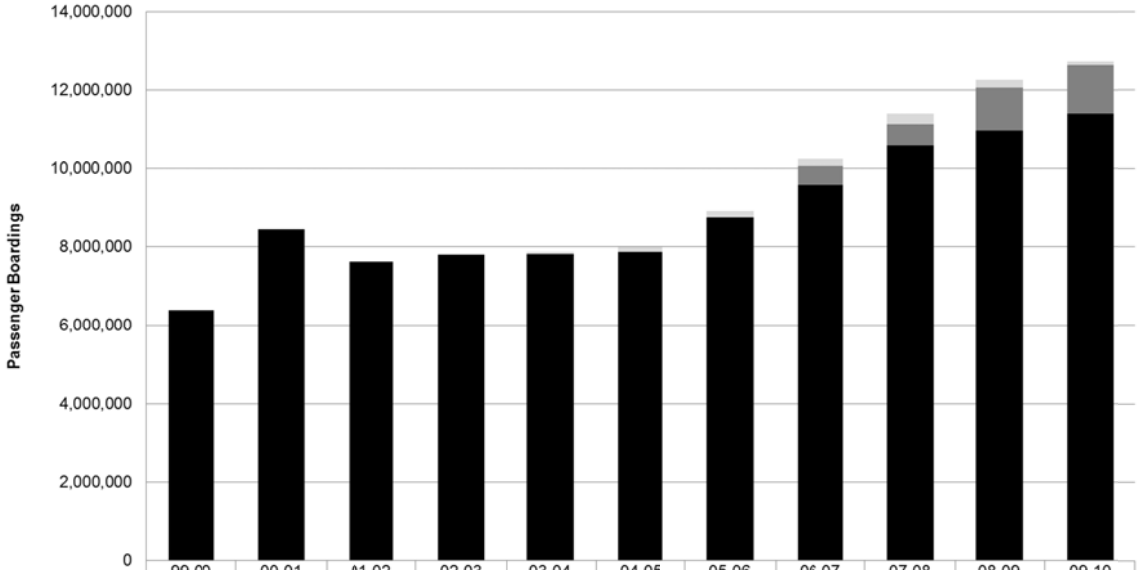
D. Public Transportation Services

In previous decades the Albuquerque metropolitan area had extremely limited bus service and commuter rail did not yet exist. As a result, the regional population was heavily reliant on private vehicles for meeting their transportation needs. Today, more options are available to the traveling public through a range of service providers such as ABQ Ride, New Mexico Rail Runner Express and Rio Metro. There are also Park and Ride facilities and vanpool/carpool services available in the area, demand response service for qualified low income residents to get to a job or job training, and para-transit for persons with physical disabilities.

Accessibility and Public Demand

According to 2008 American Community Survey (ACS) data published by the U.S. Census Bureau, the public transportation commute mode share in Bernalillo County (used as a proxy for the region because it includes a large portion of the AMPA) is approximately two percent compared to a national average of five percent. There are indications, however, that transit ridership in parts of the region is on the rise; the City of Albuquerque's transit provider, ABQ Ride, reported a 56 percent increase in transit ridership between 2000 and 2010 and a 70 percent increase since 2004 (See Figure 2-12). This rise in ridership won Albuquerque recognition as one of the fastest growing public transit markets in the nation. The more recent increase is in part due to the introduction of the Rapid Ride and Rail Runner Express services. Figure 2-11 also shows the 40 percent increase in ridership since the initiation of the Rail Runner Express service.

Figure 2-11: Transit Ridership in the Albuquerque Metropolitan Statistical Area



	99-00	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10
All Other*	6,452	8,065	18,746	21,600	56,070	122,187	167,814	189,086	268,484	197,402	96,700
NM Rail Runner	0	0	0	0	0	0	0	488,118	541,542	1,088,648	1,240,513
ABQ Ride	6,377,327	8,439,507	7,619,093	7,801,883	7,823,498	7,876,527	8,751,698	9,579,900	10,595,445	10,974,390	11,400,737

Source: Data from City of Albuquerque, New Mexico Department of Transportation and Rio Metro compiled by MRMPO

Results from MRMPO's 2010 MTP survey showed that people who reported having more transportation options (i.e., auto, transit, bicycle, and pedestrian options) reported being more satisfied with the transportation network as a whole compared to those who felt they had fewer transportation options. Nevertheless, responding to public demand for transit is fraught with challenges. A major challenge is the magnitude of transit service growth required to effectively serve the region and shift travel patterns. A small decrease in vehicle ridership corresponds to a significant increase in transit service. For instance, to increase transit commuting mode share by two percent in the AMPA requires a very small decrease in overall driving but a *doubling* of transit ridership. Nevertheless, providing additional service beyond current levels is attainable if given the proper regional attention.

While transit service has dramatically improved in the AMPA over the last decade, there is still much room for improvement and there are significant service gaps to fill. Service gaps can be, in part, measured by accessibility to transit. Accessibility is an important metric as it measures the proximity of the population to public transportation services and whether the region is being adequately served with viable transportation options. According to MRMPO transit accessibility analysis, in 2008 only 26 percent of people within the AMPA were living within a quarter mile of transit stops. This quarter-mile distance threshold is generally used by transportation planners as the average "rule of thumb" distance people are willing to walk to reach transit service in the United States. Two service types were analyzed and are shown in Table 3-1. First, all transit stops were assessed to see the percentage of population within an accessible distance of transit. Second, only transit stops with very frequent service were assessed because they represent the "critical" level of service needed in the region. These calculations show considerable need for increased transit service frequency in the region.

Table 2-7: Accessibility of Transit to Populations in the AMPA

Percent of population within ¼ mile of transit service in 2008	26%	Percent of population within ¼ mile of high frequency transit service in 2008	6%
Percent of population within ½ mile of transit service in 2008	72%	Percent of population within ½ mile of high frequency transit service in 2008	21%

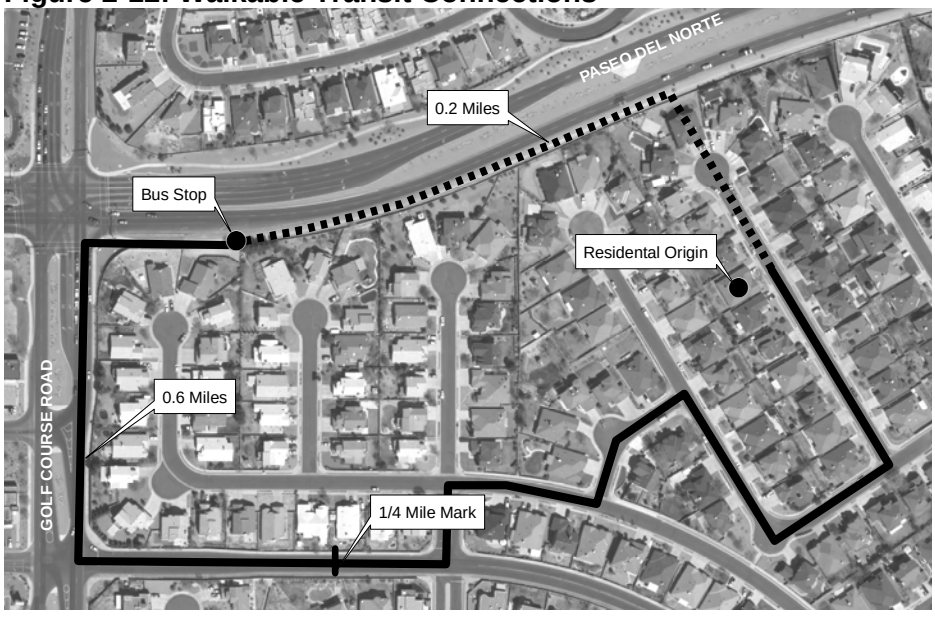
Expanding Services and New Markets

Currently, the AMPA faces the two-fold challenge of needing to simultaneously expand existing services and serve new markets because the fastest growing communities in the AMPA are those with the least extensive transit service. Existing transit service concentrates on balancing broad regional coverage with higher frequency services for low-income communities and activity centers such as popular commercial centers, employment hubs, and the University of New Mexico. Expanding existing service is the most cost-effective approach because the infrastructure already exists; however, providing new transportation options is also essential for tackling regional transportation issues and increasing the transit mode share.

Many of the challenges facing transit, including service expansion to new portions of the AMPA, are created by recent land use and growth patterns. Peripheral housing development and a "drive until you qualify" ethos creates vast disconnected subdivisions of single family detached housing without nearby services. Providing transit service to these communities is difficult due to the lack of street connectivity, their location at the fringes and the existence of arterial roadways designed solely for automobile travel. These types of development patterns result in a very small number of residents who can walk or bike to transit stops in a reasonable amount of time.

Figure 2-12 shows how a disconnected street network can increase a resident's walk to a bus station from a quarter mile to a half mile. The dashed route, which would be much more direct, is not possible because it lacks a critical connection from the local street to the arterial roadway where the bus stop is located. As a result, the most direct walk is over a half mile long. Providing walkable connections at the head of cul-de-sacs, or providing shorter block lengths within subdivisions, can improve access, but ensuring neighborhoods are designed in such a way is the challenge.

Figure 2-12: Walkable Transit Connections



Transit systems in the region could be better utilized if land was developed and re-developed in more transit-supportive ways. For example, transit services are more successful when they connect higher density developments that include mixed land uses and well-connected streets. Coordinating the location of transit with new or re-development opportunities requires agreements with the local jurisdictions that are responsible for implementing subdivision and zoning regulations.

Roadway Congestion

While transit service is a strategy that addresses congestion, it is at the same time subject to the effects of roadway congestion. Vehicle travel is projected to increase considerably as growth continues. In particular, river crossings and arterials that feed major employment and activity centers (which are also major transit destinations) will likely be the most heavily congested roadways. Few roadways in the AMPA contain transit-specific infrastructure such as dedicated transit lanes or signal prioritization. For transit to become a well-used and reliable means of travel within the AMPA, planning for separate and adequate right-of-ways and investing in transit-related infrastructure must be made a priority to ensure the development of an overall transit system that can reduce travel times and help alleviate congestion.

Personal Travel Habits

Changing personal travel habits is also necessary to increase transit ridership. Moderate commuting times, office parks and retail centers surrounded by more than ample parking, and comparatively minimal investment in transit have created disincentives to policymakers and the public to pursue and use transit. Changing behavior is difficult when a region is used to a primarily auto-oriented lifestyle. However, projected increases in congestion and travel time, as well as rising gas prices, may change regional commuting patterns and encourage new transit users. The issue of transit improvements is not merely one of obstacles, but opportunities. In fact, a major opportunity will be taking advantage of the growing appetite for transit and the recent improvements in service that have had positive results.

E. Pedestrian and Bicycle Systems

The rise of the private automobile as the primary mode of transportation began in the 1950s and corresponded with the creation of new land use and residential patterns that necessitated dramatic changes in roadway infrastructure. In contrast to the "inner-city" suburbs built in the earlier part of the 20th century, the private automobile, cheap gasoline, the new interstate system, and federally subsidized home loans made it possible for Americans to move to previously inaccessible suburbs in large numbers, resulting in significant shifts in living and travel patterns. During this time transportation planning and infrastructure projects focused on accommodating the private automobile. Pedestrian and bicycle modes were not considered and for the most part neither were environmental protection, historic preservation or disability access.

Integrating Bicycle and Pedestrian Transportation

In 1970 when the National Environmental Policy Act (NEPA) was signed into law, planning and decision making for Federally-funded projects, including transportation projects, had to consider protection of the environment. The Americans with Disabilities Act (ADA) was signed into law in 1990, prohibiting discrimination and ensuring access for people with disabilities. Shortly after the passage of the ADA, consideration of pedestrian and bicycle modes of travel were formally established with the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. ISTEA was followed in 1998 by the Transportation Equity Act for the 21st Century (TEA-21) and in 2005 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These acts acknowledged the importance of intermodal transportation and provided funding for pedestrian and bicycle projects. New Mexico reflected its support of the nationwide recognition of different modes of travel in 2003 when the state's Highway and Transportation Department changed its name to the New Mexico Department of Transportation.

Bicycle and pedestrian travel is far more widely accepted today. New concerns about public health, environmental pollution and dependence on foreign oil have further elevated the importance of these two modes. However, the majority of transportation needs are still met by private automobile travel as is evident by the automobile congestion during peak hour commutes to work and school. Data from the American Community Survey show that of workers 16 years and older, approximately 1.8 percent walked to work and 0.9 percent bicycled to work between 2005 and 2009. Smaller communities tend to have more walk commuters (Town of Bernalillo, Algodones and Tijeras) while the larger City of Albuquerque tends to have more bicycle commuters. Table 2-8 shows the bicycle and walk commuters change in the region over the past decade.

Table 2-8: Percentage of People Commuting to Work by Walking and Bicycling

	Walk Commuters			Bicycle Commuters		
	2000 Census	2005-2009 Five Year Estimate	Difference	2000 Census	2005-2009 Five Year Estimate	Difference
Town of Bernalillo	3.2%	2.8%	-0.4%	0.1%	0.0%	-0.1%
North Valley (Census Designated Place)	2.8%	1.9%	-0.9%	0.1%	0.3%	0.2%
Los Lunas Village	2.8%	0.9%	-1.9%	0.0%	0.0%	
City of Albuquerque	2.7%	2.1%	-0.6%	1.1%	1.2%	0.1%
Corrales Village	2.6%	2.4%	-0.2%	0.2%	0.0%	-0.2%
Bernalillo County	2.5%	1.9%	-0.6%	0.9%	1.1%	0.1%
Pueblo of Sandia	1.8%	2.6%	0.8%	0.2%	0.0%	-0.2%
Placitas	1.6%	0.4%	-1.2%	0.0%	0.0%	
Los Ranchos de Albuquerque	1.6%	4.8%	3.2%	0.0%	0.4%	0.4%
Pueblo of Isleta	1.5%	0.9%	-0.6%	0.0%	0.0%	
Sandoval County	1.4%	1.4%	-0.1%	0.2%	0.3%	0.1%
Valencia County	1.4%	1.0%	-0.3%	0.1%	0.1%	0.0%
South Valley (Census Designated Place)	1.2%	0.5%	-0.8%	0.0%	0.6%	0.6%
Algodones	1.2%	5.4%	4.2%	0.0%	0.0%	
Tijeras Village	0.5%	5.1%	4.5%	0.0%	0.0%	
City of Rio Rancho	0.4%	0.8%	0.4%	0.2%	0.4%	0.2%
AMPA Wide	**2.4%**	**1.8%**	**-0.5%**	**0.8%**	**0.9%**	**0.1%**

Source: U.S. Census (population aged 16 years and older)

Today the main challenge for pedestrian and bicycle transportation planning is effectively incorporating these modes in a car-dominant system. This challenge is multifaceted, requiring changes to land use patterns, policy and spending priorities, infrastructure requirements and public perceptions about walking and bicycling. The following table provides a more specific list of these challenges.

Table 2-9: Challenges for Pedestrian and Bicycle Transportation Planning

Both Pedestrian and Bicycle Challenges	Predominantly Pedestrian Challenges	Predominantly Bicycle Challenges	Challenges due to Geography
Improving connectivity in order to overcome long distances due to segregated land uses and providing facilities that effectively connect to major destinations	Developing areas that invite walking	Providing end of trip facilities	Crossing the Rio Grande River, interstates and any other significant physical barriers
Making walking and bicycling travel times as competitive as possible with the automobile	Developing mixed use areas that have shorter distances between uses	Providing safe routes to accommodate bicyclists of all abilities	Negotiating the elevation gain between the valley, west side escarpment, and the foothills
Retrofitting roadways that previously did not provide space for pedestrian and bicycle facilities			
Changing public perceptions about walking and bicycling and providing education on how to safely and effectively use these two modes for transportation			

Connectivity, Expense and Convenience

The private automobile is best suited for providing transportation where destinations (such as home, work, school, etc.) are separated from each other in low densities. This is because destinations are spread out and parking is plentiful in low-density communities. As a result, driving a car to reach these places usually takes less time than other modes.

Figure 2-13: Examples of Local Road Layouts in Different AMPA Neighborhoods

Vista del Norte

Downtown Albuquerque

When land uses are more compact and distances between destinations are shorter, pedestrian and bicycle travel work best (although bicycle travel can also work well for longer distances when there are safe and accessible routes provided).

For the most part, our region has developed in such a way that residential areas are separated from commercial areas and employment centers. The roadway system is organized to support this land use pattern with arterial, collector and local roads. Local roads provide the most comfortable facilities for pedestrian and bicycle traffic due to lower speed and volume of motor vehicles. Unfortunately, many newer developments include local roads that do not connect with

other roads and terminate in dead-end facilities (such as cul-de-sacs) in an effort to minimize traffic and maximize privacy for homes. This layout of local roads makes it difficult and less convenient for people living in the neighborhood to walk or bicycle to nearby services or school.

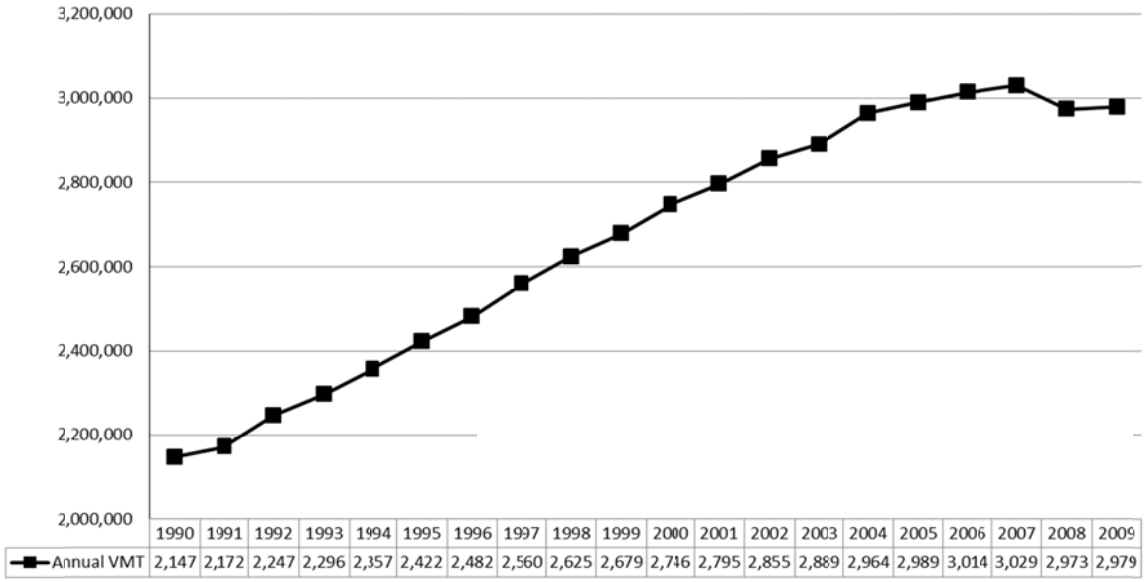
The most efficient and navigable layout for pedestrian and bicycle travel is a grid system which should ideally be designed and built from the development's onset. Older areas in Albuquerque's Eastside are established on a grid system. A good example is Albuquerque's downtown area established prior to 1950 (see Figure 2-13). There is a downside to the Eastside's grid system, however: the major arterials where destinations are located often have insufficient sidewalks and bicycle facilities. In addition, the arterials cross at wide intersections that have high crash rates not only for pedestrians and bicyclists, but also for motor vehicles. Despite the unfriendliness of these arterials to pedestrian and bicycle travel, the grid system provides better access to destinations along these roadways than other street layouts.

Incorporating Alternative Modes

As operating cars become more expensive and less convenient people try other modes. During the gas price spike in 2007 and 2008 vehicle miles traveled per capita dropped (see Figure 2-14) and bus ridership soared. Also city staff had significantly more inquiries for bicycle maps, safety classes and requests for improved facilities during this time period.

In the future, as driving conditions change and it is no longer relatively cheap and easy for individuals to drive, other modes of transportation must be available and convenient.

Figure 2-14: U.S. Annual Vehicle Miles Traveled (Millions of Miles)



In areas where parking is limited such as downtown, or during major events like the State Fair, people are more likely to carpool and try alternative modes. Expense and convenience issues are probably best exemplified within the region's university area (and in other college towns around the country). Given space constraints on campuses, it is not practical or economical to provide enough space for everyone attending the school to park a car at the same location. Given that parking at colleges is relatively expensive and inconvenient, and that students are relatively poor and open to new experiences, many students choose to walk, bicycle, take transit or even skateboard for their transportation.

Picture 2-1: Example of Sharrow in Santa Fe, NM

Funding

Funding of bicycle and pedestrian projects has historically been lower than for other modes of transportation. According to the Alliance for Biking and Walking, at the federal level about 1.2 percent of transportation dollars are spent on bicycling and walking. There is growing evidence that greater investment in these modes increases levels of bicycling and walking. In 1997, researchers used the National Bicycling and Walking Study data to investigate the relationship between bicycle commuting and bicycle facilities. They found that each additional mile of bikeway per 100,000 people is associated with a 0.069 percent increase in bicycle commuting. A 2009 follow-up study found that in large cities with populations over 250,000 people, each additional mile of bicycle lanes per square mile is associated with 0.998 percent increase in the percent share of workers commuting by bicycle.[1] For example, in 2000 the City of Albuquerque had 0.31 bicycle lanes per square mile. If this were to increase to 1.31 bicycle lanes per square mile, a significant increase in the density of bicycle infrastructure, an associated one percent increase in the City's bicycle commute to work mode share would be expected. Both studies show a strong correlation between the amount of existing facilities and the share of bicycle commuters.

[1] Nelson, A.C. and D. Allen. If You Build Them, Commuters will Use Them. Transportation Research Record, 1997. and Dill, J. and Carr, T. Bicycle Commuting and Facilities in Major U.S. Cities: If you Build Them, Commuters Will Use Them-Another Look. TRB 2003 Annual Meeting.

Changing Perceptions

A significant challenge to increasing the use of alternative modes such as walking and bicycling is changing people's perceptions, which in large part is accomplished through education efforts. Unfortunately, bicycling and walking often carry the stigma of being less desirable modes of travel whereas automobiles are often considered a sign of social status. In addition, many drivers feel that they have more right to be on the road and resent having to share it with bicyclists or give pedestrians the right-of-way. Moreover, many people choose not to bicycle or walk because they feel these modes of travel are suitable only for the young and fit, or as a result of safety concerns. Public education campaigns can help overcome some of these false perceptions that keep people from choosing bicycle and pedestrian modes of travel.

Safety is a legitimate concern for bicyclists and pedestrians because traveling by these modes means taking on disproportionate risk with every trip, particularly in New Mexico and its urban areas. Ten percent of all trips in the U.S. are by bicycle or foot, yet pedestrians account for more than 13 percent of traffic fatalities. Albuquerque and New Mexico both ranked among the middle third among cities and states for bicycle and pedestrian mode share but were both at the bottom third regarding safety. Table 2-10 shows how Albuquerque compares to other U.S. cities in terms of bicycle and pedestrian safety. As far as both modes are concerned, the city fares worse than the average U.S. city in all three measures for bicycle safety and two out of three measures for pedestrian safety.

Table 2-10: Safety Measures for Bicycle and Pedestrian Travel in Albuquerque, 2005-2007 (compared to 50 largest U.S. Cities)

City	Annual average bicycle fatalities	Bicycle fatalities rate per 10k bicyclists	% of all traffic fatalities that are bicyclists
Albuquerque	3.3	8.5	5.6%
Average (for 50 largest U.S. cities)	2.4	3.3	3.0%
City	**Annual average pedestrian fatalities**	**Pedestrian fatalities rate per 10k pedestrians**	**% of all traffic fatalities that are pedestrians**
Albuquerque	17.7	14.3	29.4%
Average (for 50 largest U.S. cities)	20.1	4.6	26.5%

Source: Alliance for Biking and Walking, 2010 Benchmarking Report

The challenges for pedestrian and bicycle planning are serious, but not insurmountable. Walking and bicycling are worthwhile modes for a wide range of reasons. The most direct impacts are on personal health and expenses. Other benefits include improving the environment, improving traffic congestion, and reducing this country's dependence on foreign oil. For these reasons, improving our transportation network to better include non-motorized modes of travel would benefit individuals and the region as a whole. People who currently use pedestrian and bicycle travel are required to be creative in order to figure out how get around. Likewise, transportation professionals will have to be creative to find ways to accommodate these two modes.

F. Safety

In the United States, motor vehicle crashes are the number one cause of unintentional death for people between the ages of one and 34. According to National Highway Traffic Safety Administration (NHTSA) statistics, an average of 40,000 people die per year from crashes and around 2.5 million are injured. The safety of a transportation system also significantly impacts how accessible services are to the transportation system user. For these reasons, transportation planning in the AMPA should promote safe movement across and within the region.

Whether due to less driving (attributed in large part to the economic recession), better vehicles and facilities, the integration of safety in planning processes, greater public understanding and education, or a combination of these factors, there was a 9.7 percent drop in the number of fatalities and a 5.8 percent drop in the number of injuries nationwide between 2007 and 2008. In 2008, the national fatality rate per 100 million vehicle miles of travel (VMT) fell to a historic low of 1.25, a 13.2 percent drop since 2004.

Locally, there were approximately 84,908 traffic-related crashes that occurred between 2004 and 2008 in the AMPA. Of these crashes, 0.3 percent resulted in fatalities, 30.7 percent resulted in injuries and the remaining crashes resulted in property damage only (see Table 2-11). From 2004 to 2008 the number of crashes in the region declined by almost 19 percent. For more information on key findings for the AMPA region see Appendix E.

Despite this decline in the number of overall crashes, the number of fatal crashes in the region rose by 23 percent in 2008 compared to 2007. In addition, New Mexico's fatality rate of 1.38 per 100 million vehicle miles traveled in 2008 is still above the national average fatality rate of 1.25 per 100 million vehicle miles traveled.

Table 2-11: Crashes in the AMPA, 2004-2008

	2004	2005	2006	2007	2008	2004-2008
Fatal	60	45	49	43	53	**250**
Injury	6,152	5,895	5,366	4,542	4,141	**26,096**
Property Damage	11,646	12,204	12,526	11,903	10,283	**58,562**
Total	**17,858**	**18,144**	**17,941**	**16,488**	**14,477**	**84,908**

Addressing this high fatal crash rate is a critical regional challenge. Other safety challenges in the AMPA include improving major intersections and corridors with high crash rates and reducing alcohol-involved crashes, high pedestrian crash and fatality rates and crashes where young drivers are involved.

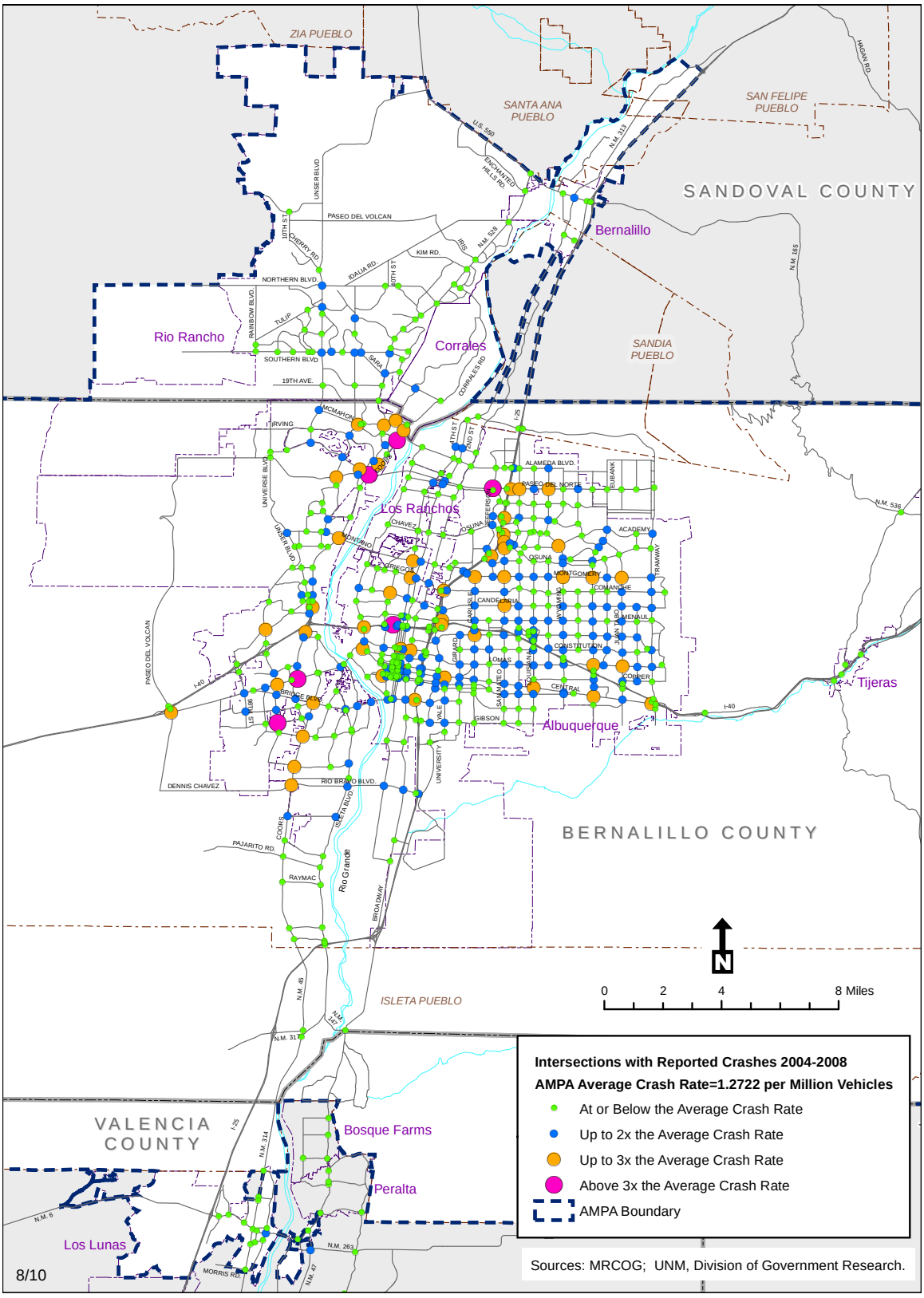
High Crash Rates

In order to provide a better representation of the number of crashes in relationship to the amount of traffic, crash rates were calculated on thoroughfare intersections in the AMPA for the period of 2004 to 2008 by dividing the number of crashes at an intersection by the number of vehicles entering the intersection. These rates are expressed as crashes per million vehicles. Crash rates were also calculated for fatal and injury related crashes, truck, bicycle and pedestrian involved crashes (see the MRCOG *General Crash Report and Trends* for more detailed information). The *General Crash Report and Trends* also includes detailed information and maps on the crash rates for several modes and the location of intersections that have crash rates higher than the AMPA average crash rate. The following are some important findings:

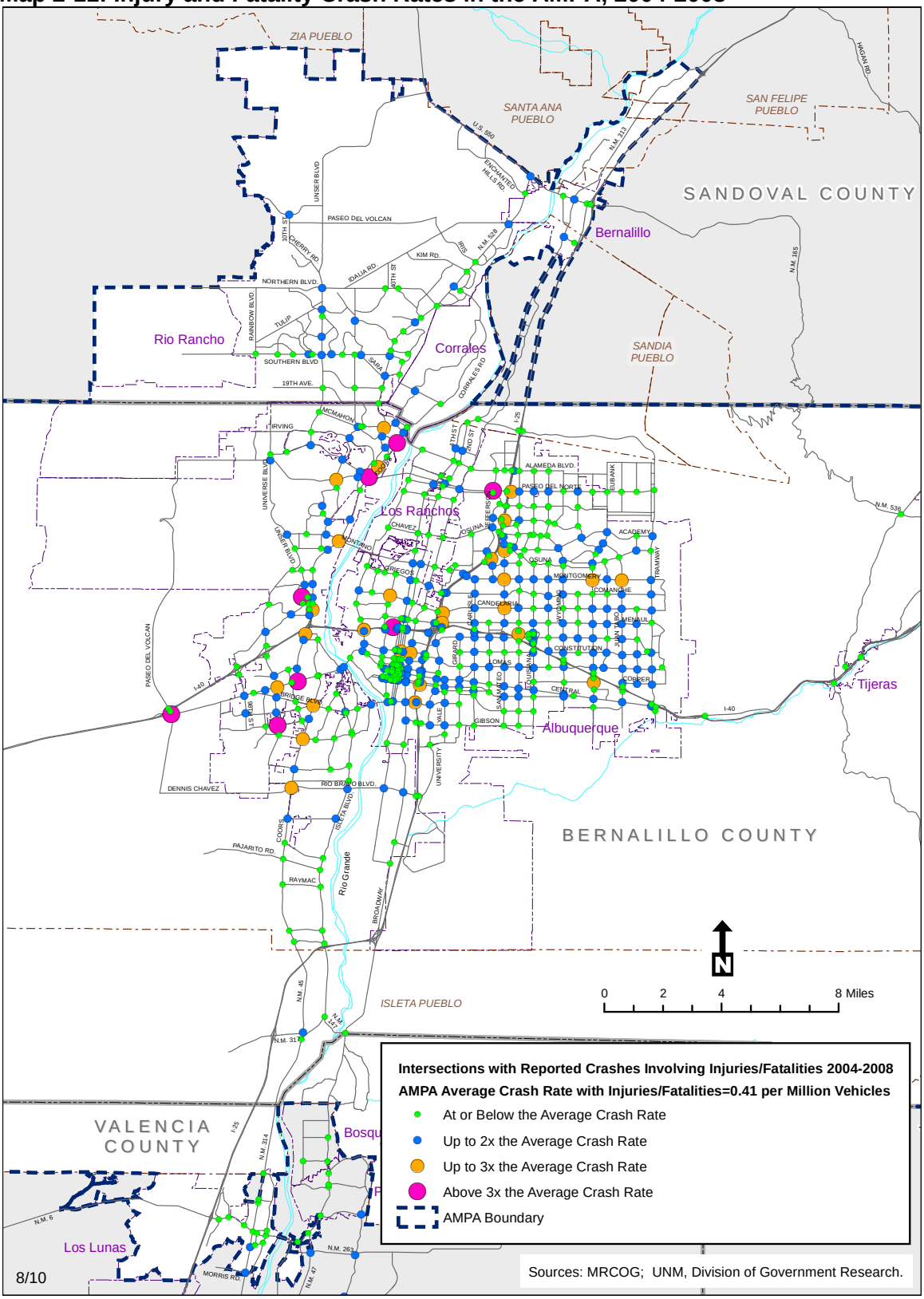
- the intersections with the highest crash rates are primarily concentrated along Coors Boulevard, Paseo Del Norte Boulevard and Central Avenue
- areas with the highest crash rates for bicyclists and pedestrians are around the UNM campus, downtown Albuquerque, and the area in the Northeast Heights bounded by Lomas Boulevard, Indian School Road, Juan Tabo Boulevard and Tramway Boulevard
- intersections that are both in the 'top ten' for crash rates and fatal/injury crash rates include the I-40 South Frontage Road and 6th/8th Interchange, Sage Road and Unser Boulevard, 7 Bar Loop Road and Coors Boulevard, Paseo Del Norte Boulevard and Coors Boulevard, and Central Avenue and Paseo Del Volcan
- one intersection, Gold Avenue and 2ndStreet, is included in the top ten for both pedestrian and bicycle involved crashes

Crash rates provide a more accurate picture (than total crash numbers) of the most dangerous intersections for the different modes of traffic in the AMPA area. High crash rates may occur for a variety of reasons. Often they are due to driver inattentiveness and speed. However, other factors include lack of adequate facilities for the more vulnerable non-motorized modes, roadway design that encourages speed, and sight issues or traffic generators (such as high schools or universities) that produce an increased number of young drivers. Further analysis is needed on the location of crashes according to time of day and week, adjacent land use, any patterns in the type of crash by location (e.g. side swipe or hit from behind), and if adequate transportation facilities exist for all modes.

Map 2-10: Crash Rate at AMPA Intersections, 2004-2008

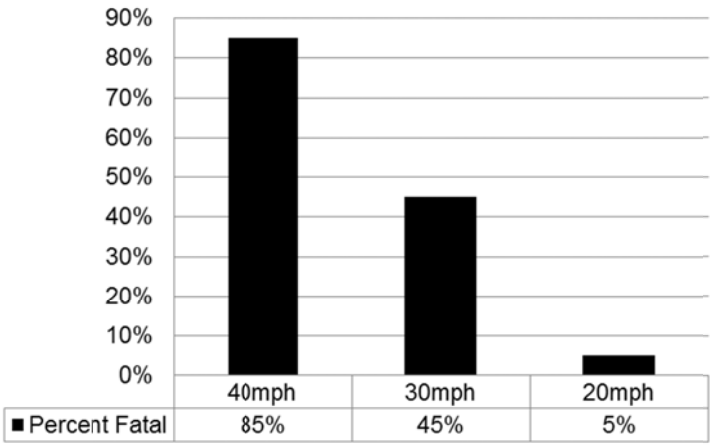


Map 2-11: Injury and Fatality Crash Rates in the AMPA, 2004-2008



Pedestrian and Bicycle Crashes

The pedestrian fatality rate per 100,000 in population for New Mexico remains the seventh highest in the nation, and the bicycle crash rate is the third highest in the nation. And, a particularly alarming statistic for the AMPA is that of all fatal crashes, 24 percent involved a pedestrian. Overall, pedestrian and bicycle crashes occur most frequently along Central Avenue. Although the percentage of injury crashes increased slightly, bicycle safety appears to be faring better, and fatal crashes involving bicyclists have dropped since 2007. A study involving pedestrian fatality rates by vehicle speed concluded that for a pedestrian and motor-vehicle involved crash there is an 85 percent chance that the impact will be fatal to the pedestrian if the speed is 40mph or above. This statistic is compared to a five percent chance of a pedestrian fatality if the speed is at 20mph and below and a 45 percent chance if the speed is between 20 and 30mph (See Figure 2-15).



Contributing Factors

Alcohol Involvement

The involvement of alcohol in crashes is a challenge that continues to afflict the region. According to the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) database, alcohol-impaired fatalities accounted for 32 percent of all traffic deaths in 2008 nationwide.

- 4.3 percent of all crashes involve alcohol in the AMPA and of these crashes 54 percent resulted in fatal crashes
- Alcohol-involved fatal crashes occur more often on Sunday (30 percent of fatal crashes involving alcohol) and during the last hours of the evening through the early-morning hours.
- During the week alcohol-involved crashes occur most often during late afternoon through the early hours of the morning.
- The highest percentage of alcohol-related crashes involved 20-24 year-old drivers (most of whom are male).

Age and Gender Indicators

According to the National Highway Traffic Safety Administration, motor vehicle crashes are the leading cause of death for U.S. teens, accounting for more than one in three deaths. In 2009, about 3,000 teens in the United States (15–19 years old) were killed and more than 350,000 were treated in emergency departments for injuries suffered in motor vehicle crashes. Following are some age and gender related crash statistics for the AMPA:

- persons 20-24 years old were involved in more fatal crashes than any other age groups
- drivers 20-24 had the highest percentage of pedestrian fatality involvement
- drivers 20-24 had the highest percentage of involvement in cyclist fatalities and injuries
- the proportion of male drivers in fatal crashes was nearly 2.5 times as high as the proportion of female drivers
- male drivers were involved in 63 percent of pedestrian fatalities
- drivers 65 years and older were involved in 7.5 percent of all crashes
- drivers 65 years and older were involved in 14 percent of all fatal crashes and 11 percent of all fatal crashes involving pedestrians

Impending Safety Challenges

Safety challenges that MRMPO and other partners will have to address in the future include the rise in distracted driving related to cell phone use and the increased number of older drivers on the roads (the 65-year and older population are more likely to die or be injured in crashes than the general population). In response distracted driving dangers, the cities of Santa Fe, Las Cruces, and Albuquerque have passed laws restricting cell phone use while driving. On a state level, there is discussion of passing legislation that would address cell phone use; however, no specifics have yet been identified. There has also been discussion at the state level about requiring that seniors renew their licenses more frequently and including a test of physical reaction time. For younger drivers discussion has begun on extending permit duration and increasing penalties for any kind of cell phone use.

The AMPA has significant safety challenges to address that include further analyzing major intersections and corridors with high crash rates, prioritizing the improvement of roadway safety for pedestrians and bicyclists, and increasing education and enforcement around safe driving habits for young drivers. Addressing these challenges requires a variety of strategies aimed at, but not limited to, behavior, design, and enforcement. These strategies are further discussed in Chapter 3.

H. Security

Security planning for transportation in the AMPA takes place under an all-hazards framework, meaning that events ranging from large-scale hazardous materials spills, train derailments, and terrorist threats to emergency weather events are all accounted for in the planning process. MRMPO coordinates with local emergency preparedness committees in order to review the surface transportation system for possible security vulnerabilities and implementable mitigation measures.

Emergency Preparedness

The Albuquerque-Bernalillo County Local Emergency Preparedness Committee (LEPC) focuses on hazardous materials locations and is responsible for monitoring the number and location of the area's hazardous materials permits. A major concern of the LEPC's is the frequent closures of interstate facilities which can force tractor-trailers onto neighborhood streets and result in loads of various substances being parked adjacent to one another, especially as residential neighborhood areas are particularly vulnerable to the distribution of toxic materials. Concern about the closure of interstates potentially creating dangerous conditions has also been voiced by freight carriers.

Inter-governmental coordination for emergency preparedness is addressed through the Federal Executive Board's Emergency Preparedness Committee (FEB-EPC). The FEB-EPC teams include representatives from all federal agencies with offices in New Mexico. Local law-enforcement, fire and other first-response agencies coordinate joint emergency-preparedness related exercises. These can range from exercises conducted entirely on paper, desk-top exercises where incident managers role-play to manage hypothetical situations, to full-scale field tests of emergency procedures, equipment and training. The FEB-EPC also promotes training for Continuity of Operations in the event that a natural or man-made disaster disrupts normal business operations.

Emergency operations personnel at the Albuquerque Emergency Operations Center have noted that not all on-ramps have closable gates to prevent vehicles from entering the interstates in the event of an evacuation. Ideally, the freeway system would be designed to allow inbound freeway lanes to be converted into outbound traffic lanes for an evacuation event. For example, the ramp gates installed along eastbound I-40 prevent freeway access in the event of a closure in Tijeras Canyon.

Finally, Intelligent Transportation Systems (ITS) play a key role in conveying emergency information to the motoring public. Video cameras can monitor freeways during an evacuation event, and Dynamic Message Signs can inform drivers of closures, delays and the appropriate course of action.

I. Air Quality

In the coming decades vehicle miles traveled, population and employment in the region are all expected to increase significantly. By 2035 the total vehicle miles traveled in the AMPA is expected to nearly double from 16.2 million to 31.8 million, population is expected to increase by about two percent per year, and employment is projected to increase by 1.45 percent annually with more than 630,000 persons employed. This growth poses potential challenges for the region's air quality as these three factors contribute to on-road vehicle emissions. These concerns are amplified by the fact that ground level ozone concentrations are expected to exceed pending standards proposed by the U.S. Environmental Protection Agency (EPA). Consequently, the AMPA must look for methods to substantially reduce emissions and improve air quality.

Pollutants in the Region

Air quality is monitored within the AMPA and areas are designated as attainment or nonattainment areas according to whether they meet National Ambient Air Quality Standards (NAAQS) for each pollutant. In Bernalillo County, ground-level ozone, carbon monoxide (CO) and coarse and fine particulate matter (PM) are monitored to ensure compliance with NAAQS.

In the past, the metro area experienced excessive carbon monoxide (CO) emissions, and Bernalillo County developed controls to achieve attainment with the carbon monoxide standard under a Maintenance Plan (the 20-year interval for Bernalillo County began in 1996 and runs through 2016). A Limited Maintenance Plan was proposed and accepted by the local Air Quality Control Board (AQCB) when Bernalillo County demonstrated monitored levels of carbon monoxide at less than 85 percent of the relevant NAAQS. Bernalillo County qualified for this and received local and federal approvals for its Limited Maintenance Plan in 2005-2006. Regional transportation plans, programs and projects must still demonstrate conformity with a Limited Maintenance Plan, but in lieu of the prior regional emissions modeling that had to be performed to determine conformity, MRMPO must verify with the Federal Highway Administration that carbon monoxide levels remain at acceptable levels.

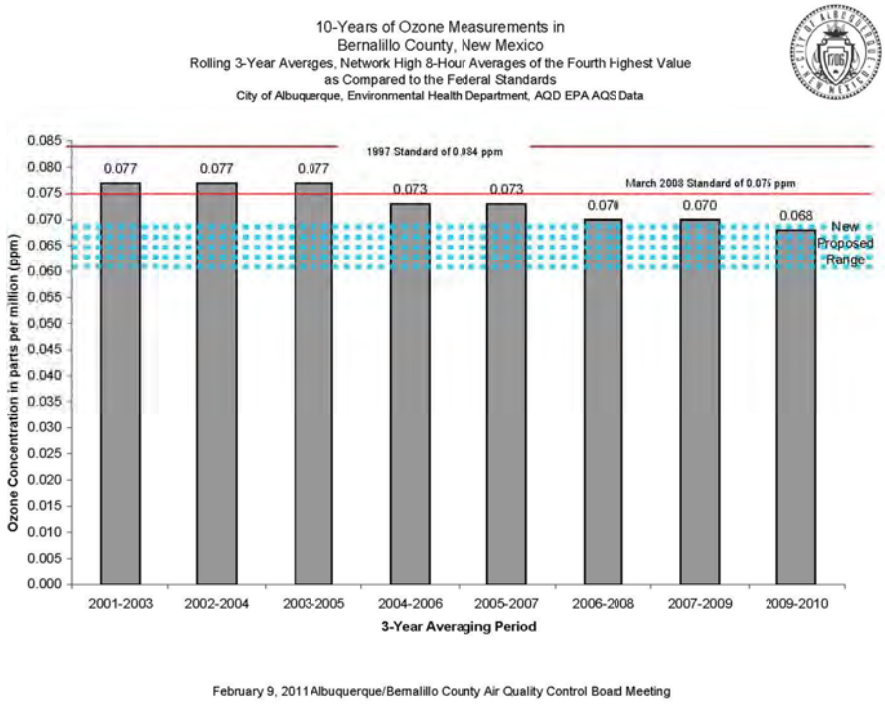
Bernalillo County has taken measures to reduce particulate matter emissions. Through its Fugitive Dust Control Requirements and Surface Disturbance permitting process, Bernalillo County requires that dirt tracked onto paved surfaces be promptly removed and that measures be taken to control dust from operations, such as construction, landscaping and roadwork at all times.

Upcoming Ozone and Transportation Conformity Issues

Another pollutant that is likely to become an issue in the region is ozone. Unlike other pollutants, ozone is not directly emitted but is produced by a complex chemical reaction between two ozone precursors in the presence of sunlight and heat. Principal among the ozone precursors are volatile organic compounds (VOCs) such as raw fuel vapors and oxides of nitrogen (NOx) formed primarily during the combustion of fossil fuels. Therefore, the control of ozone formation is based on regulating emissions of volatile organic compounds and oxides of nitrogen. On-road vehicle emissions are sources of both precursors. Since ozone does not form immediately, and because heat and sunlight are actors in its creation, ozone can form miles away from the original source of its precursors and forms more readily during the hot summer months.

In January 2010, the EPA proposed a more stringent revision to the current ozone NAAQS to ensure that the standard protects public health. The EPA is reconsidering setting revised primary and secondary Ozone Standards in the range of .060 to .070 parts per million, which will more than likely place the AMPA at 100 percent or more of the standard and potentially in nonattainment status. Although the new standards were not confirmed at the time of this writing, potential changes and designations must be made within one year of being published in the Federal Register.

Figure 2-16: Ozone Levels in Bernalillo County as Compared to the National Ambient Air Quality Standards, 2001-2010



Source: City of Albuquerque, Environmental Health Department, Air Quality Division

State Implementation Plan

Upon designation of a nonattainment area, the Federal Clean Air Act requires the preparation of a State Implementation Plan that demonstrates how an area will subsequently meet and maintain established standards. Similarly to CO non-attainment, control measures in the plan must be issued by the Local Board (AQCB). Federally supported transportation plans (such as the MTP), programs and projects in nonattainment areas must conform to the State Implementation Plans for air quality and ensure that they will not cause new, or contribute to existing, air quality problems. This is referred to as conformity determination and requires rigorous analyses to demonstrate compliance with State Implementation Plans. This means that if the AMPA exceeds the ozone standard, it may be more difficult for agencies to utilize federal transportation dollars for general purpose lane additions to the roadway system, there may be additional pressure on transportation agencies to reduce dependency on auto travel, and additional regulatory requirements as stated under Transportation Conformity may be required to reduce the production of ozone.

An area may be re-designated as a maintenance area once it has measured three consecutive years of compliance for that regulated pollutant. Once re-designated to a maintenance area, a maintenance plan once again is required to demonstrate that standards will be met and maintained for the next 20 years (in two 10-year intervals). Transportation plans in designated maintenance areas must conform to State Implementation Plans as well. It should be noted that the control strategies are not allowed to be vacated until the area has met all requirements.

Given the likelihood that the new ozone standards will be officially lowered and that the AMPA could fall into non-attainment status, MRMPO may face the daunting possibility of complying with a new State Implementation Plan for ozone. It is likely this new plan will require aggressive emission reductions strategies that will be more difficult to achieve in light of the significant growth projected for the region. Improving air quality is not only important for steering the region back into compliance with NAAQS, but also for the simple sake of protecting the region's valued clear skies, vistas and clean air.

Climate Change and Greenhouse Gas Emissions

The transportation sector is a major contributor to climate change, an issue which is increasingly considered during the metropolitan transportation planning process. Climate change can be understood as the accumulation of greenhouse gases trapped in the Earth's atmosphere which result in higher average global temperatures than would otherwise be expected. These rising temperatures in turn cause a host of adverse changes to the planet's physical and biological systems.

Greenhouse gases are produced primarily by the burning of fossil fuels. Although it is true that temperatures and climatic patterns naturally vary over time, there is overwhelming agreement within the scientific community that the changing climate is largely caused by greenhouse gases produced by human activities. The issue is no

longer whether or not climate change is indeed occurring, but rather, how we can stop contributing to the problem and start mitigating its effects.

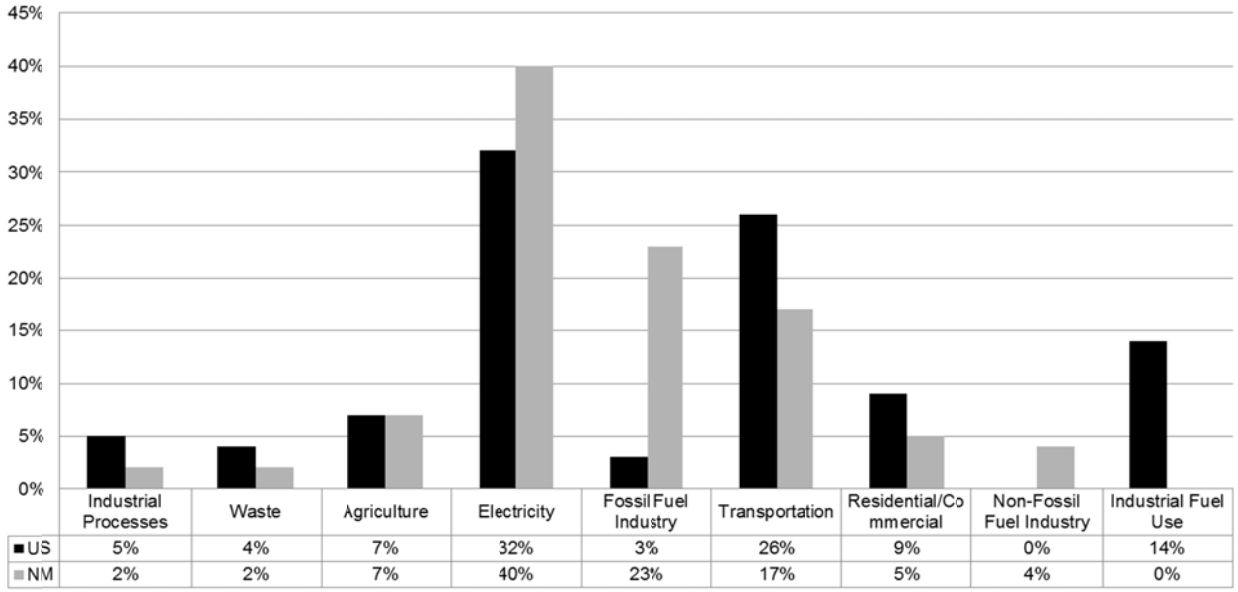
Globally, climate change is expected to produce a number of undesirable changes including a warming of the Earth's surface temperature, sea-level rise, an increase in storm intensities, melting of polar ice, warming and acidification of the oceans, increased occurrences of droughts and floods, reduced water supplies, and a rise in human diseases. It is estimated that the earth's surface temperature may warm 2° to 11°F by the end of this century.

Closer to home, the American West is experiencing change faster than anywhere else in the U.S. and is predicted to have more extreme temperature days which could affect river flow, crops and electricity consumption. According to projections published on the New Mexico Environment Department's website, potential effects of climate change in New Mexico include earlier snowmelt, reduced snow pack, a shorter frost season and significant decreases in soil moisture. Analysis by Tetra Tech for the Natural Resources Defense Council examined the likely effects of climate change on current water demand and found that by 2050, 82 percent of New Mexico counties will be at a moderate to extreme risk of water shortages. This means that climate change will substantially increase the risk that water supplies will not be able to keep pace with demand in most of the state, including the three counties in the AMPA.

As is the case nationally, transportation in New Mexico is one of the sectors that contribute significantly to greenhouse gas emissions. Nationally, the transportation sector contributes approximately 26 percent of total greenhouse gas emissions second only to the electricity sector (32 percent). In New Mexico the transportation sector contributes about 17 percent of greenhouse gas emissions behind electricity (40 percent) and the fossil fuel industry (23 percent). See Figure 2-17 for all contributing sectors.

The relatively low percentage of emissions in New Mexico which are attributable to transportation does not mean climate change considerations can be ignored. In fact, the likely reason transportation emissions are lower in New Mexico compared to national levels is because the state's fossil fuel production industry is significantly large compared to New Mexico's relatively small population (in many states fossil fuel production emissions are negligible). Although the transportation sector accounts for fewer emissions in New Mexico than nationally, New Mexicans actually consume more fuel and produce more transportation-related greenhouse gas emissions per capita than the average American. Additionally, electricity and transportation sector emissions are expected to grow faster than other sectors in the state in the coming years according to the New Mexico Climate Change Advisory Group's 2006 Final Report.

Figure 2-17: Gross Greenhouse Gas Emissions in U.S. and NM by Sector, 2000



	Industrial Processes	Waste	Agriculture	Electricity	Fossil Fuel Industry	Transportation	Residential/Commercial	Non-Fossil Fuel Industry	Industrial Fuel Use
US	5%	4%	7%	32%	3%	26%	9%	0%	14%
NM	2%	2%	7%	40%	23%	17%	5%	4%	0%

Source: New Mexico Climate Change Advisory Group, Final Report December 2006

In response to climate change, transportation decision makers will have to decide how to reduce greenhouse gas emissions and assess their potential effects on transportation infrastructure. For example, the severity of extremely high temperatures can cause structural damage to highways, deteriorate pavement and asphalt, and increase maintenance demands on roads. With a projected significant increase in the number of high temperature days by the end of the century, climate change is likely to cause a series of problems for New Mexico state highways.[2]

Transportation sector greenhouse gas emissions

There are at least six greenhouse gases that contribute to climate change, but carbon dioxide (CO_2), a product of fossil fuel combustion, is by far the main gas produced by human activity. About 85 to 95 percent of all greenhouse gas produced by transportation is CO_2. The main factors that affect how much CO_2 is produced by transportation sources include the fuel efficiency of vehicles, the type of fuel used to power vehicles, and the number of vehicle miles traveled (VMT).[3] The response to these challenges is discussed in Chapter 3 under Transportation Demand Management.

[2] Currently, high temperature days (those at or above 90°F) have a five percent chance of occurring for a given year but are predicted to have a 50 to 100 percent chance of occurring for a given year by the end of the century according to the FHWA(http://www.fhwa.dot.gov/hep/climate/climate_effects/effects03.cfm#sec3_7).

[3] "Operations" is also sometimes included as the fourth factor affecting how much CO_2 is produced by transportation sources. Examples of operations include traffic flow, speed limits, traffic systems management, truck idling, and driver behavior (for example, driving at moderate speeds and slowly accelerating produces less emissions than doing the opposite).

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Chapter 3: Responding to Transportation Challenges

In response to the transportation challenges facing the region set out in Chapter 2, this chapter discusses the strategies for meeting those challenges. Responses are arranged according to whether they are oriented toward enhancing mobility or managing and improving the existing transportation system and then by element.

A. Moving People and Goods

I. Public Transportation and Passenger Facilities

Federal law requires MRMPO to carry out a multimodal transportation planning process that serves the region's mobility needs while minimizing transportation-related fuel consumption and air pollution. MRMPO accomplishes this, in part, by assessing public transportation needs for the region, programming federal funding for public transit programs and projects, and facilitating regional transit planning studies. MRMPO is working to provide more transportation options in the AMPA and increase the region's transit mode share. These actions will support the MTP goals of *quality of life*, *mobility of people and goods*, and *economic activity and growth*. Transit can be an integral part of increasing public health and safety, providing mobility for all users, and serving as a catalyst for economic development.

There are a variety of benefits to improving public transportation systems; the most crucial is that it provides mobility for people of all ages and abilities. Improving transit is also important for congestion reduction, safety, air quality, economic development and overall quality of life. Not everyone can afford to buy and maintain a car and many are therefore dependent upon public transportation. Others are unable to drive and transit provides them with independence and choice. Finally, some people choose to ride transit because of the economic, environmental and/or personal quality of life benefits it can provide.

From an economic development perspective, cities with better transit systems are more desirable to employers and businesses looking to relocate and to the younger and educated workforce. In addition, transit services are sometimes the only option for the economically disadvantaged, persons with disabilities and seniors. Adequate transit service also helps the region cope with disruptions in gasoline supply and spikes in costs by providing a cost-effective mode of transportation (on average transit use is less expensive than vehicle travel). Finally, a variety of studies summarized by the Victoria Transport Policy Institute on how public transit can help create more accessible and livable neighborhoods have shown that transit-rich areas have lower levels of obesity because riding transit usually involves more physical activity than driving a car.

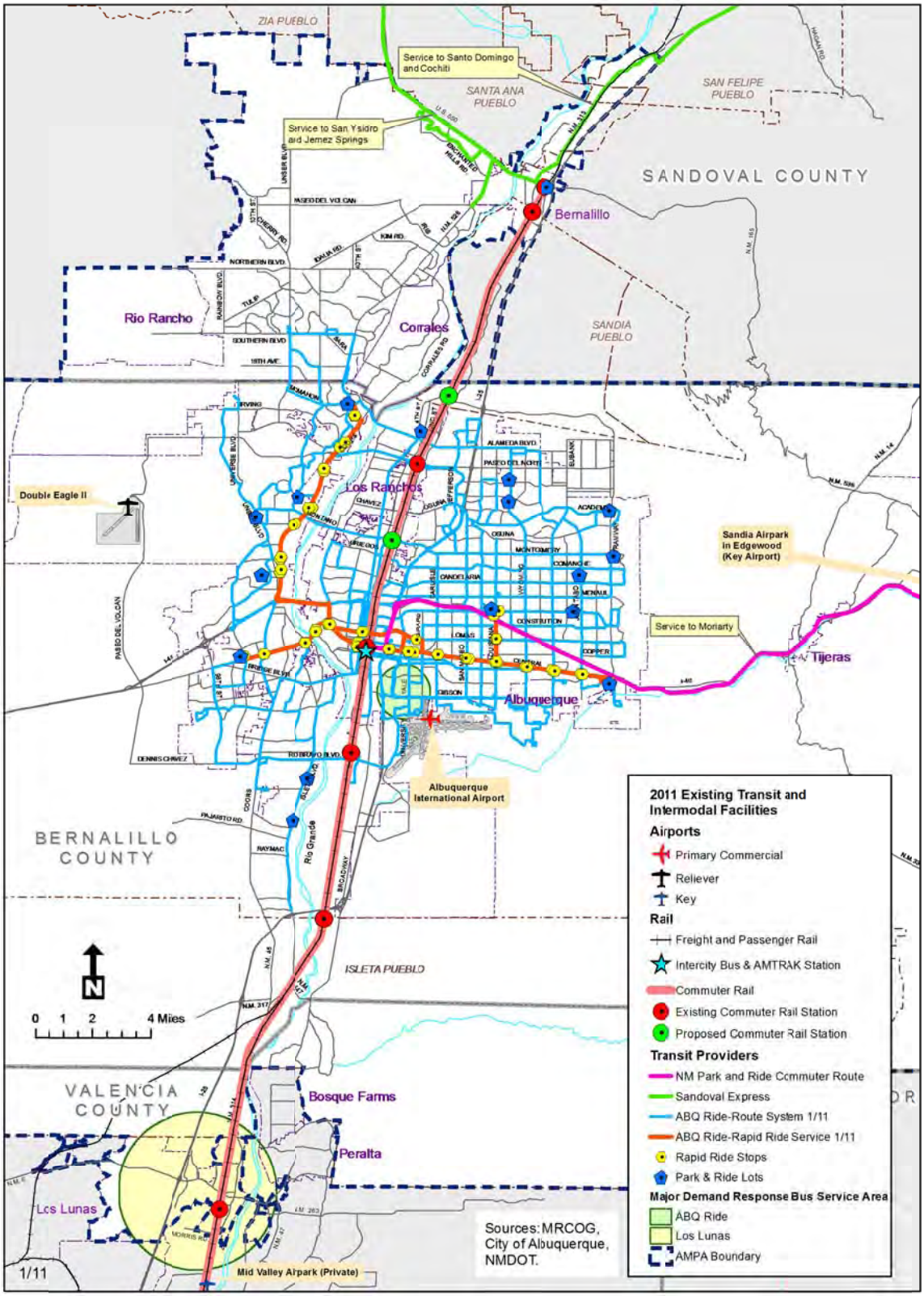
Transit mode share has increased considerably in the region, particularly on specific corridors that have better levels of service. The more frequent, convenient and understandable the transit system is the more comfortable people will feel about using transit and the more likely they will be to choose to ride transit. In fact, according to a 2010 study done by MRMPO, Central Avenue (a Rapid Ride corridor) currently has a mode share of 15 to17 percent between Downtown Albuquerque and the university district. Rapid Ride has high ridership because it provides a direct, frequent system with "real time" information available to riders. In addition, the Rail Runner has become an essential component of the regional transportation network and provides reliable, efficient travel along the I-25 corridor. Ridership continues to steadily grow. Expanding upon these types of connections and services, and coordinating transportation investments with land use plans, will be integral to continuing to improve the mode share for transit in the AMPA.

MRMPO does not operate or plan public transit services or routes. Rather, public transit in the AMPA is provided primarily by the City of Albuquerque's Transit Department (ABQ Ride) and the Rio Metro Regional Transit District (RTD), along with providers of commuter bus routes such as New Mexico Park & Ride and the University of New Mexico. The New Mexico Rail Runner Express provides commuter train service within the metropolitan area to the Santa Fe metropolitan area. Rio Metro operates the Rail Runner, the Sandoval Easy Express, Rio Transit in Rio Rancho, Los Lunas Transit and Belen Transit as well as two ABQ Ride routes that connect to Rail Runner stations.

Long distance public transportation is provided via rail by Amtrak and via bus by several carriers. Air transportation is served primarily through air carriers at the Albuquerque International Sunport. Map 3-1 shows existing transit and intermodal facilities in the region. For its part, MRMPO is able to address regional transit needs through the following activities:

- regional data analyses and transportation planning expertise to help identify benefits and shortcomings of the regional system
- initiating and supporting programs and studies that address long-term public transportation solutions
- continuing to work in a collaborative framework and organizational capacity that brings regional partners together

Map 3-1: Existing Transit and Intermodal Facilities in the AMPA, 2010



Future Transit Corridors and Bus Rapid Transit

A comprehensive, integrated and regional approach to long-range transit planning is encouraged to ensure coordination of the delivery of transit services among local fixed route, express/rapid ride services, circulator routes, demand response service, commuter rail, and between the various transit providers.

Long-range strategies include the development and analysis of corridors and areas for future transit initiatives. Corridors and areas were identified by the Transportation Coordinating Committee to assist in the development of future planned transit service and facilities. Map 3-2 includes the location of Priority Transportation Improvement Corridors, Alternate Priority Transportation Improvement Corridors, Representative Route in Study Corridors for Modeling Purposes, the Northwest Mesa BRT Study Corridor that is underway, Transit Corridor (areas) for Future Study (TCFS), and proposed Commuter Rail Stations.

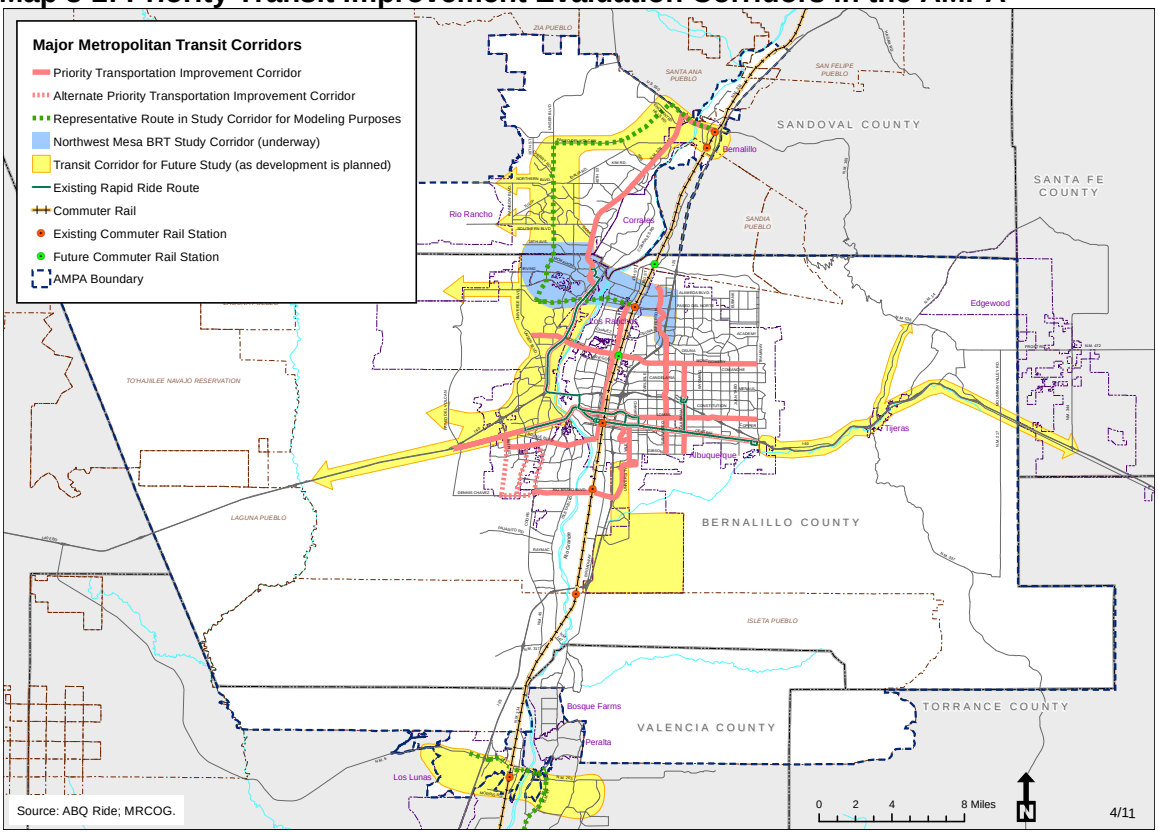
Priority Transit Improvement Corridors are examples of corridors that have been identified as well suited for further evaluation and development of potential high frequency and high volume transit service over the coming decades. Other corridors could be as equally suited or better suited than these example corridors. The selection of the appropriate type of transit service in any area needs to be determined based on existing, planned, and desired land uses, density of development, and their proximity to major activity centers, employment centers, and major destinations such as hospitals, potential ridership and cost effectiveness. Any analysis must also consider connections to other transportation modes to allow for an integrated public transportation system with easy and efficient transfers between modes. Funding for implementation, operations and maintenance of the transit service options must be identified.

Alternate Priority Transportation Improvement Corridors are corridors that need further study to determine which alignment would be best for the area.

Representative Route in Study Corridors for Modeling Purposes are corridors that were used in the transportation demand modeling process to evaluate the effect these corridors would have on future traffic volumes if transit was implemented.

Transit Corridors for Future Study refers to geographic areas where development is anticipated to occur and therefore these corridors require further study regarding new or additional transit service. Studies should include the feasibility of high frequency bus service, express bus service, Bus Rapid Transit (BRT), commuter rail, light rail/streetcars, or other innovative technologies. Implementation plans should identify desired changes to existing land use policies along the selected route(s) that must exist in order to support successful high capacity transit. It is further recommended that local municipalities include these corridors in their area and sector plans, development plan approval processes, other land use planning activities and future capital programs. Consideration should be given to preserving rights-of-way (minimum of 30 feet) dedicated to transit facilities.

Map 3-2: Priority Transit Improvement Evaluation Corridors in the AMPA



Bus Rapid Transit

In order to achieve the regional goal of increasing the mode share for transit along river crossings, new opportunities and services need to be developed. The City of Albuquerque, Rio Metro and MRMPO are in the preliminary stages of planning a Bus Rapid Transit (BRT) system for the metropolitan area. BRT is a high speed, generally high frequency form of transit that is designed to move large numbers of travelers and commuters efficiently along major travel corridors. BRT often features dedicated infrastructure, express service and a high-quality experience for riders, but is considerably less expensive than other forms of mass transit such as light rail and streetcars (for more on Bus Rapid Transit see Appendix B).

A separate BRT network on river crossings could significantly improve travel time, particularly during peak-hour travel, for a greater number of people than could any type of single-occupancy vehicle lane expansion. The current proposed network is in draft form, and the next step is a more in-depth analysis of travel time savings, potential ridership increases and congestion mitigation. Continued study of the BRT system will include a lengthy discussion of current land use and socioeconomic patterns, including the identification of existing and proposed activity centers that contain a large portion of

the jobs (primary destinations for peak hour commutes) that would be served by the service and the identification of BRT stops that would benefit from transit-oriented development. Currently, transit-oriented development efforts in the region include the following:

- Town of Bernalillo Downtown and US 550
- International Sunport/Bernalillo County
- Village of Los Lunas Station Area Plan
- Fourth Street Corridor/Montaño Station Plan
- Downtown Albuquerque Station mixed used developments

Recent Transit Improvements

There have been several recent transit developments in the region since the publication of the last MTP in 2007. In 2008, voters in Bernalillo, Sandoval, and Valencia counties passed a one-eighth of one percent gross receipt sales tax dedicated to transit. Half of the tax revenue is used to operate the Rail Runner and the remaining half is used by Rio Metro for other bus transit purposes. Because there is not a dedicated State fund for transit, this tax has been very beneficial to providing adequate transit services in the region. Other studies and projects important to the region include the following:

- In June 2010, a grant from the U.S. Department of Transportation was awarded to the City of Albuquerque to provide funding for the construction of the Montaño Intermodal Center near the intersection of Montaño Road and Second Street. This center will provide a connection between ABQ Ride buses and the New Mexico Rail Runner Express with a new Rail Runner stop serving the North Valley, Northeast Albuquerque, and the Montaño Road-Montgomery Boulevard corridor.

- In 2010, Rio Metro, with support and assistance from MRMPO, initiated a bus rapid transit (BRT) study that is analyzing potential premium transit service across the river along the Paseo del Norte corridor west of the Rio Grande. The purpose of this study is to explore the feasibility and potential performance of a BRT system between the Northwest Mesa and the I-25 Corridor. Paseo del Norte was chosen because it is the primary highway serving Northwest Albuquerque, is one of only three bridges crossing the Rio Grande in the area, and now runs close to capacity (especially at Coors in the west and at Jefferson/I-25 in the east). Continued growth and development on the Westside means that travel demand to cross the Rio Grande will continue to increase without reduction. Because the prospects for new bridges crossing the Rio Grande are low and there are few opportunities for widening existing roadways, one way to substantially increase capacity is through a transit program using the remaining limited right-of-way available for a high capacity bus system providing express service to Albuquerque job centers. By doing nothing, Northwest residents would be exposed to increasingly severe congestion over extended hours of the day, longer commute times, more serious daily traffic delays, and reduced levels of mobility.

- In October 2010, Bernalillo County received funds to implement their Bridge Boulevard corridor plan. Bridge Boulevard is a three mile-long arterial and river crossing in Bernalillo County's historic South Valley that will help guide development along one of the most congested corridors in the Albuquerque metropolitan area. The plan will focus on improvements to bicycle and pedestrian infrastructure, increased transit service, and re-development that mixes affordable and market-rate housing, retail and employment. It will also study the development of a tax-increment development district (TID) in this rapidly growing section of the city.

In order to plan and prioritize projects as necessary, MRMPO will continue to investigate successful efforts in other cities that integrate transit use with pedestrian and bicycle modes. MRMPO will also support local jurisdictions in their review of public transportation facilities, transit routes, vehicles, pedestrian access and other amenities for full compliance with the Americans with Disabilities Act (ADA).

River Crossing Goals Adopted

During meetings held for the 2035 MTP, the issue of river crossings was discussed extensively with the public and stakeholders. As the AMPA population continues to grow on the west side of the river while employment opportunities are primarily located on the east side of the river, congestion on the existing bridge crossings will worsen. A variety of strategies to address this issue were presented during the MTP meetings. These strategies included expanding bridge capacity, introducing High Occupancy Toll (HOT)/High Occupancy Vehicle (HOV) lanes, increasing transit, land use changes, and operational improvements such as reversible lanes or the use of Intelligent Transportation Systems (ITS). Attendees were asked to award points (representing dollars spent) on these five strategies. Transit and land use changes received the majority of the points. In response, MRMPO adopted mode share goals for river crossings in November 2010. The adopted goals are to increase transit mode share to 10 percent by 2025 and to 20 percent by 2035. In 2009, the public transportation share (includes walking) was 5.8 percent.

Project Prioritization Process

In addition to regional transit projects, mode share goals and studies, MRMPO has incorporated transit as a vital aspect of the Project Prioritization Process that is used to select transportation projects that best meet regional needs. In addition to evaluating the benefits of individual transit projects, the process includes a performance criterion specific to public transit as a part of the MTP mobility goal that assesses the level of integration of transit into roadway or bicycle/pedestrian projects. Incorporating this criterion into the process will allow for the selection of transit projects that best meet regional needs and provide equal consideration of transit projects against other non-transit projects (i.e., roadway and pedestrian/bicycle). The Project Prioritization Process also identifies primary transit facilities to determine which projects meet the geographic

need criterion of the MTP mobility goal. Proposed public transportation projects along these corridors are prioritized and awarded additional points in the prioritization process.

The metropolitan transportation planning process is also required to provide for the consideration and implementation of projects, strategies, and services that enhance the integration and connectivity of the transportation system across and between modes. Consequently, improvements to transit includes providing adequate amenities and informational materials for riders, additional park and ride lots, and the development of convenient, direct, and comfortable pedestrian and bicycle facilities.

Key public transportation projects that have been included in the 2035 MTP include the following:

- the Amtrak building remodel (construction planned to begin in late 2010)
- continued park and ride expansion
- improved bus transit service to commuter rail services
- expansion of new Albuquerque – Rio Rancho Bus Rapid Transit
- expansion of Bus Rapid Transit and Rapid Ride (additional routes and service frequency)
- Montaño Intermodal Center and Rail Runner station
- Sandia Pueblo Rail Runner station
- improve transit service along identified Priority Transit Improvement Corridors (PTIC)

Coordinated Human Services Transportation

In 2010, job access programs for urbanized areas were placed under the organizational structure of the newly formed Rio Metro Regional Transit District. This change centralized transportation support and demand response services among Valencia, Bernalillo, and Sandoval counties. The Rail Runner and ABQ Ride provide a good system for job seekers to access employment centers and free passes are provided to qualified individuals. In some areas, however, there are no adequate fixed-route services and individuals must rely on demand response services, use taxi cab service, or go without access to public transportation. In Sandoval County, the Sandoval Easy Express operates a fixed route service. In Valencia County, demand response services are available to the general public. In Bernalillo County, demand response services are available to qualified individuals. Consequently, future goals for the job access and other human services transportation programs are to continue to coordinate these types of services on a regional level, and, to the greatest extent possible, integrate not only the operations of these programs, but provide seamless customer service to individuals who live in all three counties. This type of arrangement provides a “one stop” shop for people to call and coordinate their transportation services, which, in turn, supports the development of a more efficient transportation system as the region grows.

Land Use and Transit-Oriented Development

Land use planning and transit-oriented development (TOD) must be an integral part of the planning and the implementation process in order to support a cost-effective public transportation system. As development continues, MRMPO encourages local municipalities to review their land use plans and zoning ordinances as part of a comprehensive look at transportation services and development patterns in order to highlight the interdependency between the two. Subsequent to this, local municipalities are encouraged to work with MRMPO to identify areas for transit-oriented development and other concentrated development opportunities that support the use of public transportation to and from current and planned Activity Centers. MRMPO, with the help of local jurisdictions, will increase focus on and implementation of the following strategies:

- transportation demand management (TDM) strategies
- consideration and development of a complete streets policy at the regional and local levels
- continued study and analysis of expanded transit opportunities
- review and expansion of the Bernalillo and City of Albuquerque comprehensive plan activity centers and corridors concept
- review of employment clusters to determine appropriate level of transit service to and from those areas

II. Bicycle and Pedestrian Systems

In a survey conducted as part of this MTP, 36 percent of participants indicated a desire for better bicycling access and 25 percent wanted better walking access[1]. MRMPO strives to provide better walking and bicycle access by supporting the funding of bicycle and pedestrian facilities. MRMPO is beginning, however, to move beyond just focusing on facilities and is working to improve overall accessibility by increasing connections in the bicycle and pedestrian networks that lead to key destinations. Education and encouragement are also key factors needed to effectively increase the use of alternative modes and will also help people who may be interested but are cautious about trying alternative modes.

Access and Destinations

Reaching Destinations by Bicycle

The mileage of official bicycle facilities in the region grew by 42 percent between 2004 and 2010 (see Table 3-1), and this plan includes projects that would more than double the current mileage of bicycle facilities. Nevertheless, people reaching destinations by bicycle often have to be resourceful and creative because of network gaps and obstacles.

Table 3-1: Existing and Anticipated Miles of Bicycle Facilities

Facility Type	2004 Miles of Existing Facilities	2008 Miles of Existing Facilities	2010 Miles of Existing Facilities	2004-2010 % Change	2035 Miles of Anticipated Facilities
Lane	130.8	201.5	218.6	67%	400.0
Route	124.5	142.1	156.3	25%	156.3
Multi-Purpose Trail	145.2	198.4	206.2	42%	337.6
Bicycle Boulevard	0.0	0.0	6.2		6.2
Total Miles of Linear Bicycle Facilities	**400.5**	**542.0**	**587.3**	**47%**	**900.1**

[1] Survey participants were asked what types of transportation they would like better access to: bus, train, auto/car, bicycle, and walk. They were instructed to mark all that apply. The following percentages of participants wanted better access to: bus 60 percent; train 50 percent; bicycle 36 percent; walk 25 percent; car/auto 14%.

Many bicyclists take unofficial, unpaved routes especially through the Rio Grande Valley. Others navigate a variety of gaps and obstacles from figuring out how to safely traverse busy intersections to finding ways to get to business centers with little or no bicycle facilities. In response transportation professionals are also coming up with creative ways to make space for bicyclists. In 2009 the region's first bicycle boulevard was put into place, connecting downtown Albuquerque to the University area. The "sharrow" is also a creative retrofit. A "sharrow" is a type of street stencil used in constrained right-of-ways to indicate that motorists and bicyclists share the lane. Both Albuquerque and Rio Rancho have roadways with sharrows.

Whereas miles of network facilities are an important factor, these facilities also need to connect to desirable destinations and overcome gaps in order to provide an effective transportation network. There are a variety of gaps in the network including, for example, busy intersections "dropping" bicycle lanes (to make way for right turn lanes) and larger geographic areas such as a neighborhood or a business district where there are few or no bikeways.

Reaching Destinations by Walking

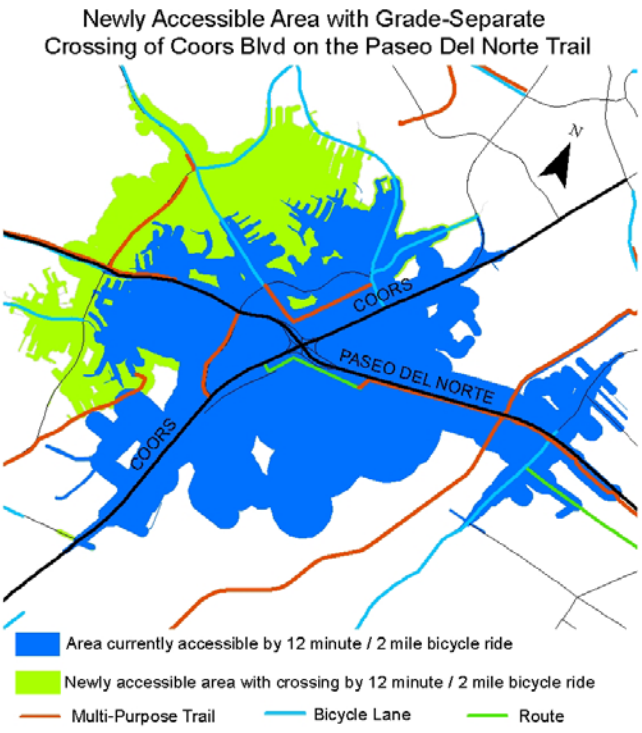
Walking is a part of every commute and used to be the primary means of getting to school. Fortunately, there is increasing interest in walking as the primary mode of transportation to nearby destinations and a growing awareness of how walking improves public health and reduces congestion. However, determining how to make pedestrian improvements has been challenging at the regional level. There are several ways to determine where pedestrian improvements are needed. A walking audit is a common pedestrian improvement tool. This method involves creating an inventory of existing conditions and proposing detailed improvements. Walking audits are conducted as part of Safe Routes to Schools programs. On the regional level, walking audits are not practical due to the size of the network. Other analyses are based on pedestrian crash statistics with areas having large numbers of pedestrian crashes targeted for improvements. Although the number of pedestrian crashes is an important statistic, and available region-wide, these data also require other inputs such as the number of pedestrians and traffic volumes at crash locations to make the raw crash numbers more meaningful. MRMPO has developed a planning tool to prioritize roadways for pedestrian improvements at the regional level that uses a variety of data. This tool, called the Pedestrian Composite Index, is discussed in more detail later in this section.

Closing Gaps

MRMPO examines proposed grade-separated crossings which would close gaps over large physical barriers. The current system has a total of 20 existing grade-separated bicycle-pedestrian crossings and 25 planned for the future. The importance of closing gaps is reflected in the Project Prioritization Process. For instance, where a project makes a connection between two existing links of the network, that project receives more points than a project which only extends the network.

MRMPO measures how well a planned crossing will serve the surrounding community by looking at how many people would served and how many jobs would be accessible if the connection existed today, and then compares that to the community currently served without the crossing. This method provides a general way to examine how a proposed crossing will improve accessibility in an area. A grade-separated crossing over Coors Boulevard along Paseo del Norte is the MTP crossing project that provides the best accessibility to the surrounding area using this analysis. Figure 3-1 and Table 3-2 show the area, people, jobs and households accessible in 2008 if the crossing were in place.

Figure 3-1: Bicycle Accessible Areas with a Paseo del Norte Crossing over Coors Boulevard



The most effective planned crossing not yet built is the crossing of I-25 along the Bear Canyon Arroyo. This project is in its final stages before construction and therefore it is not part of this MTP. Appendix D includes a list of all planned crossings not yet built with their summary accessibility analyses.

The Rio Grande is the predominant transportation barrier in the AMPA for all modes. Currently, there are two bicycle-pedestrian bridges over the Rio Grande, one of which was completed in 2010. By contrast there are 11 motor vehicle bridges over the Rio Grande in the AMPA. Two of these bridges – NM 6 in Los Lunas and US 550 in the Town of Bernalillo – are particularly problematic for bicyclists and pedestrians as neither provide safe crossing conditions and these facilities are the

Regional Example

A regional gap that has no proposed grade-separated crossing (nor is it directly associated with the river or an interstate) is the area around the intersection of Alameda Boulevard and Coors/Corrales Road. This section is a key gateway between Albuquerque, Rio Rancho and Corrales. It is very popular with bicyclists not only for its geographic location, but also because it is west of the pedestrian-bicycle Alameda bridge over the Rio Grande River and east of a major employment center. Experienced bicycle commuters navigate this major intersection and others go around it through a parking lot. MRMPO has worked with local jurisdictions and stakeholders extensively to see how to provide a safe and effective means to provide this connection. Unfortunately, no solution has been reached at this time nor are there substantial future plans to improve the bicycle connectivity in the area beyond the addition of proposed bicycle lanes along Alameda Boulevard and Corrales Road.

only river crossings in their respective communities. The Village of Los Lunas is currently studying a second river crossing. If a second crossing is chosen, it will be designed and built to accommodate both bicyclists and pedestrians.

Table 3-2: Population, Households and Jobs Accessible if Crossing Existed

	No Crossing	If Crossing Existed	Difference	% Change
2008 Population	6,688	11,720	5,032	75%
2008 Jobs	2,338	3,236	898	38%
2008 Households	2,462	4,273	1,811	74%

The I-40 and I-25 interstates cross near the geographic center of the City of Albuquerque. These two interstates provide another major barrier for bicycle and pedestrian travel. I-40 generally has good connections with 32 roadway crossings over the interstate. For bicyclists, there are 20 crossings that are either grade separated, have bicycle facilities or are local roads. I-25 by comparison is much harder to cross; there are 26 roadway crossings and only eight crossings that are suitable for bicyclists across the interstate.

Table 3-3: Crossing I-40 and I-25

Interstate Crossings	I-40	I-25
At-Grade Road with Bicycle Facility Crossing	7	7
Grade-Separated Non-Motorized Crossing	8	1
Local Road Crossing	5	0
Total Bicycle Interstate Crossings	**20**	**8**
AMAPA Interstate Roadway Crossings	**32**	**26**

Pedestrian and Bicycle Projects Analysis

MRMPO uses the Project Prioritization Process to evaluate pedestrian and bicycle projects for federal funding. In general, projects are either pedestrian or bicycle specific projects or roadway projects that include pedestrian or bicycle improvements. Pedestrian and bicycle projects are evaluated by using mode-specific criteria to ensure they are assessed appropriately and can be effectively compared. For instance, rather than award points based on traffic volumes and congestion conditions as is done with roadway projects, pedestrian and bicycle projects are instead scored based on their proximity to schools or activity centers. The Project Prioritization Process also encourages agencies in the region to include pedestrian and bicycle improvements in

their roadway projects. This is done by allocating points to roadway projects that include treatments to accommodate alternative modes. This incentive encourages jurisdictions in the region to improve mobility for all modes. The Pedestrian Composite Index is specifically incorporated in the Project Prioritization Process's evaluation of pedestrian projects' safety impacts. In the future, MRMPO will investigate ways in which to incentivize pedestrian and bicycle projects themselves to ensure more funding is directed to those projects. Doing so can enhance walking and biking in the region, improve pedestrian safety, promote more active transportation options and improve public health.

Long-Range Projects

Several of the most effective crossings are included in this plan only as "long-range" uncommitted projects, meaning that they are not included in the fiscally constrained plan and therefore are projects that might not be implemented by 2035. Long-range projects tend to be more physically complex, expensive and require coordination from more than one jurisdiction. Long-range projects are included in this MTP in the Long-Range Bicycle System map. This map is updated every two years by staff from member agencies and is available on the MRCOG website. It includes all projects that the various jurisdictions would like to complete when the system is fully built out with both linear facilities and grade-separated crossings. The Long-Range Bicycle System map also acts as an important tool to remind agencies and developers to take into consideration planned facilities as areas develop.

In order to help people better navigate the bicycle system, MRMPO has developed a long-distance facility network. The long-distance facility network consists of proposed and existing bikeways that will provide a means for bicyclists to travel across and between jurisdictions in the region. This network will also include way-finding signage to help those new to traveling longer distances navigate their route. The signage for the long-range system is expected to be similar to the types of signage used in San Francisco and Portland that informs and encourages people to travel to new destinations by bicycle (a map of existing bicycle facilities and the Draft Long-Range Bikeway System are available in Appendix D and online at www.mrcog-nm.gov).

Pedestrian Composite Index

The Pedestrian Composite Index (PCI) works by integrating elements that generate pedestrian travel with those that discourage pedestrian travel, with the ultimate goal of helping local agencies pinpoint locations where facility improvements and demand intersect. The PCI is not intended to serve as the sole means of selecting pedestrian projects, nor does the PCI solve the problem of encouraging more pedestrian projects to be brought forward and implemented in the region. Rather, it is intended to systematically and objectively highlight locations that would benefit most from improvements. The PCI can help justify the selection and promotion of high-scoring

pedestrian projects and help inform decision makers about the benefits of the selected projects.

The PCI uses two sets of data: pedestrian generators and pedestrian deterrents. Places with both high generator and deterrent scores are locations where pedestrian improvements would likely have the greatest impact. These are locations with higher numbers of pedestrians but also with characteristics that deter pedestrian travel. In other words, these locations have both the greatest room for improvement combined with the potential to affect the most people. The pedestrian generators are mostly determined by adjacent or nearby land uses and transit availability, however socioeconomic characteristics and the roadway/trail network are also considered (see Table 3-4).

Table 3-4: Pedestrian Generators

Pedestrian Generator	Spatial Units	Area in Region with Highest Data Element
Schools and high volume bus stops	Quarter mile and half mile distances from destinations	All schools and high volume bus stops assigned equal values
Parks and recreational facilities, cultural centers, community centers, libraries, and all bus stops	Quarter mile distances from destinations	All destinations assigned equal values
Restaurants, coffee shops, grocery, entertainment and retail (retail includes clothing, jewelry, novelty) per square mile	Per data analysis sub zone	Uptown, Downtown and Cottonwood Mall areas
Number of true intersections per square mile (true intersections do not lead to dead-ends or cul-de-sacs)	Per data analysis sub zone	Area that includes Downtown Albuquerque
Percent of population 16 years and older that walk or take transit as means of transportation to work	Census 2000 tract	Area around UNM Main Campus
Percent of households with no motor vehicle ownership	Census 2000 tract	Area around UNM Main Campus

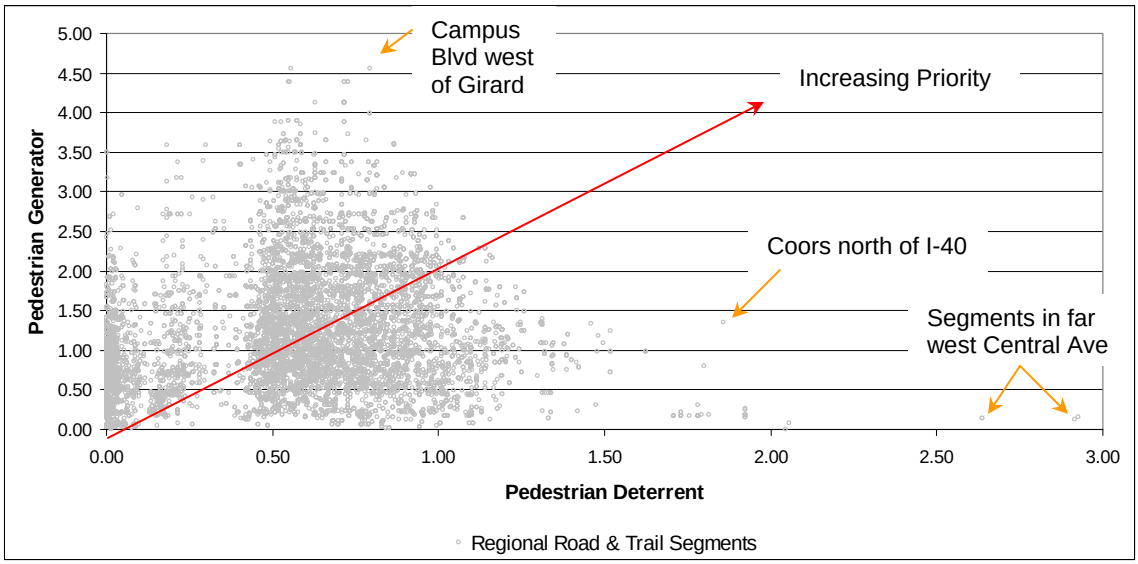
Pedestrian deterrents are determined according to levels of automobile traffic and rates of pedestrian crashes with automobiles because high traffic roadways and dangerous conditions are characteristics likely to discourage walking. All deterrent data is related to automobile traffic because there is no deterrent data for trails or roadways not yet built. Pedestrian generator data can be collected on these facilities, but without deterrent data there is no composite score.

Table 3-5: Pedestrian Deterrents

Pedestrian Deterrent	Spatial Units	Area in Region with Highest Data Element
Pedestrian crash rate (pedestrian crashes/pedestrian counts by data analysis sub zone)	Per data analysis sub zone	Area that includes the Bernalillo County Detention Center
Average weekday daily traffic	Roadway segment	Paseo del Norte east of Rio Grande Blvd
Observed off-peak speeds	Roadway segment	NM 47 in the South Valley

The results from the PCI are shown in the graph below. Each point represents a roadway or trail segment in the region. Only roadways that have a functional class of collector or above are considered since these roadways are eligible for federal funding. Multi-purpose trails are included, but interstates are not represented because it is illegal to walk on them.

Figure 3-2: Regional Roadways Mapped by Pedestrian Deterrents and Generators

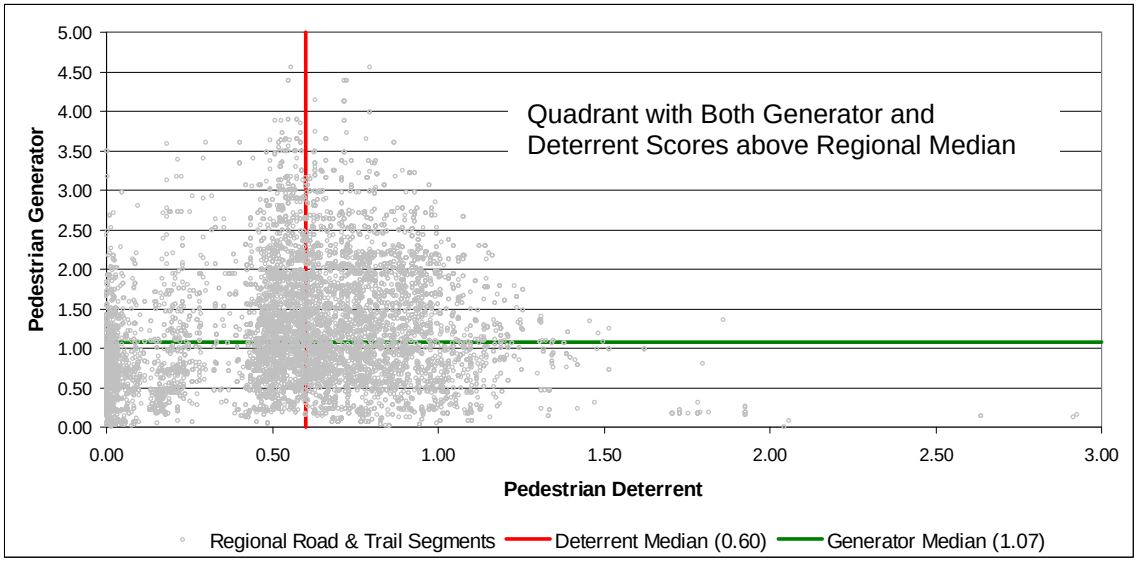


The intense cluster of points between 0.00 and 0.12 for pedestrian deterrents represent multi-purpose trails and some outlying roadways in the AMPA. The second, less intense cluster, between 0.12 and 0.30 for pedestrian deterrents, is a mix of roadways mostly in communities outside of the Albuquerque area. Most facilities have a pedestrian deterrent score of 0.50 or higher.

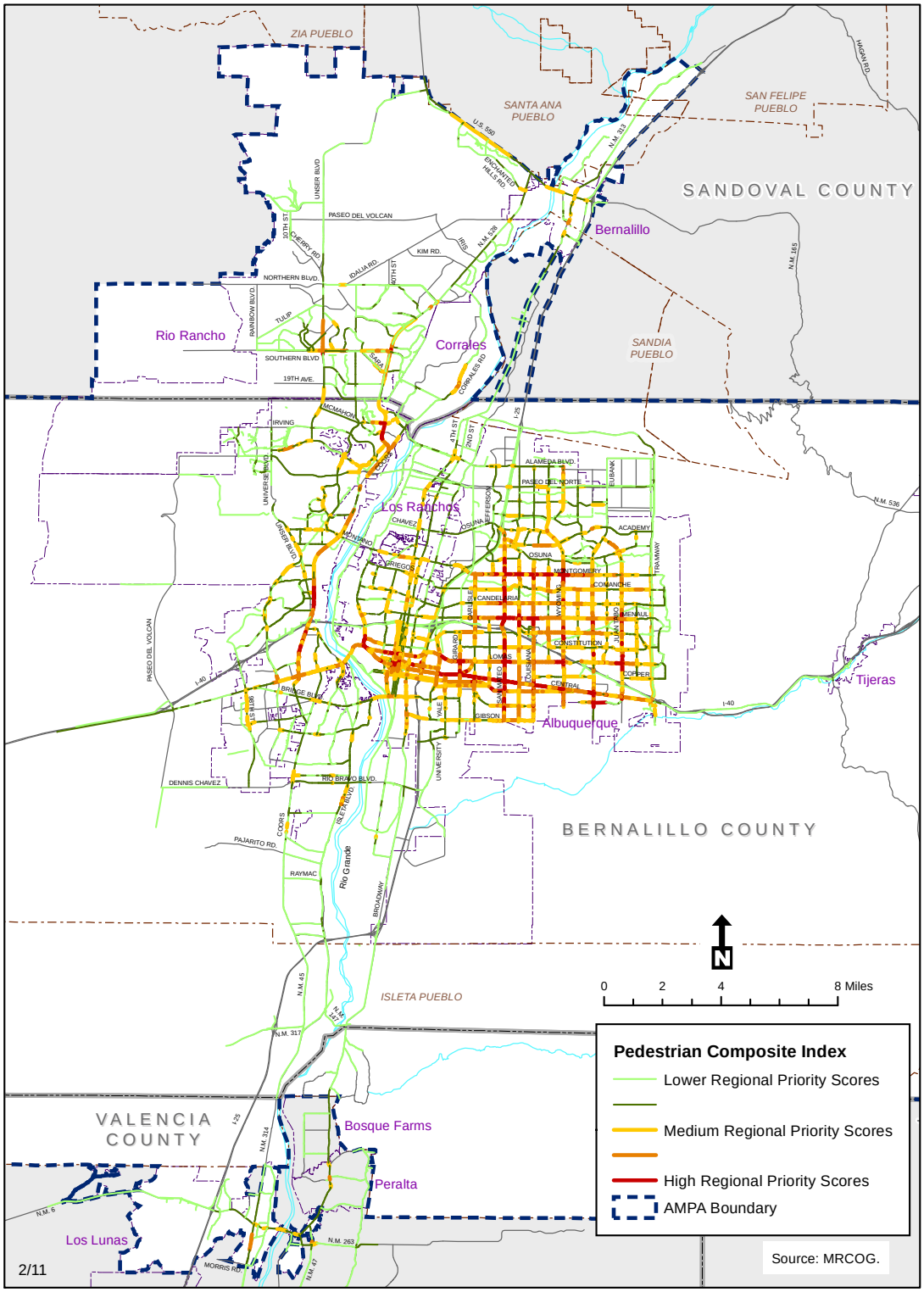
Project areas that have both a high generator score and a high deterrent score indicate a roadway segment that needs improvement to make it more conducive to pedestrian travel. In general, a high deterrent score is one that is above the regional median of 0.60 and a high generator score is above the regional median of 1.07. These medians are

based on roadway and trail segments in the region. The following figure shows these two statistics in relation to regional data.

Figure 3-3: Regional Roadways Mapped with Median Deterrent and Generator Scores



Map 3-3: Pedestrian Composite Index Map



The PCI scores for projects in the MTP are found by first gathering all the roadway segments in the scope of the project. Next, the deterrent and generator scores for these roadway segments are averaged. These averages are weighted by the lengths of the roadway segments, therefore the longer the segment, the more influence it has on the project's average score. The composite score is then created by multiplying the average generator score with the average deterrent score.

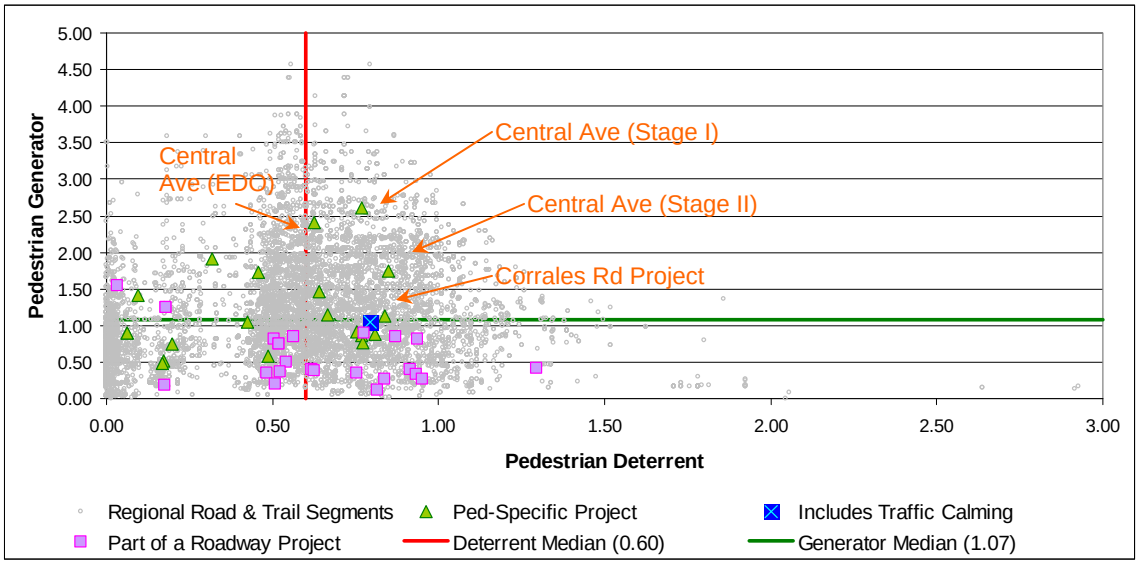
The following table shows four highest ranking MTP pedestrian projects along existing roadways ordered by their Pedestrian Composite Index score. The higher the PCI score the greater the need for pedestrian improvements. A complete table ranking pedestrian projects and roadway projects that include pedestrian improvements in the MTP can be found in Appendix D.

Table 3-6: Pedestrian Composite Index Score of Four Highest Ranking Projects

Project Title	Average Pedestrian Deterrent Score	Average Pedestrian Generator Score	Pedestrian Composite Index: Average Generator * Average Deterrent
Central Ave (East Central) Streetscape - Stage I	0.768	2.605	**2.000**
Central Ave (EDO) Streetscape	0.625	2.415	**1.509**
Central Ave (East Central) Streetscape - Stage II	0.850	1.752	**1.490**
Corrales Rd Bike & Ped Pathway	0.839	1.130	**0.948**

The following figure shows the project averages of MTP pedestrian-related projects with scores for the roadway segments in the AMPA.

Figure 3-4: MTP Pedestrian Projects



There are 60 pedestrian related projects in this MTP. Of these 60 projects, 46 are along existing roadways. These 46 projects are mapped above. Of these 46 projects, six fall into the high priority quadrant. In some cases, even though the project is not in the high priority quadrant, it has a very high deterrent or generator score that boosts the composite score. In other cases projects represent a worthwhile improvement for a smaller community, or a project with a large project area includes high priority segments and segments with lower priority which results in the overall project average not falling into the high priority quadrant. This analysis reveals there is still a need for more pedestrian projects in high priority areas.

Education and Encouragement

Access to Education and Encouragement

The importance of educating people about bicycle and pedestrian travel is often overlooked. Although the region has fairly good bicycle and pedestrian networks, people often need some encouragement or more information to start using these modes for transportation. The primary bicycle education program in the region is run by the City of Albuquerque's Parks and Recreation Department. This program serves children and has had an average of 8,500 participants per year over the last three years. Pedestrian safety is also included in the program. Bicycling classes for adults are expected to increase because of a new federally funded staff position for that purpose. Staff from the education program not only hold classes, but also give presentations at defensive driving classes (for employees) and drivers' education classes (for those learning to drive). Safety elements are integral to all of these classes.

The City of Albuquerque's Department of Municipal Development, ABQ Ride, and Rio Metro participate each year in Strive Not to Drive Week. Each day of this week is designed to get commuters to try alternative modes of transportation. Typically, Monday is Walk to Work Day, Tuesday is Carpool, Wednesday is Take the Train, Thursday is Take the Bus and Friday is Bike to Work Day. There are a host of other programs and projects to help people use walking and bicycling for transportation such as Safe Routes to School, bicycle maps and bicycle lockers. Programs that target trips to school and trips to work receive more priority points in the Project Prioritization Process.

Future Strategies

There are several future initiatives MRMPO has planned to enhance data collection and encourage agencies to include pedestrian and bicycle facilities in their roadway projects. The first is an effort to collect pedestrian and bicycle counts on trails. In the past MRMPO collected bicycle and pedestrian counts with intersection turning movement counts, but this program has been phased out and new methods to count bicyclists and pedestrians are being investigated. The second initiative is the development of a roadway design document that incorporates complete streets principals and context sensitive design solutions with right-of-way and access guidelines. This document will include a detailed look at roadways, transit corridors, park and ride facilities and regional

walkability. Lastly, MRMPO is interested in looking at the issue of school siting because of the impact the location of a school has on the ability for children to walk and bike to it. This initiative will most likely be addressed on a policy level.

III. Roadway Expansion and Performance

As discussed throughout the 2035 MTP, rapid growth in the region will place tremendous demands on the roadway network over the next 20 years, requiring a well-thought out response from MRMPO and all member agencies involved in the collaborative transportation planning and programming process.

To address these demands, locations where roadway expansion will be needed to serve areas of new growth and address existing and projected capacity deficiencies have been identified by MRMPO using its transportation demand model. Modeling scenarios were generated using future year roadway networks with future year socioeconomic data to assess how the roadway network will perform in 2035. The roadway scenarios modeled included *build* and *no build* scenarios. The *build* scenario includes projects programmed in the MTP and therefore represents how the network would perform with planned improvements, while the *no-build* scenario does not include any transportation projects programmed after 2015 and therefore shows what would happen to the network without any future year investments. Such model-based analysis allows for better understanding of future transportation needs and is an important consideration in determining which projects should be funded.

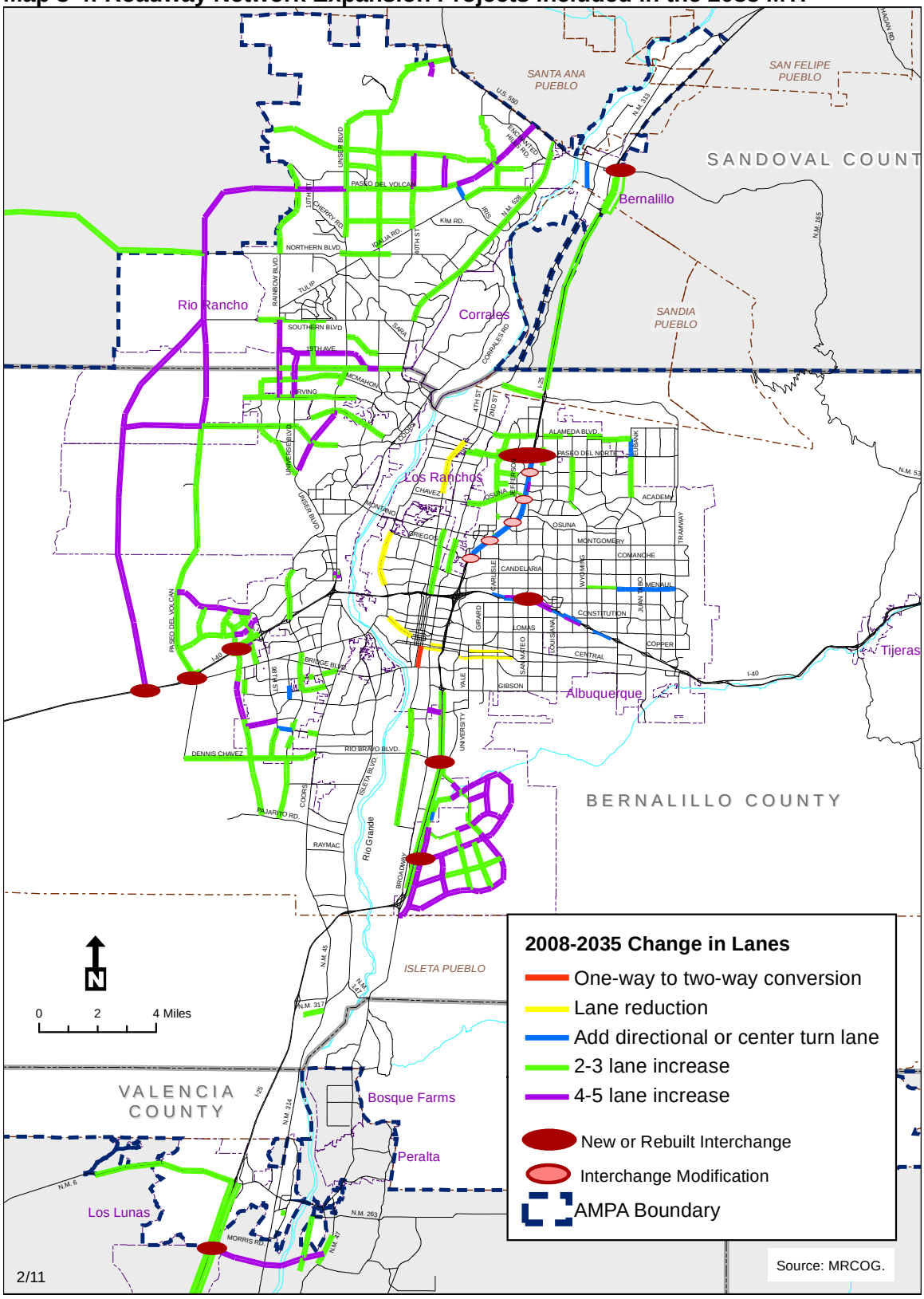
Network Expansion

An effective measure of the extent of the roadway network for any given analysis year, as well as growth between years, is the number of total "lane miles" for the region (see Table 3-7). This table also includes anticipated population growth. New roadway expansion projects including new facilities and the expansion of existing facilities programmed for the 2035 MTP are depicted in Map 3-3.

Table 3-7: Roadway Network Lane Miles in the MTP

Year	2008	2035	Percent Increase (2008 - 2035)
Network Lane Miles	3,409	4,009	18%
Population	766,738	1,329,208	74%

Map 3-4: Roadway Network Expansion Projects included in the 2035 MTP



When compared to the geographic distribution of socioeconomic growth projections, it is clear that roadway projects programmed in the 2035 MTP are generally planned for areas where growth is expected and network expansion needs are greatest. Notable projects include:

- A significant number of north/south capacity enhancement/widening and network connectivity projects including:
    - the completion of Unser Boulevard as a minimum 4-lane facility between Pajarito Road on the Southwest Mesa and US 550 on the Northwest
    - the completion of Paseo del Volcan between I-40 and US 550
    - the connection of 118th Street from Pajarito Road north to the growth area north of I-40
    - the widening of NM 528 in Rio Rancho between Southern Boulevard and US 550
- Major east/west facility expansion projects include:
    - a new river crossing and interchange connection to I-25 to serve the southern boundary of Los Lunas
    - the widening of NM 6 west of I-25
    - improvements to Dennis Chavez Boulevard, Paseo del Norte Boulevard, Irving Boulevard, McMahon Boulevard, 19th Avenue/Montezuma Road, Progress Boulevard, and portions of Idalia Road and Northern Boulevard in Rio Rancho
- Fourteen new or reconstructed freeway interchanges located throughout the AMPA
- Significant area roadway network expansion for:
    - Mesa del Sol in southeast Albuquerque
    - the lands of Westland/Atrisco Land Grant north of I-40, east of Atrisco Vista Boulevard
    - the Southwest and Northwest Mesa areas of incorporated and unincorporated Bernalillo County
    - the North I-25/Jefferson Corridor
    - the majority of the area of Rio Rancho north of Northern Boulevard and serving the new City Center

Build and No-build Scenarios

Roadway infrastructure needs for the 2035 horizon year were developed in response to congestion levels in previous years, future year scenarios, anticipated growth, and in response to available federal, state, and local funding mechanisms.

As mentioned above, the travel demand model is used to determine the adequacy of the set of planned projects in serving anticipated travel needs. This scenario is referred to as the *build* scenario since it includes the programmed roadway projects. Table 3-8 below summarizes this information using PM peak hour data for the 2008 base year and the 2035 *no-build* and *build* scenarios. Table 3-8 shows that although vehicle miles of travel

increase under the 2035 b*uild* conditions, vehicle hours traveled and vehicle hours of delay are significantly reduced. These improvements indicate that programmed investments for 2035 will be effective in terms of improving mobility over the *no build* conditions. Results for the 2015 and 2025 *build* and *no-build* scenarios, as well as for the 2035 *no-build* scenario, are presented in Appendix C.

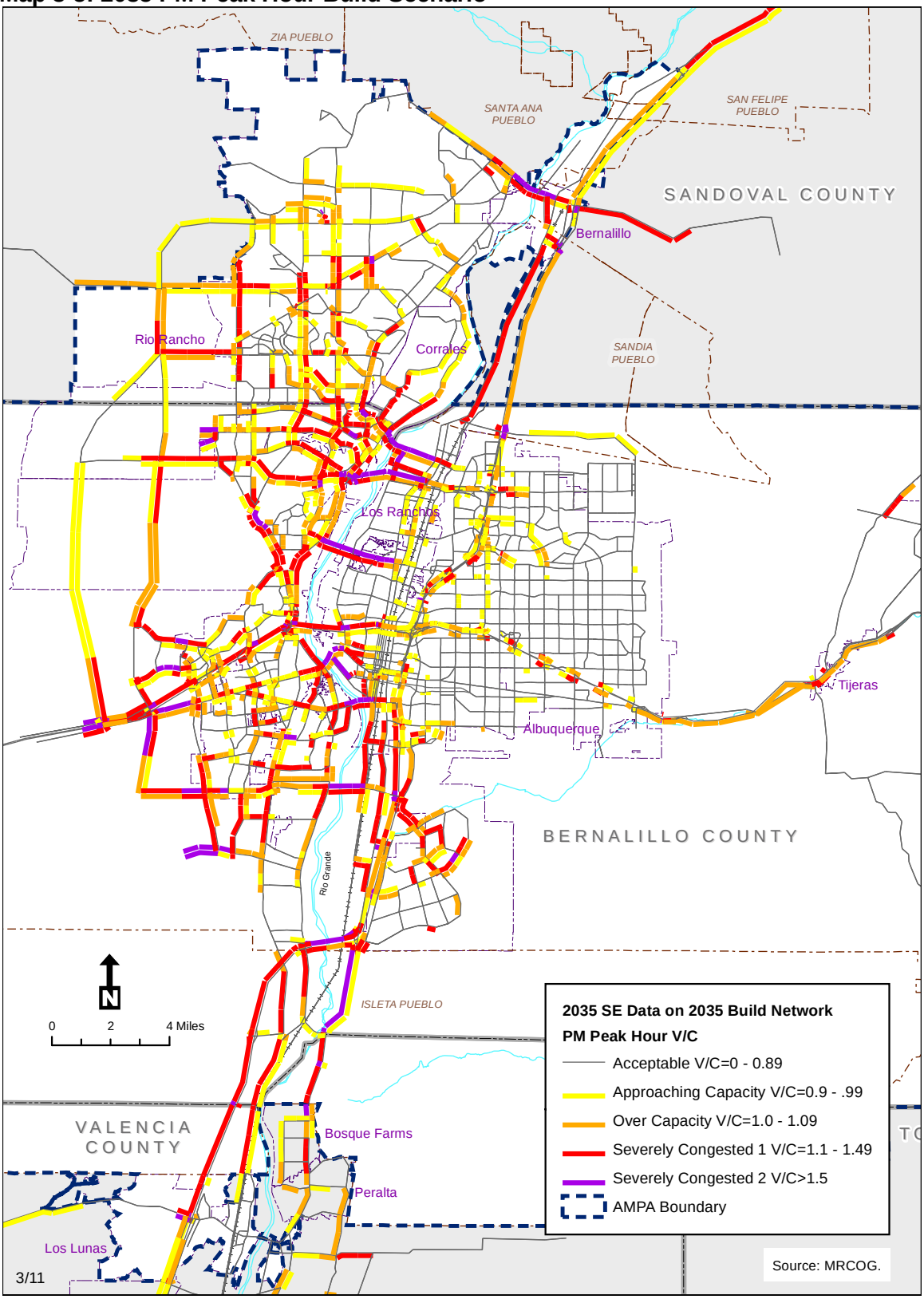
Table 3-8: Roadway Performance for 2035 Build and No-build Scenarios

PM Peak Hour	2008	2035 No-build	2035 Build	Percent Difference (between 2035 Build & No-build)
Vehicle Hours Traveled	42,232	396,485	205,570	-48%
Vehicle Miles Traveled	1,551,285	2,955,605	3,065,101	3.7%
Vehicle Hours of Delay	8,919	331,208	137,618	-58%

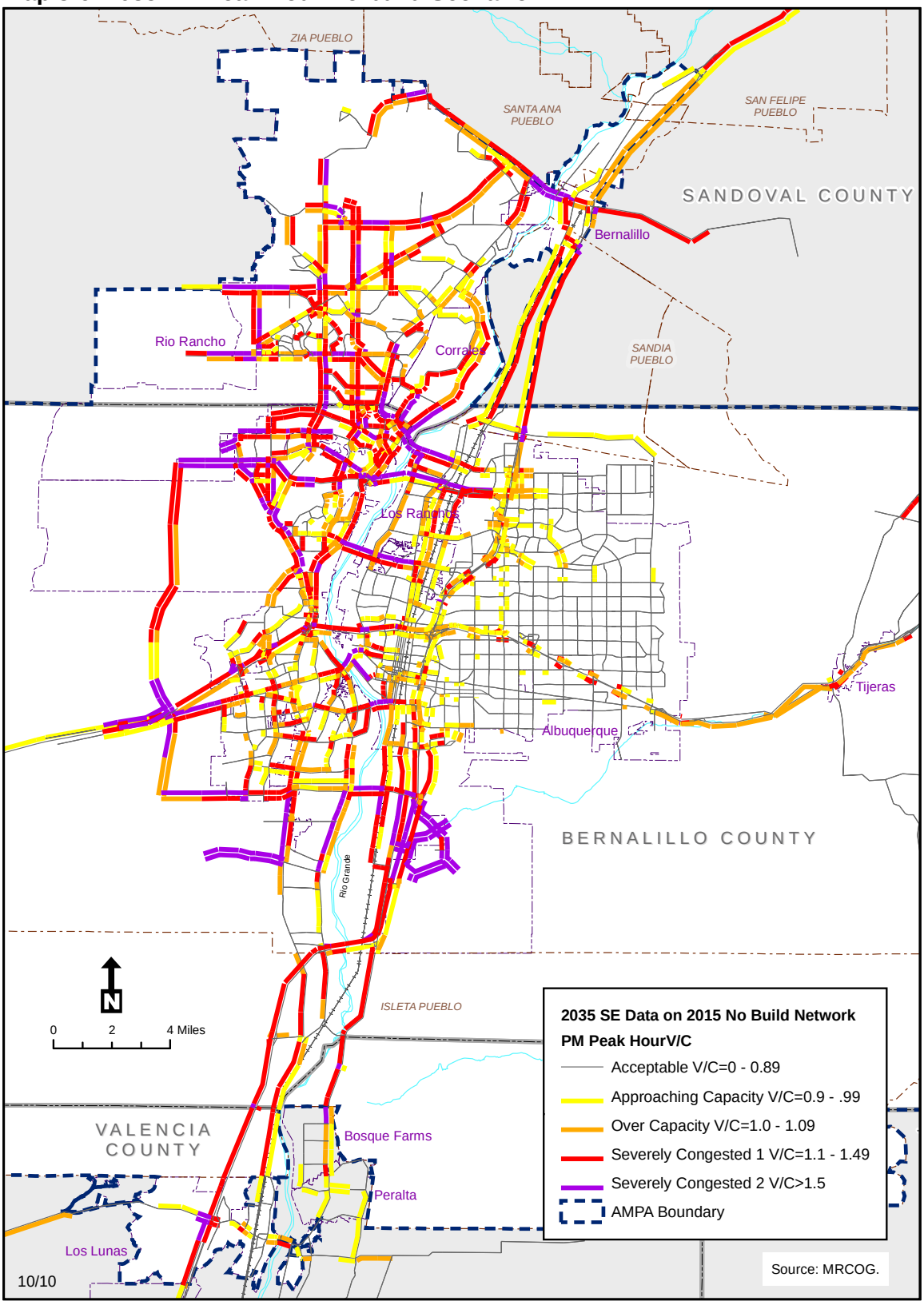
Roadway performance depicting congested conditions for the PM peak hour in the 2035 *build* scenario is shown in Map 3-4 and should be compared to the 2035 *no-build* map shown in Map 3-5.

Differences between the 2035 *build* scenario and the 2008 base year conditions are also remarkable and highlight the demands placed on the transportation system by anticipated regional growth. The out-pacing of population growth over the amount of transportation infrastructure supplied is most notable on the Westside and particularly on the river crossings. It is clear that in order for the region to successfully sustain itself under the MTP goals for promoting *quality of life*, *mobility*, and *economic activity and growth*, other travel options beyond roadway expansion must be fully explored and implemented.

Map 3-5: 2035 PM Peak Hour Build Scenario



Map 3-6: 2035 PM Peak Hour No-build Scenario



As the modeling results show, the roadway network will not fully be able to meet the region's mobility needs. In other words, despite programmed roadway projects, there will still be areas of congestion. Because growth will continue to outpace the amount of roadway expansion that can be funded and built under our financially constrained program, there is no practical way the region can build its way out of congestion. As a result, MRMPO will continue to address roadway congestion and mobility in the region through multiple means, including the following:

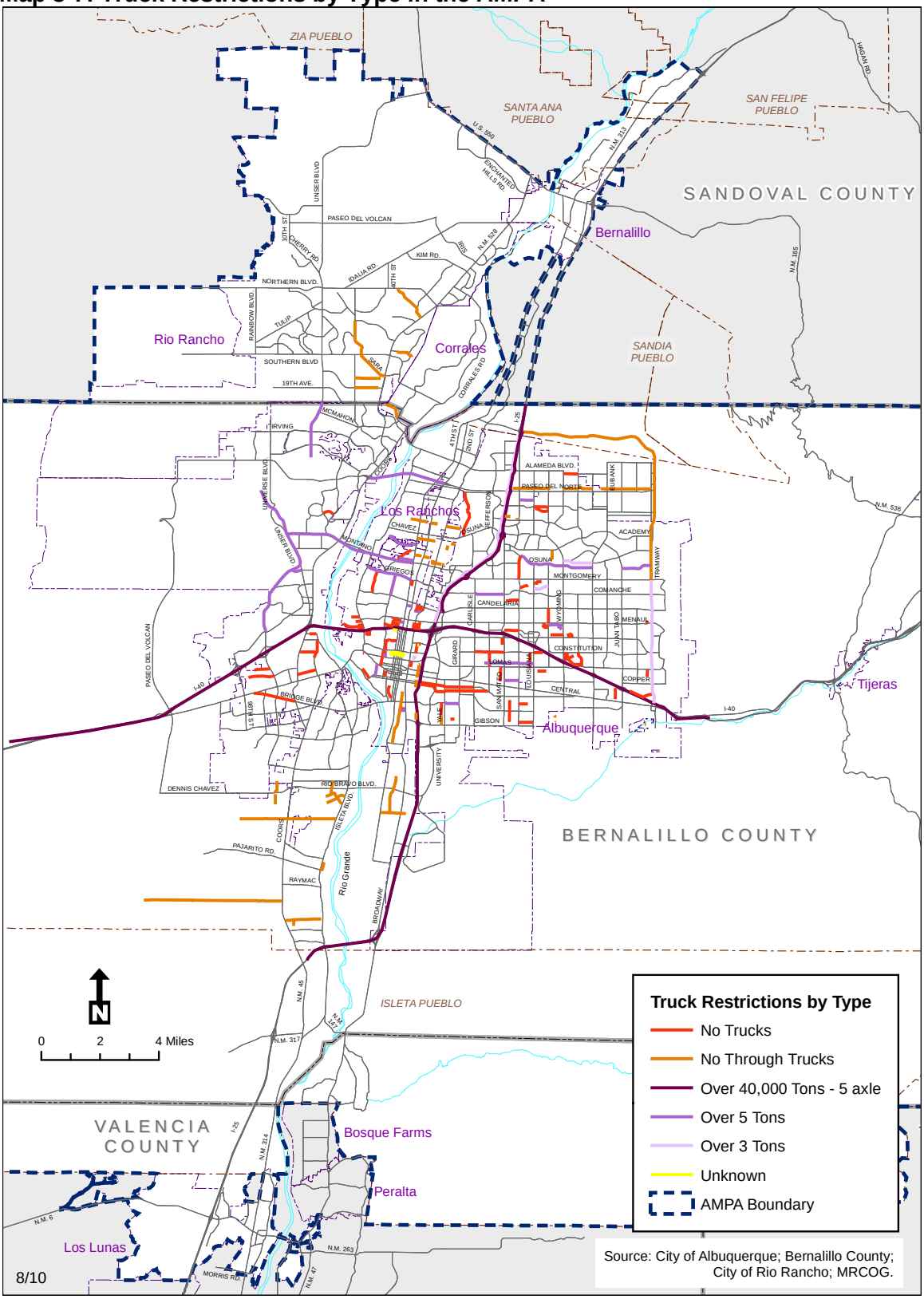
- operational improvements (Intelligent Transportation Systems and Transportation Systems Management)
- multimodal solutions
- travel demand management strategies
- working with member agencies on regional growth initiatives and land use solutions
- continual refinement of the Project Prioritization Process to ensure projects which most benefit the region are selected

Freight Priorities

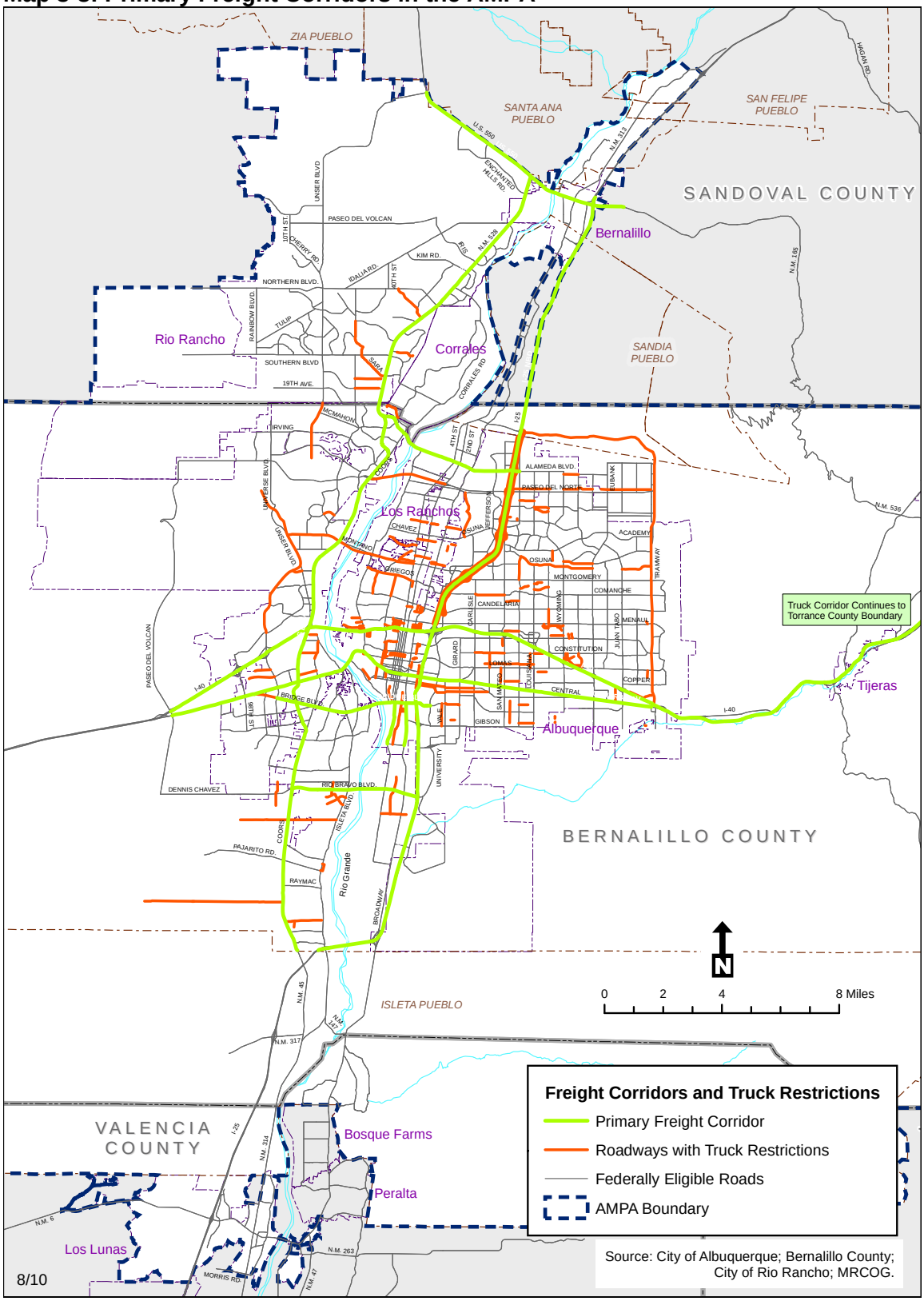
Freight has to move on the customer's timeline. However, shippers acutely feel the impacts of congestion on their own bottom line. In order to increase efficiency, shippers and their customers are increasingly relying on off-peak delivery of goods to businesses by allowing regular vendors after-hours access to businesses. This strategy has the beneficial side-effect of helping to keep trucks off the highway system during peak commute hours. In addition, shippers and haulers are responding to changing consumer demand; "bricks and mortar" stores are yielding sales to internet companies, making local deliveries an ever greater share of the regional economy. Unfortunately, downtown or "urban core" areas pose their own set of challenges. Inconsistent parking enforcement within delivery zones imposes additional cost on freight. Stakeholders in the freight community have suggested that lifting the ban on alley deliveries could help shippers both stay within the law and help keep the roadways clear. In addition, greater consistency in size and weight restrictions across the region would simplify and thereby lower the cost of large-item shipping (see Map 3-7 for restrictions). Modifying these restrictions to allow weekend and after-dark travel would help keep large trucks off the road during peak periods where their presence could disrupt traffic flows. The freight hauling community has suggested that were Paseo del Norte Boulevard to open to truck traffic, time-of-day restrictions on truck operations could be implemented to mitigate the impacts of truck traffic.

MRMPO has identified several facilities as "Primary Freight Corridors" for the purpose of project prioritization. These include Coors Boulevard from I-40 to its junction with NM 528; Alameda Boulevard from I-25 to NM 528; and several other relatively low-volume facilities that maintain connections between intermodal facilities and the interstate system. The Project Prioritization Process awards points to projects that are on these Primary Freight Corridors as shown in Map 3-7 to promote freight mobility.

Map 3-7: Truck Restrictions by Type in the AMPA



Map 3-8: Primary Freight Corridors in the AMPA



Freight Network TRAM Analysis

MRMPO planners modeled freight network performance in the Transportation Accessibility Model (TRAM) to assess the driving-time delays imposed on freight movements due to truck restrictions on several key arterials. The origins used in the analysis are I-25 and Candelaria Road (adjacent to several large commercial shippers and distribution centers) and the rail-truck intermodal facility at 2nd Street and Woodward Avenue in Albuquerque's South Valley. Destinations included the intersection of Paseo del Norte Boulevard and Coors Boulevard and the City Center of Rio Rancho. All runs were modeled during the PM peak hour. Travel times for trucks from I-25 and Candelaria to Paseo del Norte and Coors take 44 percent longer than a passenger vehicle in 2010. However, the time penalty for that route does not change appreciably in 2035. Routes originating at the intermodal facility at 2nd and Woodward are more greatly affected by the compounded burden of truck restrictions and congested river crossings than the I-25 and Candelaria routes. The percentage penalties to truck travel times are presently six percent to the intersection of Paseo del Norte and Coors Boulevard and 14 percent to Rio Rancho's City Center. By 2035, those penalties increase to 33 percent and 37 percent, respectively. The analysis shows that maintaining weight restriction policies on key corridors will combine with increasing congestion to cause goods to move much more slowly than passenger vehicle traffic.

B. Managing and Improving our Transportation System

IV. Transportation Systems Management and Operations

With population in the AMPA expected to surpass 1.3 million by 2035, significant travel demand will be placed on the transportation infrastructure. This presents an opportunity for the region to employ creative systems management and operational strategies that increase the efficiency of the existing transportation system and enhance options for travelers in the region. Systems management and operations strategies are important because they maximize the efficient use of existing transportation infrastructure which helps reduce the far more costly option of building new infrastructure. The AMPA has several such management strategies deployed in the region and planned in the MTP. These management strategies are described below.

Transportation Systems Management (TSM) is an approach to congestion mitigation intended to enhance the capacity of the transportation system through improved management and operation of existing facilities. TSM projects can be deployed as stand-alone projects, at a systemwide level or included as part of other capacity improvements and infrastructure projects to complement their effectiveness.

TSM strategies are relatively low-cost and have been demonstrated to be very effective in improving traffic operations. TSM strategies planned in the AMPA as part of the 2035 MTP include, but are not limited to:

- signal timing optimization
- controller/cabinet and signal head upgrades
- vehicle detectors repair/replacement
- turning lanes
- grade separations
- pavement striping
- lane assignment changes
- improved signage and lighting
- other geometric deficiency improvements

Successful implementation of systems management strategies requires close coordination among the member agencies with transportation system ownership responsibilities. MRMPO has a role in supporting the coordinated development and deployment of these systems by providing the forum for interagency project planning as well as through prioritized project programming through the coordinating efforts of the TIP, MTP and Congestion Management Process (the Congestion Management Process is described separately in this chapter).

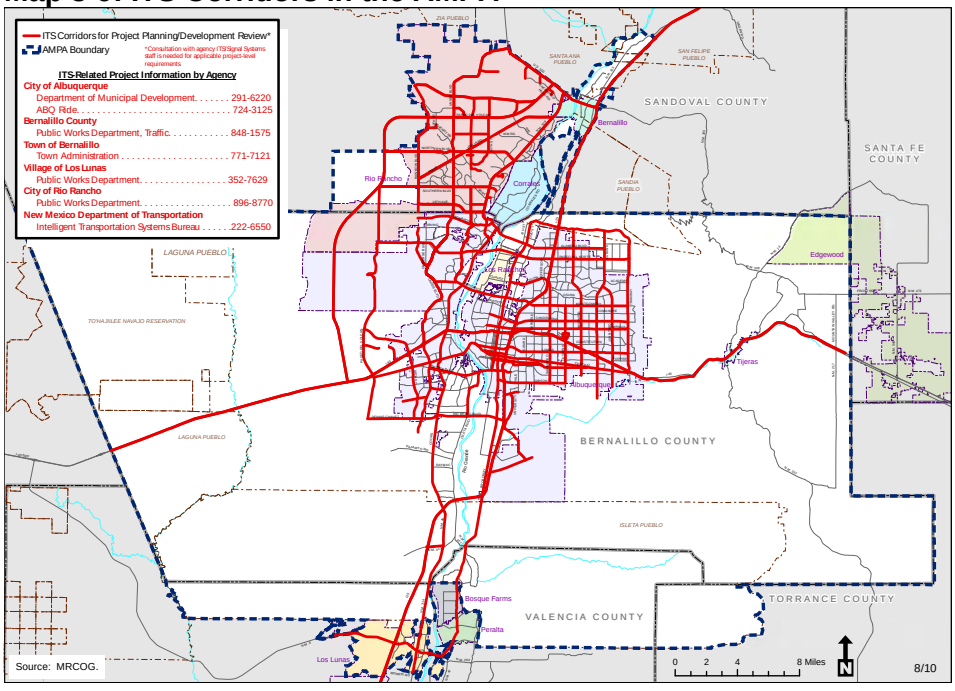
Intelligent Transportation Systems

TSM strategies or other congestion mitigation measures that involve data collection and communications using advanced electronics or centralized monitoring to manage the operations of the transportation system are referred to as Intelligent Transportation Systems (ITS).

The focus of ITS is to promote the coordination and integration of monitoring and communication devices to ensure their optimal effectiveness in managing congestion and improving traveler information. Individual ITS installations can improve local traffic operations greatly, however even greater benefits are realized when ITS strategies are combined to form an "intelligent infrastructure" where travel data is shared among those managing the operations of the system.

MRMPO coordinates and leads an ITS Subcommittee that includes all ITS stakeholders within the AMPA. The primary mission of the group is to promote and coordinate ITS deployment in the AMPA as well as to manage and maintain the AMPA Regional ITS Architecture explained later in this section. For the first time since its inception, the ITS Subcommittee played a larger role in the determination of ITS projects included in the MTP by sponsoring individual projects submitted for TIP and MTP project selection. The intent is for the group to work closely with the Congestion Management Process Committee to integrate ITS project planning in congested corridors with a stronger focus on multi-agency and multi-modal operations. It is envisioned that this new approach to project programming will reduce hurdles that may be caused by cross-jurisdictional coordination issues and will encourage a focus on "traffic operations" for projects in these larger congested corridors.

Map 3-9: ITS Corridors in the AMPA



The Intelligent Transportation Systems Corridors map (Map 3-9) is a product of the ITS Subcommittee and is updated periodically based on agency and regional ITS priorities. The map identifies specific ITS Corridors planned for deployment, making the information accessible to planning and development review communities within the AMPA. This approach has proven effective in broadening awareness of ITS planning in the AMPA and identifying implementation opportunities for a broader range of transportation projects. ITS strategies being planned in the AMPA as part of the 2035 MTP include:

- traffic management centers - individual agency and joint/shared use
- coordinated signal deployments for transit and general purpose lanes
- arterial management systems
- incident detection and response
- traveler information dissemination
- courtesy patrols
- incident management
- special event traffic management
- roadway access control
- managed lanes/HOV

Regional ITS Architecture

In order for an MPO to deploy ITS as part of its federally funded transportation program, a *Regional ITS Architecture* must be developed with local stakeholder input that is consistent with National ITS Architecture standards. This federal requirement ensures consistency and interoperability among all elements whether deployed locally or nationally and establishes the framework for ITS planning in the region. In 2008 the *AMPA Regional ITS Architecture* was updated to supersede the *ITS Implementation Plan* from 2004 and has refined the ITS project implementation process to be fully integrated with MRMPO's transportation planning process.

Periodic updates ensure that the *Architecture* remains current with regional and agency projects and priorities as well as with national standards. This "Maintenance Plan" is performed in-sync with the TIP two-year programming cycle with the ITS Subcommittee involved in the TIP/MTP project review process. All projects submitted for the TIP and MTP are reviewed to determine if they include ITS elements and are then mapped to the *Architecture* accordingly. This step provides an important integration between projects in the TIP and MTP and guidance set forth in the *AMPA Regional ITS Architecture*. The current version of this document is available on the MRCOG website.

ITS project implementation must also follow a Systems Engineering process in order to be "certified" by NMDOT and the Federal Highway Administration. To assist member governments in meeting this requirement, MRCOG along with the NMDOT ITS Bureau and Federal Highway Administration have developed online training resources available through the MRCOG and NMDOT websites.

Incident Management

National statistics have shown that as much as 60 percent of all traffic delays are related to traffic accidents and that for every minute an accident remains in a traffic lane, traffic is delayed up to an additional five minutes. In response to this issue, a Freeway Courtesy Patrol program was implemented in the AMPA. The Courtesy Patrol is tied in to area dispatch and 911. Roadway information is disseminated to NMDOT roadway dynamic message signs, providing on-scene support to first responders and to drivers.

The City of Albuquerque Police Department (APD) in coordination with the Mayor's office and the City of Albuquerque Department of Municipal Development (DMD) has developed a regional Incident Traffic Management Plan. Upon full deployment of NMDOT's centralized Traffic Management Center, it is anticipated that further integration of the AMPA's incident management procedures for all ITS Stakeholders will be realized.

Special Event Traffic Management

In addition to incident management activities, the importance of coordinated special event traffic management is recognized within the AMPA as being critical to ensuring that many of the special event activities held annually within the AMPA go as smoothly and safely as possible. Specific special event traffic management plans for events such as the International Balloon Fiesta, the New Mexico State Fair, large sporting events and concerts are being used to improve delivery of visitors and patrons to these events. Shuttle busses, reversible lanes, and parking management strategies are among the tools used for this purpose.

Systems Preservation

Another important consideration for the management of the transportation system involves the physical condition of existing roadways. Maintenance is important because roads in poor condition result in increased occurrences of congestion, delay and vehicle damage as well as increased fuel consumption and travel time.

Although roadway conditions in the AMPA appear to be better than conditions nationally—one-third of all roadways in America are in poor to mediocre condition and more than a quarter of all bridges are either structurally deficient or functionally obsolete according to the American Society of Civil Engineering's 2009 *Report Card on America's Infrastructure*—system preservation is nonetheless a high regional priority (comparable data for the state of New Mexico from the 2009 *Report Card* indicate that 22 percent of all major roads and 19 percent of all bridges in the state are in poor condition or are structurally deficient). Local agencies must work cooperatively to monitor the transportation network and find cost-effective strategies for maintaining the roadway system in a safe and serviceable condition. A summary of AMPA roadway mileage by agency and condition is shown in Table 3-9.

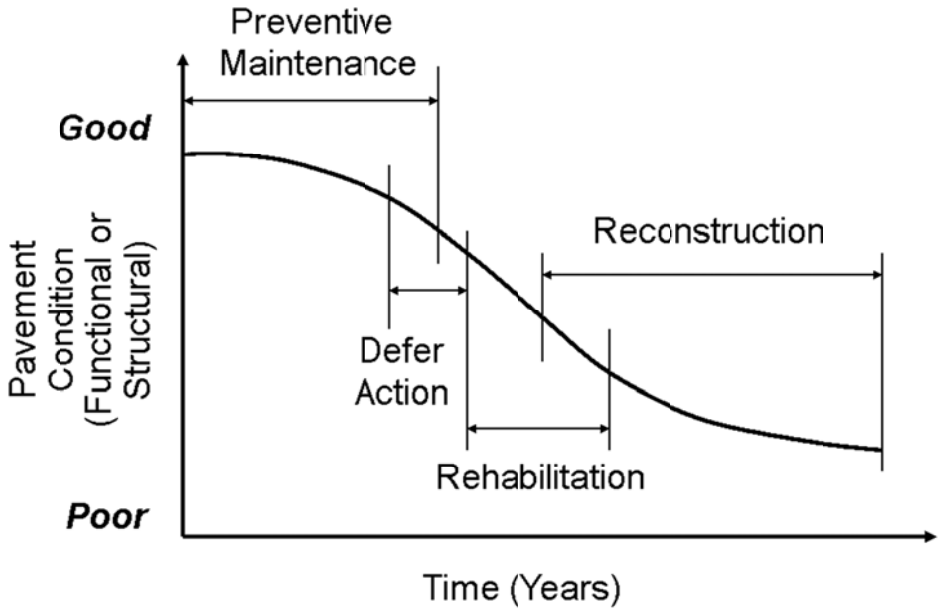
Table 3-9: Centerline Mileage Breakdown by Agency and Condition

Agency	Centerline Mileage Paved	% Fair and Above	Centerline Mileage Gravel or Dirt
Bernalillo County	540	100%*	185
City of Albuquerque	1983	71%	10
City of Rio Rancho	484	56%	517
NMDOT, District 3	141 Interstate/ 408 Non-Interstate	98%/ 94%	n/a

**Note that Bernalillo County ranks all of its roadways as "Fair" or "Good"*

A common approach undertaken by MRMPO member agencies with roadway infrastructure responsibilities has been the establishment of Pavement Management Systems. Pavement Management Systems have typically been established within agency public works departments to monitor conditions and ensure that timely maintenance treatments can be deployed to avoid roadway deterioration. A pavement life-cycle curve is shown in Figure 3-5. The graphic shows how maintenance enhances the performance as well as lifespan of roads. Indeed, deferring roadway maintenance is usually more expensive in the long run while resurfacing is always cheaper than reconstructing a road. Because of the importance of preservation, the 2035 MTP encourages maintaining the existing transportation system in a state of good repair. For its part, the Project Prioritization Process awards points to projects that incorporate preservation.

Figure 3-5: Typical Pavement Preservation Curve with Relationship between Timely Maintenance and Optimal Roadway Preservation



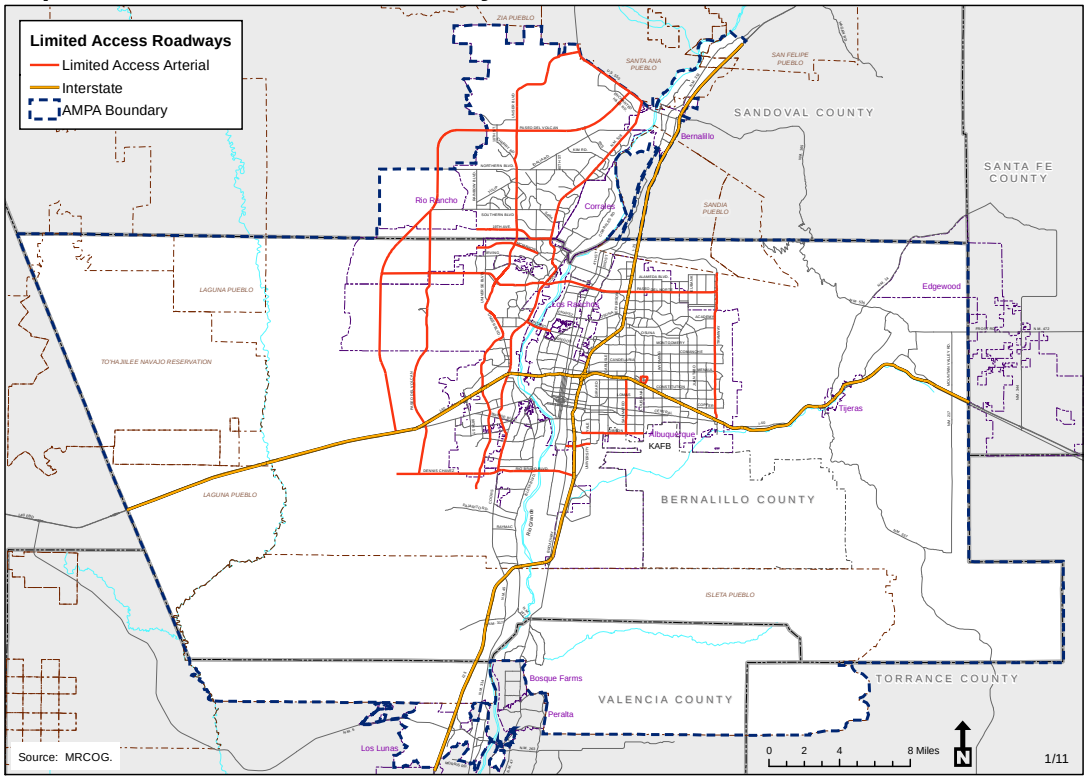
Source: Southern Slurry and Micro Surfacing Inc.

Access Management

Roadway access management is another system management and operations strategy that can benefit the performance of the overall transportation system. MRMPO member agencies have designated certain facilities as “limited access roadways” with prescribed access limitations to increase roadway throughput and control the number and frequency of driveways (see Map 3-9). Recommendations within this framework are to be consistent with National Highway System (NHS) and supported by local and state agency street standards and policies.

In order for any limited access designation to be effective, it is critical that local land use and access decisions be coordinated. Therefore, it is intended that each member agency with jurisdiction over these roadways should coordinate access to lands along the facility. It is important to strike a balance between the needs associated with the adjacent land uses and the overall performance of the roadway. Corridor studies and other planning efforts are the typical mechanisms to identify and plan for these corridors. MRMPO has established roadway access policies as a guide to be used by local agencies within their planning and development review activities to promote coordination and ensure consistency with this policy.

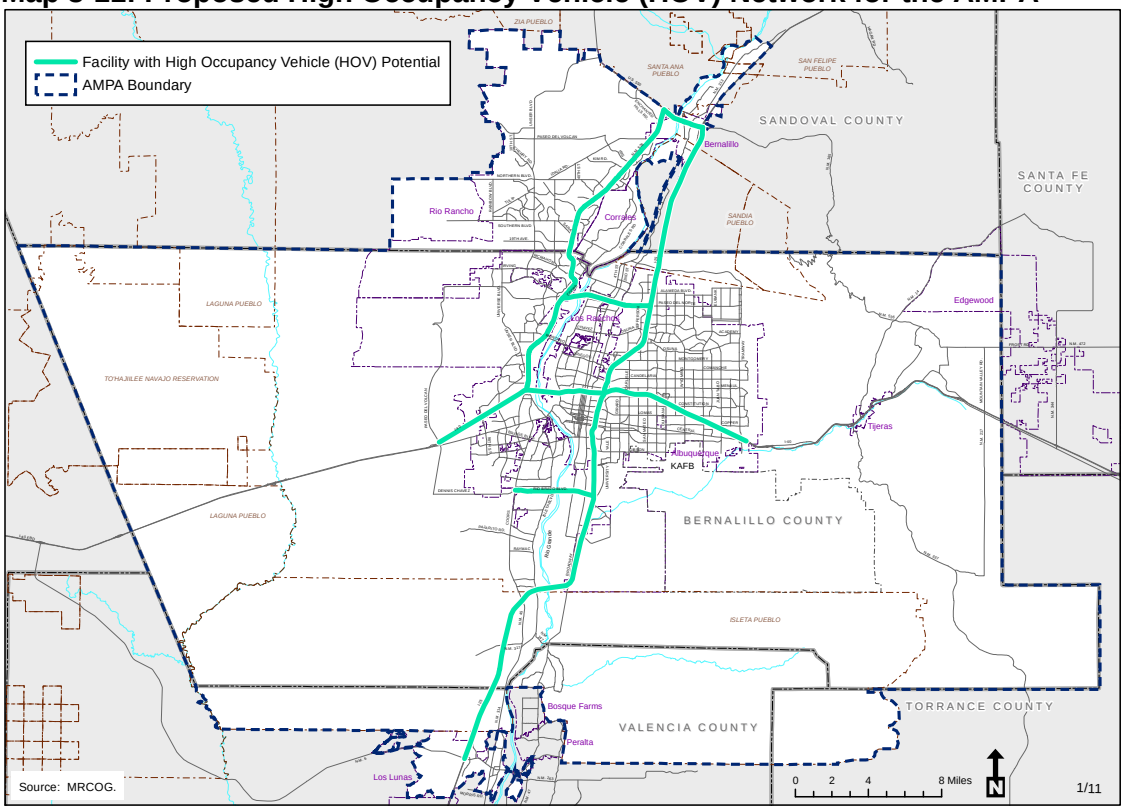
Map 3-10: Limited Access Roadways in the AMPA



Managed lanes and facilities dedicated to high occupancy vehicle (HOV) or truck traffic can be effective in mitigating congestion, increasing traffic safety and encouraging increased carpooling and transit use. Facilities with high potential for HOV implementation have been identified through a previous study conducted by MRMPO and NMDOT (see Map 3-10). The managed lanes/HOV element of the AMPA roadway system will work hand in hand with the ITS Implementation Plan to allow for simultaneous ITS deployments. As part of its near-term ITS deployment strategy, the ITS Subcommittee has identified elements to be implemented along river crossings. Current deployments include NMDOT's fiber interconnect across US 550 at the northern boundary of the AMPA.

MRMPO has a role in supporting the development and deployment of all the systems described in this section by providing a forum for interagency project planning and development as well as through prioritized project programming through coordination efforts for the TIP and MTP. MRMPO will continue in this capacity and seek new ways in which systems management and operations can be further utilized to make the most of the region's transportation infrastructure.

Map 3-11: Proposed High Occupancy Vehicle (HOV) Network for the AMPA



V. Transportation Demand Management

Transportation Demand Management (TDM) is a comprehensive approach to handle travel demand issues for all modes and address regional congestion issues. For the AMPA, the key themes and measures revolve around expanding transit and alternative modes of transportation, connecting land use and transportation planning, and maximizing the efficiency of the existing infrastructure by reducing overall traffic volumes and peak-hour demand in particular. As a result, the performance targets to monitor the progress of the plan (Chapter 5) include, among others, reducing vehicle miles traveled (VMT) and increasing transit mode share. Achieving these performance targets can result in reduced emissions and the more efficient movement of people and goods.

More specifically, TDM is the use of strategies to reduce the number of miles people travel. Strategies include: ridesharing, public transportation, programs that promote bicycling and walking, and value pricing (i.e., High Occupancy Toll (HOT) lanes, regular toll lanes, and congestion pricing). These strategies can be implemented at a neighborhood, municipal, county or regional level. Indeed, many TDM programs are administered by MPOs. TDM efforts can also be undertaken by the private sector through providing employees with incentives to carpool or commute via transit or bicycle, or by offering flexible schedules that can reduce the number of peak-hour commuters. Considering the recent population growth in the region and the continuation of this trend despite difficult economic times, TDM offers a diverse set of solutions to manage expected growth and the resulting transportation challenges.

When utilizing TDM, these issues are examined through the lens of why, when, where and how people travel for each mode. The ‘why’ addresses a person’s purpose for travel, the ‘when’ addresses the time of travel (particularly comparing peak and off-peak hours), and the ‘where’ addresses whether the travel destination is local or regional. The ‘how’ addresses the mode and combination of modes that people use to reach their destination.

Reducing Vehicle Miles Travelled

A key measurement in transportation demand management is the overall use of the region’s roadways, as measured in vehicle miles traveled (VMT). Changes in vehicle miles traveled are therefore an indicator of a region’s success or failure in reducing vehicle travel. Several factors contribute to vehicle miles traveled including the distances people drive (influenced by factors such as land use and the jobs-housing balance) and how often people drive (influenced by available transportation choices, among other things). Single-occupancy vehicles are the greatest source of congestion and responsible for the majority (62 percent) of transportation-related greenhouse gas emissions. Reducing passenger trips and VMT also has dramatic air quality benefits.

Transit and Alternative Modes

To make serious strides in the reduction of vehicle miles traveled, all efforts to provide more transportation options should be pursued. The more viable transportation choices that are offered the more likely people will choose alternatives to driving alone. The challenge lies in creating and ensuring such options exist. TDM strategies for increasing bicycle and pedestrian trips, ridesharing, and telecommuting work to reduce VMT by providing more transportation options and alternatives to driving. However, the greatest reductions in VMT are derived from increased transit usage.

Trips changed from single-occupancy vehicle to transit not only reduce VMT, but carbon dioxide (CO_2) emissions per passenger mile for transit produce on average less than half of private auto CO_2 emissions, even when nearly empty buses are factored into the equation. Transit has other beneficial effects. A 2008 study conducted by ICF International estimated the annual national CO_2 reductions from transit to be about 37.2 million metric tons (mmt)[2] of CO_2 (after factoring in the energy used by transit). This calculation included the CO_2 reduction from land use effects spurred by the existence of transit as well as the congestion mitigation effects of transit. In other words, transit provides benefits other than just replacing vehicle trips; it also encourages positive land use changes and mitigates congestion. Transit can further minimize its CO_2 impact by using efficient vehicles, alternative fuels and green building materials. For example, a park and ride station presents a perfect opportunity for installing solar panels over the parking lot, providing a renewable energy source for the station and doubling as a shade structure for vehicles.

Land Use Strategies

Another critical piece in TDM strategies and reducing vehicle miles traveled is land use. Land use affects not only the demand for transportation but also the length of trips and modes used. Low density, single-use land use patterns often make single-occupancy vehicle travel the preferred mode since distances between uses and activities are greater and transit cannot be easily supported in these areas, and distances are often too far to make walking and bicycling practical. By contrast, more compact land uses result in shorter distances between destinations, allow for more walkable neighborhoods, and make transit usage more viable due to higher densities. A recent study by the Urban Land Institute, *Moving Cooler*, found that compact development reduces driving approximately 20 to 40 percent. Benefits of compact land use extend beyond greenhouse gas emissions and would likely include the following: reduced energy use, preserved open spaces, improved water quality and availability, improved public health, increased physical activity, lower infrastructure costs, more housing choice and increased feasibility of public transit.

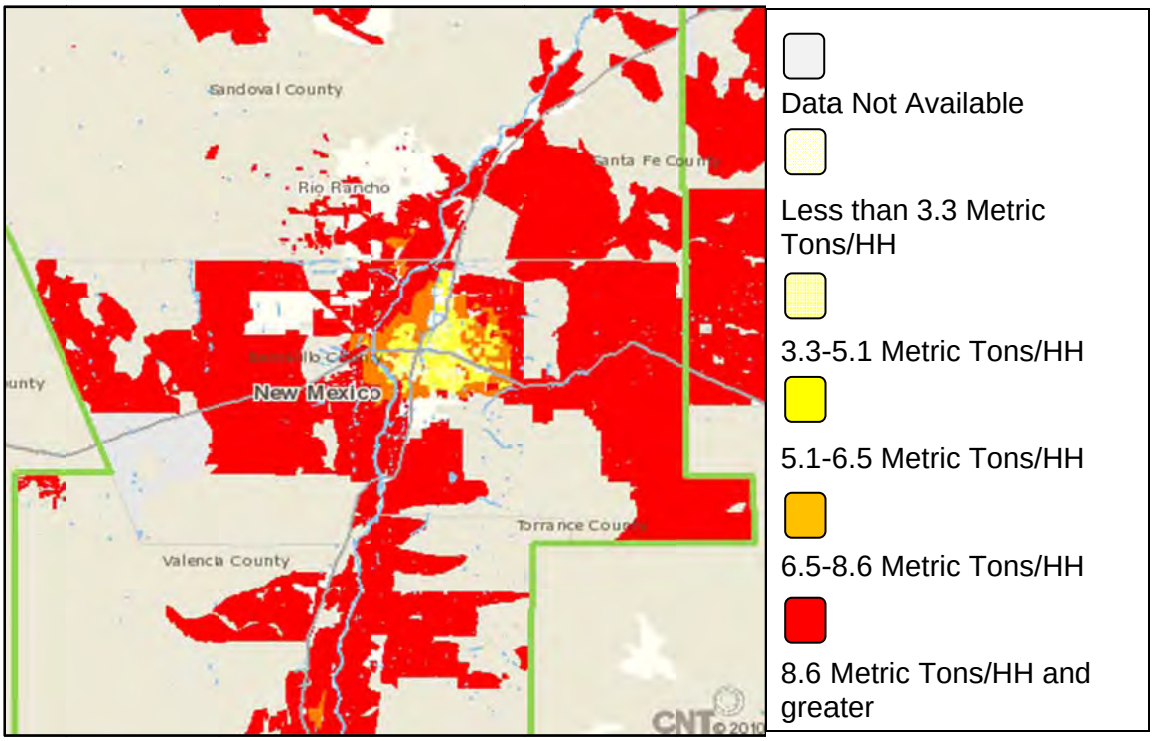
Land use strategies also have the benefits of reducing the number of trips taken per household; by creating higher-density mixed use neighborhoods, a person can

[2] One mmt of CO2e (carbon dioxide equivalents) is equivalent to about 2.4 million barrels of oil.

accomplish more tasks without having to rely on a car. Land use strategies can also help the region develop in a more compact form and address the existing jobs-housing imbalance, both of which have contributed to greater geographic distances between uses and thus greater vehicle miles traveled rates. In a compact development land use scenario for the AMPA region, MRMPO found that increasing density not only reduces VMT, but can reduce delay and improve overall speeds as well (see Appendix A).

The impact of distance and segregated land uses on household vehicle use and CO_2 emissions is shown in Figure 3-7. Areas shown in red have annual average household CO_2 emissions of 8.6 metric tons or more and are found mostly in outlying communities. Only two neighborhoods, directly south and west of the University of New Mexico, have annual average household CO_2 emissions of less than 3.3 metric tons.

Figure 3-6: Average Annual Household CO2 Emissions for the Region



Source: Center for Neighborhood Technology, CO_2 per Household from Auto Use

Addressing VMT is increasingly important for limiting vehicle emissions because, historically, vehicle use has far outpaced improvements in vehicle technology and energy efficiency, which can also reduce emissions. Although reducing VMT is something local governments have some control over, there are still significant challenges in doing so. Integrated land use and transportation planning is an effective and essential component for accomplishing the region's goals, yet true integration remains elusive for this region. Achieving this connection could have tremendous benefits in terms of addressing regional mobility issues and mitigating harmful environmental impacts, as well as improving economic activity.

Travel Demand Management Study

The Mid-Region Council of Governments is currently conducting a travel demand management study to explore transportation needs for the University of New Mexico (UNM) and Central New Mexico Community College (CNM). These institutions collectively form one of the largest activity centers in the region and are the source of tens of thousands of daily trips. The study will identify opportunities for transportation efficiency, reducing traffic congestion, reducing traffic-related environmental impacts, addressing parking issues and lowering travel costs.

Some key findings from the study include:

- almost half the people living in neighborhoods near UNM/ CNM are either employed or attend school there
- more than 75 percent of UNM employees and students who live within two miles of campus report their primary mode of transportation to campus is walking, biking, or ABQRide (bus)
- while many employees and students live close to the institutions, almost two-thirds live more than six-miles away

VI. Reducing Emissions

No new air quality violations of federal standards for any of the six criteria pollutants regulated by the U.S. Environmental Protection Agency (EPA) have occurred in the AMPA region since the region was found in violation of carbon monoxide (CO) standards in the early 1990s. However, ozone levels in the region are monitored closely in response to the more stringent standards proposed by the EPA. The region is likely to be designated as a nonattainment area for ozone pollutants which will create many changes ahead for federally-funded transportation projects in the region. In the meantime, MRMPO is taking steps to limit concentrations of pollutant emissions, including consultation with regional agencies regarding the air quality impacts of transportation projects and the consideration of air quality as a performance measure in its newly implemented Project Prioritization Process.

Congestion Mitigation and Air Quality

The Congestion Mitigation and Air Quality (CMAQ) program provides funds to regions for transportation projects designed to improve air quality and reduce traffic congestion in areas that do not meet National Ambient Air Quality Standards (NAAQS) or in maintenance areas that have had previous air quality problems. CMAQ was created by transportation legislation in the early 1990s and has been reauthorized over the years to assist in transportation investments that reduce emissions. Because Bernalillo County is still classified as a limited maintenance area for carbon Monoxide (CO), the County is eligible to receive CMAQ funding for air quality and congestion enhancements. CMAQ projects reduce motor vehicle emissions in three ways:

1. By encouraging changes in travel behavior that reduce vehicle miles traveled (VMT), such as shifts to ridesharing, transit, bicycling, or walking;
2. By improving traffic flow, which reduces vehicle idling and stop-and–start driving conditions that are associated with higher levels of emissions; and
3. By implementing technologies to reduce the rate of emissions, such as conversion to alternative fuels for buses, or retrofits of diesel vehicles.

Projects being implemented must serve as alternatives to added roadway capacity and must mitigate air quality and congestion. Recently implemented projects in the region include new park and ride facilities, bicycle and pedestrian paths/programs, improved public transit and service expansion and traffic signalization improvements.

MRMPO must calculate the impact of transportation projects that receive CMAQ funds. CMAQ analysis involves both “on-model” and “off-model” methodologies using the MRMPO Travel Demand Model, the Environmental Protection Agency’s Mobile 6.2 Air Quality Model, and MRMPO designed “off-model” calculations. The MRMPO travel demand model and Mobile 6.2 Air Quality model are essential tools for collecting variables for the MRMPO “off-model” calculations such as emission factors for various pollutants, vehicle miles traveled (VMT), and average trip lengths. The off-model analysis then evaluates annual emissions (kg/year) and cost effectiveness (annual value

of reduction/kg) for three different types of pollutants: carbon monoxide (CO), nitrogen oxides (NOx), and volatile organic compounds (VOCs).

Fuel Economy

Improvements in the fuel economy of vehicles over the last decade have helped reduce emissions although this has been offset by increases in VMT, caused in part by a growing population and also by increases in trip length. Since every gallon of gasoline consumed results in about 19 pounds of CO_2 emissions, improvements in vehicle fuel efficiency and fuel type are also critical for addressing air quality and climate change. Unfortunately, encouraging fuel efficiency and clean fuel types present a significant challenge because MRMPO has no authority over the development or regulation of either. MRMPO could, however, help coordinate at the regional-level the development of alternative fueling infrastructure which could include plug-in stations for electric cars and alternative fuel pumping stations.[3] MRMPO could also work with member agencies and other partners to institute region-wide incentives for alternative fuel vehicles such as permission for those vehicles to drive in HOV lanes and receive priority or free parking.

Idling Trucks and Air Quality

To address idling emissions, some rest areas for trucks in Albuquerque have been supplied with flexible conduit to provide climate control, AC power, internet, and cable television signals to drivers resting between shifts. These systems—known as Truck Stop Electrification or TSE—allow long-haul operators to shut off their trucks altogether, rather than having them idle overnight or during breaks. As a result, air-quality and noise impacts to adjacent communities and the region are greatly mitigated. As the MRMPO area faces the likelihood of exceeding the National Ambient Air Quality Standard for ozone, increased deployment of these systems may be one strategy in reducing emissions.[4]

Project Prioritization Process

The Project Prioritization Process (PPP) also serves as an important tool for evaluating and incentivizing projects that address air quality. The air quality criterion measures the effects individual transportation projects have on the AMPA through the same rigorous model analysis used for CMAQ evaluation. Emissions factors with and without the projects as well as cost-benefit analysis are calculated. The PPP will help improve air quality by prioritizing projects that result in reduced VMT and reduced emissions. Presently, MRMPO and the AMPA region are not required to perform project-level air quality analysis. The inclusion of an air quality criterion as a performance measure under

[3] Although electric cars would reduce consumption of petroleum-based fuels, they would still require electricity as a power source, and in this state electricity is primarily produced by greenhouse gas-emitting coal-fired power plants. As a result, although mobile emissions from the vehicles themselves would decrease, emissions caused off-site from the electric energy production might increase, merely moving the problem from one source to another.

[4] Freight and Air Quality Handbook, Federal Highway Administration, 2010

the MTP's *quality of life* goal recognizes its importance and contribution to regional quality of life. The air quality criterion is therefore a proactive measure that prepares MRMPO for future ozone non-attainment in the AMPA region.

Conformity Determination

Each MTP must demonstrate conformity with the current State Implementation Plan (SIP). Conformity indicates the plan will not jeopardize air quality standards, that it was developed using proper analysis and interagency consultation, and demonstrates fiscal constraint. As Bernalillo County is considered a limited maintenance area for carbon monoxide (CO), the region must demonstrate that current CO levels are below NAAQS requirements. Current CO levels are in fact well below the allowable thresholds and MRMPO is not required to conduct any further emissions analysis. The current design value for CO, based on the latest quality-assured data available at this time, is 2.6 ppm for the 8-hour CO NAAQS and 3.6 ppm for the 1-hour CO NAAQS[5]. These values represent 29 percent and 10 percent of the relevant standards, respectively. Therefore, the design value for Albuquerque/Bernalillo County is well below the NAAQS threshold and in accordance with this criterion of the conformity rule. The Environmental Protection Agency has confirmed the design values and all indications are that Bernalillo County is not likely to exceed the CO thresholds in the near future.

Upon the likely scenario that the National Ambient Air Quality Standards (NAAQS) for ozone are changed by the U.S. Environmental Protection Agency, MRMPO along with partner air quality agencies will need to develop a revised State Implementation Plan (SIP) to achieve needed levels of emissions reductions. Different pollution control measures will require approval at several levels of government. The New Mexico Department of Transportation, MPOs, air quality agencies, transit agencies, and local governing bodies cannot individually create or implement control measures. Therefore, the State Implementation Plan revision will be considered a collaborative process to achieve desired air quality standards. The MTP must demonstrate consistency with motor vehicle emissions budgets or with appropriate emissions tests identified in the SIP. This is done by means of a conformity determination, which is the affirmative written documentation declaring conformity with the applicable implementation plan (SIP). An affirmative conformity determination means that the transportation plan conforms to the SIP's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving prompt attainment of such standards.

To help with this process, MRMPO is taking steps to implement MOVES 2010 to model air quality in the region. MOVES (Motor Vehicle Emissions Simulator) is the Environmental Protection Agency's latest model software for estimating emissions. The migration to MOVES 2010 from Mobile 6.2 will be a vast improvement towards

[5] These design values have been confirmed by the U.S. Environmental Protection Agency, as stated in a letter addressed to the FHWA Division Administrator and dated February 15, 2011.

estimating regional inventories of criteria pollutants, greenhouse gas emissions, and some mobile source air toxins from highway vehicles.

VII. Congestion Management Process

Whether it is the result of population increases, overburdened infrastructure, or land-use patterns that increase reliance on vehicles for transportation needs, roadway congestion is increasingly a fact of life in American cities. The result is diminished air quality, losses in economic activity, and increased travel times for individuals. These realities create a series of transportation challenges which need to be addressed in order to ensure that individuals, goods, and services move efficiently throughout a metropolitan region.

Federal regulations require that all Transportation Management Areas (TMAs), such as MRMPO, incorporate an "objectives-driven performance-based" Congestion Management Process (CMP) into the regional transportation planning process. In practice a CMP is intended to assess the performance of the regional transportation system, identify the sources and extent of congestion, recommend appropriate strategies to manage congestion and improve mobility, and consider the benefits of proposed transportation projects and travel demand management (TDM) programs.

Figure 3-7: CMP Requirements

- Identify congested locations
- Determine the causes of congestion
- Develop and propose mitigation strategies
- Evaluate te impact of congestion management strategies on recently implemented projects

A wide range of congestion management strategies may be called upon to address both recurring and non-recurring congestion. For example, an Operations and Management approach incorporates multi-modal travel options, technology, and other components to maximize system performance and efficiency while ensuring safety and reliable conditions for travelers. Other strategies include properly located capacity expansion projects, incident response, access management, and travel reduction programs. The ongoing challenge for the CMP is to integrate those strategies into the regional planning process and encourage local governments to implement congestion management techniques in appropriate locations.

Data Collection

The backbone of the CMP is a series of transportation data that MRMPO collects which are designed to measure recurring and non-recurring congestion. The three principal data elements for the CMP include: 1) **volume-to-capacity (V/C)** ratio, which compares the observed traffic volume on a roadway segment to the intended roadway capacity; 2) **speed differential**, which compares the difference between observed speeds and posted speed limits; and 3) **crash rates** at individual intersections compared to the regional average. The data is collected for the 30 corridors and two Interstate facilities that comprise the CMP congested network. The initial list of corridors was developed by the CMP Committee based on qualitative and quantitative criteria. Data is collected on a recurring basis and results are listed in a rankings table that indicates the facilities that

experience the highest overall levels of congestion. It should be noted that the corridor network may be subject to change as conditions change in the AMPA area.

Congestion Analysis

The detailed analysis conducted on the congested network sheds light on the nature of congestion for the segments of each corridor. For instance, if congestion is the result of volume then appropriate strategies may include reduced roadway demand through transit, alternate modes, or other travel demand management techniques. By contrast, if congestion is the result of slow speeds, then roadway inefficiencies may be addressed through operations improvements such as signal timing and coordination, or access management which can reduce the number of vehicles or turning movements on a roadway.

Figure 3-8: CMP Efforts Undertaken

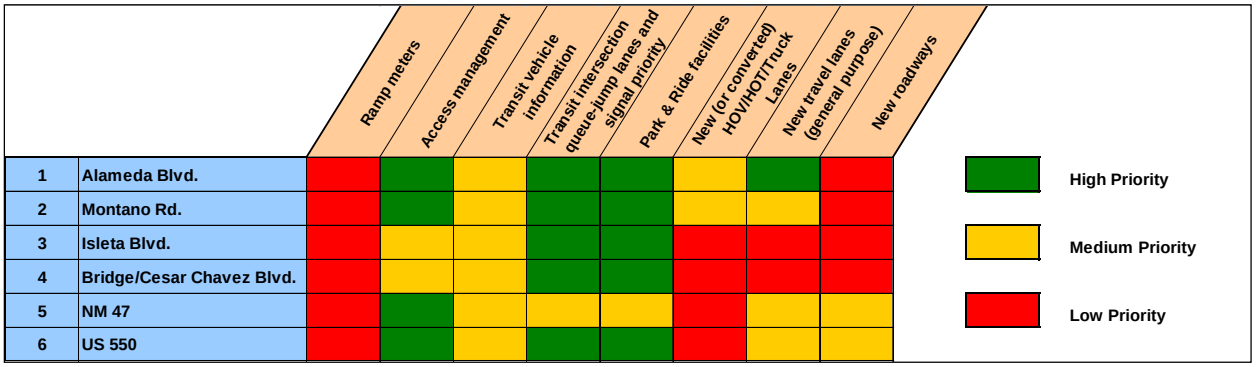
- Refinement of data collection and congestion scoring methodologies
- Development of CMP products
- Efforts to disseminate strategies and principles of congestion management
- Project Prioritization Process

Congestion data also indicates the time of day (AM peak, PM peak, or off-peak hours) when congestion is most severe for a particular corridor or segment and reveals whether the congestion is the result of a bottleneck or a prolonged stretch of congested traffic conditions.

The congestion data serves as a baseline for understanding conditions by location and highlighting the corridors that merit attention. Much of the analysis regarding appropriate strategies and means of quantifying congestion occur with the direct input of the CMP Committee. The CMP Committee is comprised of technical experts from member agencies in the region who meet on a monthly basis to discuss regional approaches and strategies and coordinate efforts between agencies.

An important part of the CMP is to disseminate the congestion data and related analysis to local government agencies. These actions take place through meetings and coordination with the CMP Committee, presentations to local government agencies, and CMP products such as newsletters, documents including a *CMP Atlas* cataloguing conditions by corridor and a *CMP Strategies Toolkit*, and the recently developed CMP Strategies Matrix (all available on the MRCOG website). The CMP Strategies Matrix is a tool for member agencies to identify the most appropriate and highest priority congestion management strategies for each of the corridors in the CMP congested network. Although the strategies matrix was developed for use with the Project Prioritization Process (see Chapter 1), it can be used as a reference by local governments in the development of all transportation projects.

Figure 3-9: Sample from CMP Strategies Matrix



Efforts have been made to integrate the CMP into the metropolitan transportation planning process. This has occurred through activities conducted by the CMP Committee and through the ongoing efforts of MRMPO staff. Results of these coordinated efforts include the establishment of regional transportation priorities and priority locations. In addition, the goals of the CMP—preserve and improve *quality of life*, *mobility of people and goods*, and *support economic activity and growth*—were adopted as goals of the MTP.

The most important means of integration is the Project Prioritization Process (PPP), which features criteria and a structure that are closely tied to the MTP and incorporates data collected through the CMP. Described more fully in Chapter 1, the Project Prioritization Process is an objective, data-driven tool for evaluating transportation projects proposed for inclusion in the short-range TIP and identifying the projects which best address the needs of the region.

Future Directions & Needs

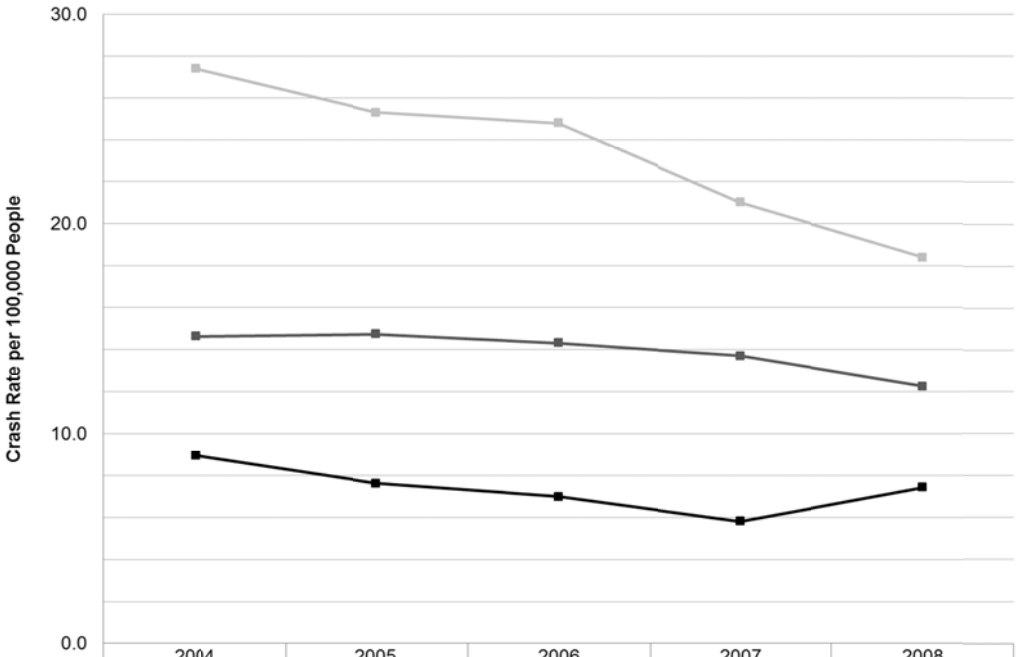
The CMP is an essential effort to improve transportation decision-making in the Albuquerque region. As an ongoing process, there are a number of CMP-related activities which must be continued. Future activities include the continual need to refine data collection methods and develop performance measures that can be incorporated into the Project Prioritization Process and lead to sound transportation decisions. A critical task of the CMP that is not yet fulfilled is meaningful analysis of the impacts of previously implemented transportation projects. Recent travel time data collection efforts enable MRMPO to establish baseline travel conditions for the extent of the congested network. Collecting additional data over time allows for evaluation of the impact of recent projects. By assessing before and after conditions, MRMPO can identify the strategies that work best in different circumstances, the magnitude of the benefit and, ultimately, determine the best practices for the region.

VIII. Safety Strategies

Traffic crashes are the leading cause of unintentional death in the United States and many are preventable. For this reason, as well as others, transportation safety is a critical public health and safety issue and continues to be highlighted as a key planning emphasis area in federal transportation legislation. Planning for safe transportation facilities is a top priority for the nation's Department of Transportation and is an integral part of the AMPA *quality of life* goal. The primary focus of safety planning includes the analysis of crash data to identify effective strategies for reducing crashes. However, safety planning may also include education and enforcement strategies, the use of Intelligent Transportation Systems (ITS) technology, and exploring how the design of our roadways affects safety for users of all ages and abilities.

A safety element is one of eight factors that the latest federal transportation law, the "Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)" requires MPOs to include in their MTPs. Federal legislation also requires that the planning process include consideration of the safety of the transportation system for motorized and non-motorized users. Even though in recent years there have been traffic-related safety improvements and the overall rate of crashes has declined in the AMPA, the rate for fatality crashes per 100,000 in population increased by 28 percent between 2007 and 2008 (See Figure 3-10). Clearly there is still much work to be done in reducing crash related fatalities in the region.

Figure 3-10: AMPA, New Mexico and US Fatality Crash Rates, 2004-2008



	2004	2005	2006	2007	2008
AMPA	9.0	7.6	7.0	5.8	7.4
NM	27.4	25.3	24.8	21.0	18.4
US	14.6	14.7	14.3	13.7	12.3

Safety challenges in the AMPA include, but are not limited to, addressing major intersections and corridors that have high crash rates, alcohol-involved crashes, crashes where young drivers are involved, and the high occurrence of pedestrian crashes. In order to address these issues, particularly those at intersections, driver behavior and roadway design need to be investigated. In addition, assessing safety for the most vulnerable users, such as pedestrians and bicyclists, will provide a safer transportation system for all modes of traffic and increase mobility options for all users.

Management and Planning

When addressing transportation safety issues in the AMPA, there are federal, state, and regional plans and guidance to consider. The Federal Highway Administration (FHWA) has identified “4Es” for making our roads safer. The “4Es” include: engineering, education, enforcement, and emergency medical services. The FHWA also further stresses the importance of developing data-driven systemic approaches and technologies to analyze safety issues and to consider safety needs early-on and throughout the project development process.

Improving safety throughout the region not only saves lives and reduces injuries, but also helps mitigate both the direct and indirect costs of crashes including property damage, emergency services, medical bills and loss of time at work. In 2000, the National Highway Traffic Safety Administration (NHTSA) estimated that traffic crashes in the United States accounted for approximately $230 billion a year in economic losses. Improving safety can also help reduce congestion; according to a study done by AAA in 2008, 40 to 50 percent of all nonrecurring congestion may be associated with traffic incidents.

MRMPO provides an annual report on crash data called *General Crash Data Report and Trends*. In this report, crash data received from the UNM Division of Government Research (UNM-DGR) is analyzed to assess other trends that may be unique to the AMPA. This annual report categorizes crashes by severity, cause, crash type, age, alcohol involvement, pedestrian, bicycle, and truck involvement and provides intersection crash rates. For example, similar to national trends, the number one reported cause for crashes is “driver inattention,” followed by “following too close” and “failure to yield”. This report helps MRMPO and its regional partners identify problem areas and trends that need further investigation.

The creation of a safety management plan and/or task force could support the development of a prioritization process for spending Highway Safety Improvement Program (HSIP) funds and other safety-related funding sources in the AMPA. A safety task force could also review best practices and respond to new federal and state legislation and funding that is brought forward through the Sustainable Communities partnership among the U.S. Department of Transportation, Department of Housing and Urban Development (HUD), and the Environmental Protection Agency (EPA).

NMDOT Comprehensive Transportation Safety Plan (CTSP)

One of the necessary strategies to reduce traffic crashes is to develop a safety plan. In fact, the State of New Mexico is required by federal regulations to develop a State Highway Safety Plan (SHSP). In 2006 the New Mexico Department of Transportation (NMDOT) in cooperation with the MPOs, transit operators, and other local and private sector safety stakeholders around the state completed the *Comprehensive Transportation Safety Plan* (CTSP). The plan presented 12 emphasis areas and 94 strategies.

The ultimate goal of the 2006 CTSP was to achieve a 20 percent reduction in the state fatality rate by 2010, or a total rate of 1.67 fatalities per 100 million vehicle miles traveled. New Mexico exceeded this goal by achieving a fatality rate of 1.38 per 100 million vehicle miles traveled in 2008. As a result, in 2009 a new and more ambitious safety goal was set for the updated CTSP. The new goal is to achieve a 25 percent reduction in traffic fatalities from 413 in 2007 to no more than 310 fatalities by 2010. For the years following 2010, it will be the goal of the CTSP to continue to reduce fatalities proportional to the American Association of Highway Transportation Officials (AASHTO) goal of an annual reduction of 1,000 fatalities nationally, or 2.3 percent per year. This type of reduction would result in 218 fewer fatalities by the year 2025 in New Mexico. The efforts to address safety as a result of the CTSP have made a significant contribution to achieving this goal. Unfortunately, even though considerable progress has been made in reducing the number of deaths and serious injuries on the roads in New Mexico, this rate continues to remain above the national average fatality rate of 1.25 per 100 million vehicle miles traveled.

Safety Management

Long-range safety planning processes can be addressed through the development of a regional safety management plan or task force that is tailored to the AMPA and consistent with the CTSP. An AMPA safety plan would continue to support crash data collection and analysis, but would also encourage collaboration among stakeholders such as law enforcement agencies, health institutions and engineering departments. This process could help establish and strengthen working relationships, identify safety programs and activities that already exist in the region and ascertain if data improvements are needed. Comprehensive safety planning requires educational and behavioral programs and development of a multimodal, well-connected transportation network. Other important components are training on effective safety measures, involvement in regional incident management plans and education for decision makers and the public. Safety measures should include human factors research, safe street design and the use of technology to effectively reduce crashes.

Project Prioritization Process

MRMPO has integrated safety in its short-range planning process. For example, safety is identified as a key factor in the Project Prioritization Process used for evaluating and selecting TIP projects for funding and implementation. Projects that are proposed at intersections with high crash rates receive points in the Project Prioritization Process (the more points a project receives, the more likely it is to be selected for funding and implementation). Projects are awarded additional points if the project's primary purpose is to address safety or if a project implements safety strategies. Currently, there are projects in the TIP that specifically address safety issues. These projects address a variety of safety needs, such as street lighting, crosswalk markings, roundabouts, median barriers, railroad crossing improvements, and signal timing.

Connectivity and Design

Improving the connectivity and design of the transportation system, across and between modes, through intersections and railroad crossings, is integral to maintaining a safe transportation system. Walking can be an important part of someone's route to work or school. Yet, as road traffic increases so do the hazards confronting pedestrians. Identifying and alleviating these hazards reduces pedestrian injuries and fatalities and encourages more people to walk, ultimately improving the health and well-being of the region's communities. Bicycling also provides an active, environmentally friendly mode of travel. However, as with motor vehicle travel, without proper education on the rules of the road for both bicycles and drivers there is an increased risk of death and injury. Expanding education and safety training and programs for safe cycling skills is integral. Equestrian trails and multi-use path safety measures also need to be evaluated further.

Improving the safety and convenience of park and ride lots, pedestrian facilities and bicycle infrastructure are important for improving access to transit stops. As a large portion of the population continues to age, the need for safer access to transit will increase. Creating safe and comfortable alternatives to driving is important for all individuals; it is particularly important for senior citizens who may continue to drive despite the safety risks, or stop driving out of fear, resulting in quality of life consequences. Specific steps taken by transit providers and operators in the region to address safety include the development of an emergency preparedness plan, raising awareness about highway and rail at-grade crossings, and tracking incidents. Implementing ITS technologies on transit vehicles can also help mitigate some of these issues.

Using Intelligent Transportation Systems (ITS) technology to increase knowledge of roadway conditions for the users (such as real time traffic delay information) has proven to reduce travel delays and increase safety on the roadway. In addition, managed lanes and facilities dedicated to high occupancy vehicles or truck traffic can be effective in mitigating congestion, increasing traffic safety, and encouraging increased carpooling and transit use. Additional ITS applications that can help improve safety include incident

detection and response for emergency and safety crews, dissemination of real-time incident information to motorists and minimizing construction zone periods.

Street Design

Promoting the development of street patterns and designs that support pedestrian and bicycle comfort, convenience, and safety—particularly for travel to public transit stops, schools, colleges, universities, jobs, stores, parks and other destinations—is key to a safe roadway system. Implementing complete streets as part of local policy and design standards can help support the development of multi-modal streets that are safe for all users. Designing streets with a safety first approach by emphasizing appropriate speeds, sight distances, and curve radii is essential. Complete streets can be required with new infrastructure and also when redevelopment or pavement resurfacing projects occur. An effective way to introduce design changes is to begin with pilot projects that include "before and after" studies that focus on safety improvements, such as installing roundabouts instead of signalized intersections, or implementing road diets (the removal of traffic lanes often for the purpose of improving safety and adding other amenities such as wider sidewalks, bike lanes and/or center turning lanes). Conducting "before and after" studies will show the benefits of these types of road design changes to the transportation system. Roundabouts significantly reduce conflict points for all modes of travel and road diets provide a cost-effective way to reduce crashes, particularly on corridors with significant turning movements. According to the summary report, *Evaluation for Lane Reduction Road Diet Measures on Crashes* (2010) by the Federal Highway Association, a road diet application can provide a 29 percent reduction in crashes.

Safe Routes to School

Providing sufficient funding to establish and maintain strong and effective Safe Routes to School programs and to make safety improvements to pedestrian and bicycle infrastructure in the vicinity of schools, colleges, and universities is a priority for the region. The Safe Routes to School program is a federal-aid program created by SAFETEA-LU in response to the sudden decrease in children walking and bicycling to school. In 1969, about half of all students walked or bicycled to school. Today, fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles. This trend away from walking and biking to school has been costly both in terms of dollars and impacts to our children's safety and health (more than one-third of school-aged kids are overweight or

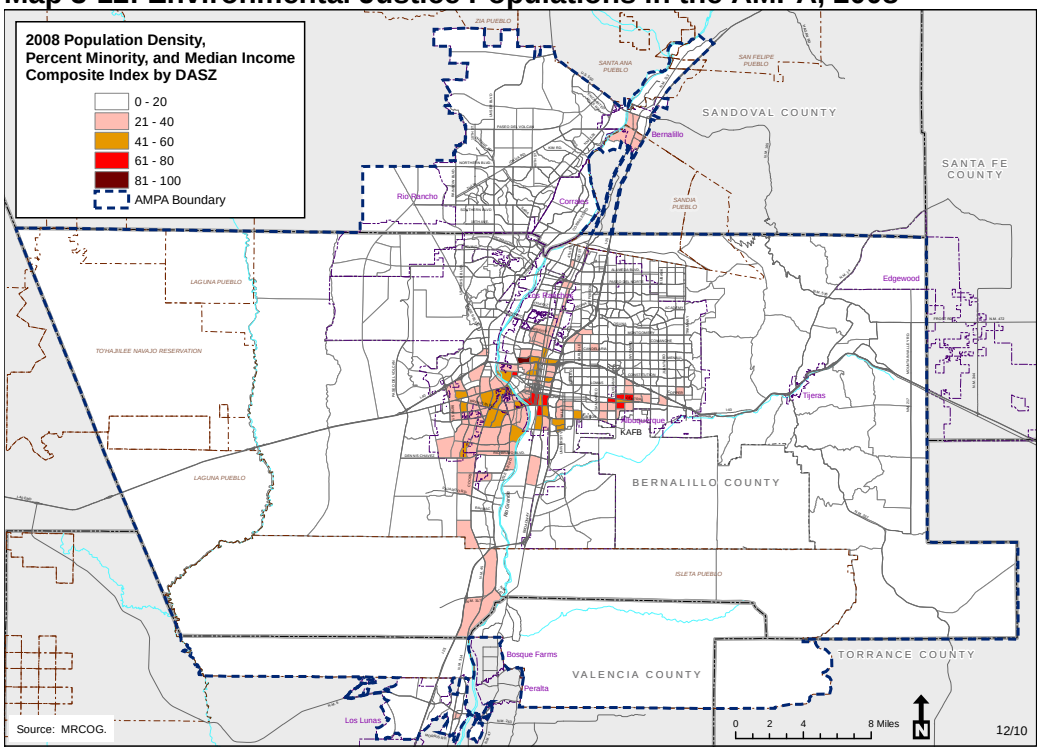
obese). Successful Safe Routes to School programs can also relieve congestion. For example, in some communities, school traffic accounts for about 25 percent of morning traffic congestion. Three schools in Rio Rancho received Phase I funding, and a “Ditches with Trails” project has been developed that focuses on improving segments of ditch banks that connect to schools. This project is managed by the Middle Rio Grande Conservancy District.

IX. Environmental Justice Assessments

MRMPO primarily addresses environmental justice in its efforts to assess where low-income and minority populations reside and how those populations are served by the transportation network within the AMPA, as part of the Project Prioritization Process (PPP), and by tailoring its public participation process to increase access to the decision-making process.

MRMPO produced an environmental justice index using 2000 Census data, the only source for which small-area, protected group status data was available. Typically, an environmental justice index uses the percentage of the population living in poverty. The MRMPO index instead uses median household income relative to the state average, since higher-quality data is available for median household income. Although minority and income status are not forecast at the Census tract level, MRMPO is still able to estimate and forecast population density. As a result, MRMPO employed a 2000 dataset for income and minority status and 2008 and 2035 (base and horizon year) datasets for density. The environmental justice index in summary uses minority status and median income data along with population density to identify areas where there are concentrations of environmental justice communities. However, low-density areas such as tribal reservations do now show up using that methodology. The index shows broadly where there might be environmental justice communities, and not all communities are necessarily identified. The results, as shown in Map 3-11, give an idea of where in the AMPA there might be environmental justice concerns.

Map 3-12: Environmental Justice Populations in the AMPA, 2008



Transit Accessibility

MRMPO's Transportation Accessibility Model (TRAM) was used to assess whether environmental justice communities have greater or lesser access to public transportation than the AMPA as a whole. The following table shows results from an analysis conducted using the 2008 networks and transit services in order to determine whether public transportation investments are being equitably distributed across the region. As the analysis shows, the region is doing a relatively good job providing environmental justice communities access to transit services, as compared to the general population. MRMPO will track transit accessibility for environmental justice communities over the life of the MTP to measure the performance of the plan from a quality of life perspective, with the aim of increasing accessibility to transit for environmental justice areas. More description on this performance target is provided in Chapter 5.

Table 3-10: Accessibility of Transit to Populations in the AMPA

Percent of EJ population within ¼ mile of transit service in 2008	57%	Percent of AMPA population within ¼ mile of transit service in 2008	26%
Percent of EJ population within ½ mile of transit service in 2008	85%	Percent AMPA population within ½ mile of transit service in 2008	72%
Percent of EJ population within ¼ mile of high frequency transit service in 2008	7%	Percent of AMPA population within ¼ mile of high frequency transit service in 2008	6%
Percent of EJ population within ½ mile of high frequency transit service in 2008	26%	Percent of AMPA population within ½ mile of high frequency transit service in 2008	21%

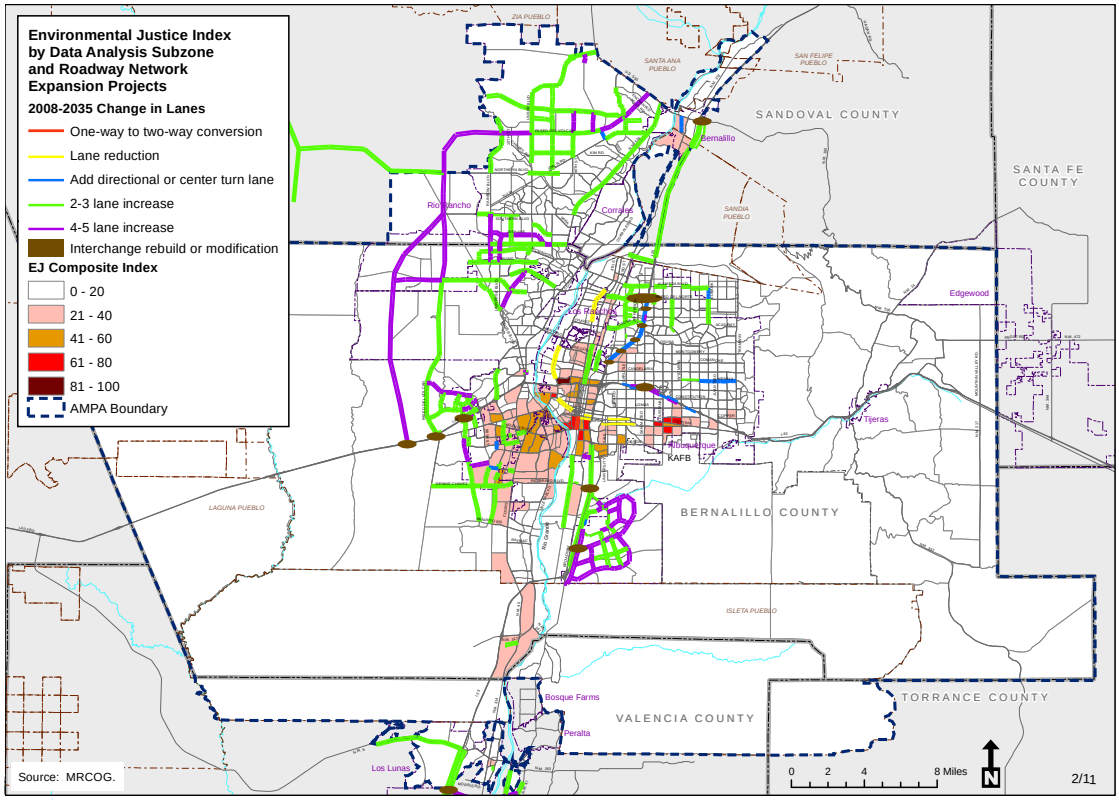
MRMPO offers opportunities to participate in the planning process on a largely geographic basis to ensure that no geographic area is excluded from its public participation efforts. With respect to engaging communities of Limited English Proficiency, MRMPO has begun translating more of its documents into Spanish. In addition, videos produced by MRMPO will be narrated in both English and Spanish. MRMPO will continue its efforts to ensure the full participation by all affected communities, particularly environmental justice and Limited English Proficiency communities, in the transportation decision-making process.

Future Projects Analysis

The Project Prioritization Process, through which projects are selected for inclusion in the TIP, uses environmental justice criteria as a scoring factor, adding points to projects if they are located within or adjacent to identified environmental justice communities. Because a full environmental justice evaluation as part of the NEPA process is usually required to determine whether or not a project has substantial adverse effects on a community, and because such an analysis cannot be performed during the Project Prioritization Process, the assumption is made that a project will benefit rather than burden the adjacent community. However, explanation of the project's impacts to adjacent communities is also required.

For this 2035 MTP, a map was developed to show the location of roadway projects included in the MTP in relationship to the environmental justice communities identified through the Environmental Justice Index. Map 3-12 shows roadway capacity expansion projects included in the 2035 MTP along with areas shaded in pink-orange-red that score above 20 on the current (2008) Environmental Justice Index. Most capacity expansion projects (green or orange on the map) fall outside currently developed areas, but several projects (notably the widening of 2nd Street in Albuquerque's North Valley and several projects in on the Southwest Mesa area of Albuquerque) should include a documented environmental justice process to insure that no disproportionate burden is placed on these potentially-vulnerable areas. In addition, concentrations of elderly, children, seniors, the disabled and similar population groups could also experience adverse impacts and therefore should be documented and analyzed as a part of the decision making process.

Map 3-13: Environmental Justice Index and Roadway Network



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Chapter 4: MTP Financial Analysis

Financial analysis of the 2035 MTP is not only a federal requirement, it is also good planning practice to ensure that planned transportation projects can be paid for with expected funding sources. This chapter looks at MRMPO's role in distributing funding to the region and examines the projected revenues and expenditures for projects and programs over the next 20 plus years.

A. Fiscal Constraint

Long-range transportation plans for metropolitan areas are required to be fiscally constrained, meaning that the 2035 MTP must include "sufficient financial information for demonstrating that projects in the MTP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained." In other words, the total cost of all transportation projects and expenditures cannot exceed the projected financial resources available. Table 4-1 shows this MTP to be fiscally constrained.

Table 4-1: Overview of Available Capital and Maintenance & Operations Funds and Expenditures

Funds Available	**Amount**
Federal and State Revenue for Transportation (Capital and District 3 Maint. & Oper.) FY 2008-2035	$2,852,997,370
Local Revenue for Transportation FY 2008-2035	$3,983,912,567
Total Public Revenue FY 2008-2035	**$6,836,909,937**
Expenditures	**Amount**
Cost of All Public Capital Projects FY 2008-2035	$5,093,845,634
Cost of Maintenance & Operations FY 2008-2035	$1,743,064,303
Total Public Expenditures FY 2008-2035	**$6,836,909,937**

Note 1: Estimates of federal funds use the FY 2011 obligation rate for all fiscal years.
Note 2: Zero percent growth is assumed for all federal categories from FY 2018 through 2035.
Note 3: Reduction of funds due to debt service is reflected in all Federal Highway categories through FY 2027 with funds restored from FY 2028 through FY 2035.
Refer to Table G-1 in Appendix G for more information.

B. Limited Transportation Funding

Reauthorization and Economic Stimulus

There are two major challenges to projecting how much funding is available for transportation projects. First, federal revenues are based on the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorization which was signed into law in August 2005. Although the SAFETEA-LU legislation authorized an unprecedented amount of funding for transportation between 2005 and 2009, the Act has expired and Congress has passed continuing resolutions that have extended SAFETEA-LU through September 2011. Further, continuing resolutions are expected until Congress enacts new legislation. Lack of a new federal transportation bill does not allow the New Mexico Department of Transportation (NMDOT) or the Mid-Region Metropolitan Planning Organization (MRMPO) to reliably project funding to levels beyond those previously authorized.

In 2008, the national and world economy entered a recession. In response, Congress enacted the American Recovery and Reinvestment Act of 2009, known as ARRA or "economic stimulus" funding. Although ARRA added $63,293,764 to the existing transportation funding in the metropolitan area, additional economic stimulus funding does not appear to be forthcoming with any certainty. As the economy continues to struggle toward recovery, state and local governments are experiencing stagnant or declining revenues from sources such as property taxes, impact fees and gasoline taxes which decrease the amount of funding available for transportation projects.

It is likely that the scarcity of federal and state funding in the immediate future, coupled with rising costs and increased needs, will require the region to explore alternative funding methods that could include additional taxes, bonding, public-private partnerships, implementation of toll facilities or other innovative financing methods.

While these issues create variability with regard to financial planning for the 2035 MTP, the financial assumptions outlined in Chapter 4 are reasonable and provide a basis from which the metropolitan area can plan a transportation system that serves the needs of the region through 2035. If Congress enacts legislation that provides substantially more or less funding than is assumed in this plan, MRMPO will review the TIP and the scheduling of projects in this plan and consider amendments if necessary.

C. Revenues

In order for MTP to be "fiscally constrained" the total cost of all transportation projects cannot exceed the projected financial resources available. One of the challenges all metropolitan planning organizations face is projecting how much funding will be available over a period of more than 20 years. As discussed earlier, revenue projections face the uncertainties of not having a transportation bill enacted by Congress.

The following are major points used to develop revenue estimates for this MTP.

Debt Service: The federal highway funds allocated to this metropolitan area have been reduced due to debt service to pay back bonds resulting from programs such as CHAT (Citizens' Highway Advisory Taskforce) and GRIP (Governor Richardson's Investment Partnership). Currently, up to 40 percent of New Mexico's statewide annual federal highway revenues through 2027 will be utilized for debt service, greatly reducing the amount of federal funds available for future projects. In 2010 the Federal Highway Administration and the New Mexico Department of Transportation entered into an agreement outlining the payment of this debt service. All funding information for federal highway funding categories provided by NMDOT to MRMPO has routinely accounted for decreases as a result of the state's debt service and is reflected in the funding estimates through FY 2027. The reduction due to debt service has been "restored" to estimates in FY 2028 through FY 2035 meaning the debt will have been paid-off at that point so more funding will be available for projects after 2027 (assuming no additional debt service is incurred).

Annual Revenue Increases: Federal revenue projections in this MTP differ from those in the previous MTP which estimated federal revenues by projecting 2007 levels and adding two percent annually for inflation. Federal amounts for 2008, 2009, 2010 and 2011 are those actually programmed and available. Fiscal year 2011 amounts were lowered to reflect revised, available amounts, particularly for the STP-E, STP-U and CMAQ categories (see NMDOT letter of March 13, 2011 - copied in Appendix G). Funding levels in years 2012 through 2017 were decreased in most categories from the original 2008 estimates of revenue based on information agreed to with NMDOT (see February 17, 2011 - meeting summary in Appendix G). For revenue projections in FY 2018 and beyond, the FY 2017 amounts have been projected forward at a zero rate of growth out to 2035 resulting in no annual increase for inflation. This is based on guidance from NMDOT and FHWA New Mexico Division.

Obligation Rate: Funding targets provided by NMDOT are routinely based on the amount available after application of the annual obligation rate. All federal revenue projections which are held steady at FY 2017 levels are based on the current obligation rate.

Matching Funds: Matching funds required under all federal programs are included in the total amounts.

FTA Funds: Federal Transit Administration funding estimates are primarily derived from data from ABQ Ride, the largest public transit operator in the AMPA, based on historical trends and their analysis of FTA funding estimated to be received particularly the FTA 5307, 5308 and 5309 categories. Funding for other FTA programs are provided by Rio Metro Regional Transit District based on estimates they received from the NMDOT Rail and Transit Division.

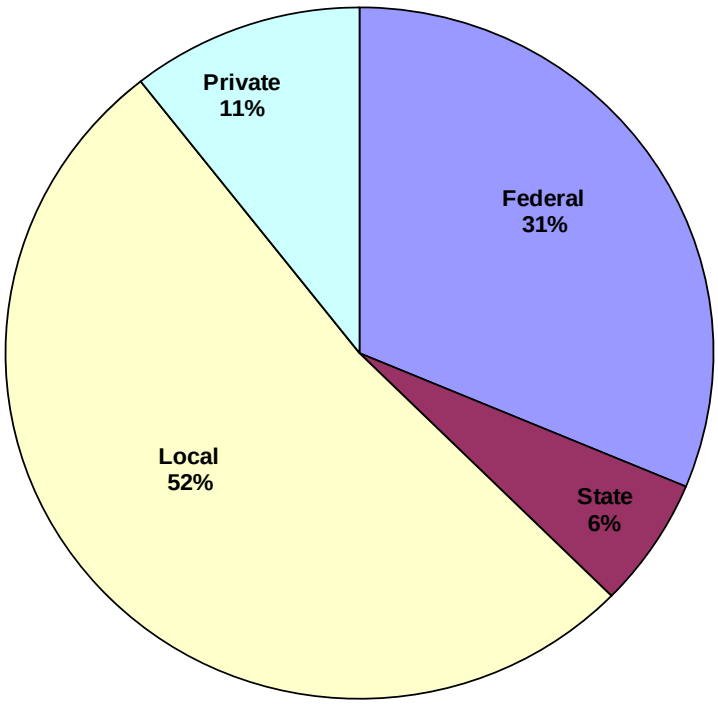
All revenues from public sources are summarized in Table 4-2. For a more detailed summary see Appendix G. It is recognized by MRMPO that given the uncertainties in our projections of federal funds, there is a certain level of risk involved. The risk has its greatest impact on the Transportation Improvement Program (TIP), which is the short-term listing of projects to be implemented and funded with federal funds. Once Congress enacts a transportation spending bill or an extension of SAFETEA-LU, MRMPO will need to review the FY 2012-2017 TIP and make adjustments accordingly. Federal regulations recognize this possibility for both the MTP and the TIP and provide guidance under 23 CFR 450.322 (f)(10)(viii) and 23 CFR 450.324(o) in the event that funding is substantially reduced from the amounts estimated. If additional federal funds are allocated to the metropolitan area, projects can be advanced or added to the TIP. However, if federal funds are less than projected, projects will need to be delayed and moved to outer years of the TIP and possibly moved to the later time frame of this plan. This would need to be done expeditiously because under federal regulations the TIP could not be amended until the TIP reflects the changed revenue situation. Furthermore, if Congress does not enact a new bill by the beginning of FY 2012 (October 1, 2011), MRMPO will need to review the projects programmed in FY 2012 and compare those amounts to the federal transportation dollars made available in the continuing resolution in effect at that time. Based on that review, adjustments to the FY 2012-2017 TIP may be necessary. Without the passage of a new transportation bill, this would need to be done at the beginning of each fiscal year and again, federal regulations would require that the TIP reflect the changed revenue situation if funds are reduced. Although the risk of lowered revenue has its greatest impact on the TIP, the MTP is also subject to revision if federal funding is substantially reduced from estimated levels. Federal regulations would require the MTP to reflect the changed revenue situation before it could be amended or updated.

Table 4-2: Summary of Projected Funding Available from Public Sources

Transportation Revenue (Public Sources)	Total FY 2008-2035
Federal Highway Program	$1,765,916,897
Federal Land Highway Program	$7,024,000
Federal Priority Funds	$72,482,026
Federal Special Programs	$37,297,195
Federal ARRA	$58,915,574
Federal Transit Administration	$444,932,047
Total Federal (includes required matching funds)	**$2,386,567,738**
State Capital Funds (includes GRIP 1 & GRIP 2)	$213,998,089
State Funds for District 3 Maint. and Oper.	$252,431,542
Local Funds	$3,983,912,567
Total Public Revenues	**$6,836,909,937**

Federal revenues are estimated to provide less than one-third of total capital funds for transportation projects. Local funding will provide slightly over one-half the funds, private developers will provide slightly over one-tenth the total, and the state is projected to provide less than one-tenth of the capital funds (see Figure 4-1 and Table 4-3).

Figure 4-1: Source of Capital Revenues



Private developers also contribute to the construction of the metropolitan area's transportation infrastructure. Total private development revenues for transportation capital infrastructure are presumed to equal the cumulative total of the cost estimates of all privately-funded projects. Essentially, these revenues are "cancelled out" by the costs of the privately-funded projects. Generally, privately-funded projects have no direct impact on fiscal constraint.

Table 4-3: Summary of Private Capital Revenue and Expenditures

Capital Revenue & Expenditures (Private Sources)	Total FY 2008-35
Private Capital Revenue	$812,613,748
Private Project Expenditures	$812,613,748

In addition to projecting revenues for capital construction, funding available for the maintenance and operations of the entire transportation system is also estimated. These funds are utilized for routine highway maintenance, railroad track maintenance, vehicle, bus and train maintenance and repair, equipment maintenance and repair, snow plowing and salting/sanding operations, bike trail maintenance and transit services operations. Funds used for maintenance and operations are included in the funding projections of available resources previously listed. Determining what portion of an agency's maintenance and operations funds is utilized on major roads which is the concern of this MTP is difficult. Agencies do not track routinely revenue availability or spending based on the classification of roadway. Some jurisdictions have combined public works departments that maintain all municipal property such as roads, bike trails, parks, etc. The projections of both revenues available for maintenance and operations, and the estimates of expenditures on major highways are explained in the following section.

D. Expenditures

Capital expenditures are listed by project in Appendix F. Public capital expenditures include all regionally significant projects funded with federal transportation dollars, state funds and local general funds, bond funds and impact fees.

Private funds used for construction of transportation infrastructure have been projected to equal the cost estimates of each privately-funded project. Cost projections for privately-developed projects are initially based on estimates from private developers. The cumulative costs of all privately developed transportation capital infrastructure is considered "private capital revenue." As noted before, these revenues are "cancelled-out" by the costs of the privately funded projects. Generally, privately-funded projects have no direct impact on fiscal constraint.

Maintenance and operations expenditures have been projected for the time period of the MTP. However, the MTP focuses on funds spent on federal-aid eligible highways and transit systems. For roadways this refers to those classified as Rural-Major Collector or higher and Urban Collectors or higher. Maintenance and operations (M&O) budgets do not distinguish between funds spent on major roadways or local streets. Therefore, the estimate of M&O expenditures on major roadways was projected as a proportion of the total M&O projections. All of the NMDOT projected expenditures are presumed spent on major roadways and infrastructure. For projecting local M&O expenditures on major roadways, only a portion of total expenditures is utilized to allow for discounting funds expended on minor and local roadways. This was based on the high proportion of lane miles of local streets in most jurisdictions which are maintained with this same pool of funds, and to exclude M&O funds used on minor transportation projects such as local trails, sidewalks, and local bus stops.

Projected M&O expenditures by all local jurisdictions total $4,053,273,740 and M&O expenditures by NMDOT are projected to be $252,431,542. Of the local amount, approximately two-fifths, or $1,490,632,761 is assumed to be expended for maintenance and operations on major roadways and transit. The entire NMDOT amount is projected to be spent on major facilities of which nearly all of NMDOT's system is comprised.

Table 4-4: Total State and Local Maintenance and Operations Expenditures

Projected Maintenance and Operations Expenditures on Major Facilities	Total FY 2008-35
Local Jurisdictions M&O Expenditures – Major Facilities	$1,490,632,761
NMDOT District 3	$252,431,542
Total Projected M&O Expenditures – Major Facilities	$1,743,064,303

Capital Project Expenditures by Project Type

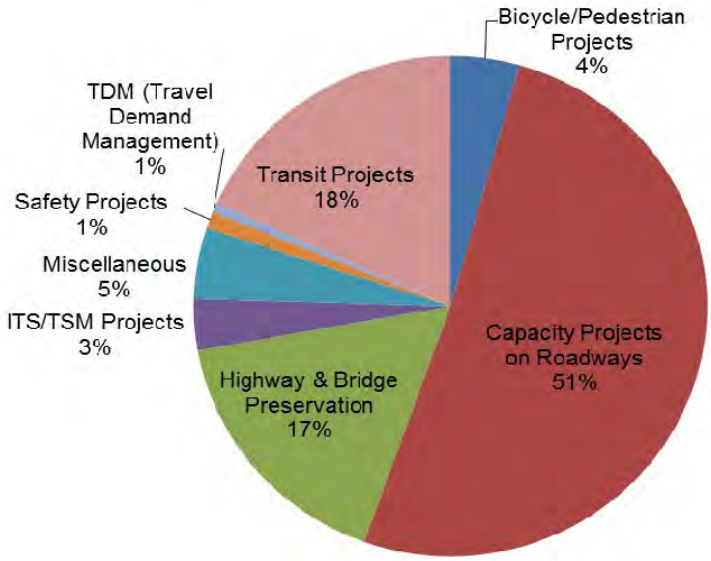
A review of all proposed capital projects reveals over half of all capital funds will be used to expand highway capacity with significant funds being spent on preserving the current highway and bridge infrastructure and improving safety. Highway-related expenditures comprise nearly 70 percent of the total planned expenditures. Additionally, the majority of ITS/TSM (Intelligent Transportation Systems/Transportation Systems Management) funds are utilized to increase performance of the highway system. Nearly one-fifth will be spent on transit to maintain current transit infrastructure and expand transit service to achieve the river crossing mode shift goal to transit of 10 percent by 2025 and 20 percent by 2035.

Capital project costs are estimated by using one of two methods. Some project costs are derived from engineers' estimates, environmental documents or initial project scoping reports. This applies primarily to projects in the MTP and TIP through 2017. Unit costs for various project elements derived through cooperative agreement with major agencies have been used to estimate capital project costs for those projects that have no other documented cost estimates. An annual growth rate of two percent (2%) has been applied to project costs beyond the TIP based on agencies' estimated time frame for project implementation.

Table 4-5: Capital Project Expenditures by Type of Project

Capital Project Type	Amount
Bicycle/Pedestrian Projects	$257,161,354
Capacity Projects on Roadways	$3,018,738,209
Highway & Bridge Preservation	$987,183,864
ITS/TSM Projects	$194,534,713
Miscellaneous studies, enhancements, etc.	$271,608,555
Safety Projects	$64,389,139
TDM (Travel Demand Management)	$35,340,413
Transit Projects	$1,077,503,135
Total	**$5,906,459,382**

Figure 4-2: Percent Expenditure by Type of Project



E. MTP Projects Summary

Refer to Appendix F for a complete list of all proposed projects. Listed below are some significant and noteworthy projects.

Major Roadway Projects

- Unser Blvd Corridor Improvements: this project will complete Unser Blvd as a four lane north-south arterial.
- I-25 & Paseo del Norte Interchange Reconstruction: this Project will begin phasing of the project for detailed design and construction.
- I-25 Widening between Broadway and Rio Bravo: this project will widen the freeway from 4 to 6 lanes.
- I-25 & US 550 Interchange Reconstruction: this project includes a reconfiguration of the interchange.
- Sunport Boulevard Extension: this project is currently under design and will extend Sunport Boulevard to Broadway.
- Central Ave Improvements: this project will address vehicular traffic, pedestrians and transit along various segments.
- NM 528 Widening: this project will widen the highway between Southern and Northern Blvds. from 4 to 6 lanes.
- Bridge Blvd Reconstruction: this project will address vehicular traffic, pedestrians and transit between Old Coors and the river.
- Paseo del Volcan (PdV) Construction: this project, in the later time frame, will connect to Double Eagle II Rd followed by construction of the westerly alignment to a new interchange at I-40.

- Paseo del Norte Extension: this project, also in the later time frame, will extend Paseo del Norte to the western alignment of Paseo del Volcan when that roadway is built.

Major Transit Projects

Several transit projects focus on achieving the goal to increase transit mode share on river crossings to 10 percent by 2025 and 20 percent by 2035. Other transit projects will maintain and expand existing service levels.

- NW Bus Rapid Transit (BRT) Implementation: this project will begin construction, bus purchase and implementation of a BRT line from NW Albuquerque/southern Rio Rancho to the Journal Center area. A BRT study is currently underway to determine the route, costs and phasing of the project. This project will be phased in over the entire time period of this plan.
- Fixed Route Expansion: projects will provide expansion by ABQ Ride and Rio Metro of existing service and new routes as needs develop. This includes improvements to the Rapid Ride system and implementation of new BRT service.
- Park and Ride Development: projects will provide park and ride facilities as the metropolitan area expands in order to meet growing demand. Two areas identified for short-term development are a park and ride at Eagle Ranch Rd & Coors Blvd and one in the NW Albuquerque/southern Rio Rancho area along the proposed NW BRT route.
- Commuter Rail: projects will consider improvements and refinements to service by the NM Rail Runner Express such as increased service and headways along with improvements to the infrastructure such as new sidings, double-tracking as necessary and major rehabilitation of locomotives and railcars in the later years.

Major Bicycle/Pedestrian Projects

- Paseo del Norte Corridor Trail: this project will provide a continuous bike/pedestrian trail along Paseo del Norte. The project will be constructed in phases.
- Trail Resurfacing and Reconstruction: several projects will resurface and/or reconstruct several existing trails in need of improvements.

Major ITS Projects

- ITS Transportation Management Center (TMC): this is the most significant ITS project planned for the metro area. This project will establish a regional center to enable traffic engineers to maximize highway capacity, manage and divert traffic, change signal timing and signal coordination, manage incidents, etc. as needed based on actual traffic conditions as they occur.

Future Directions for Project Selection

It has been the intention of this 2035 MTP to make a stronger connection between the goals and objectives of the region and the process by which projects are developed for the region. One of the core functions of any MPO is to provide a forum for discussion of regional transportation challenges so that together the region can find solutions to those challenges. Historically, projects proposed by local member agencies were based on municipal priorities that were not always consistent with regional needs. MRMPO has established a more transparent process that incorporates the Congestion Management Process and the Project Prioritization Process (PPP) to help guide the member agencies in developing projects that fit into the regional priorities from the beginning. Projects should be framed in terms of their impact on the adopted goals of the region: to improve *quality of life*, increase *mobility of people and goods* and *support economic activity and growth*. As an example, projects that are submitted for the TIP go through the Project Prioritization Process and receive points if they are located on a particularly congested corridor or include an identified congestion management strategy.

In the future MRMPO staff would like to expand this model and conduct regional analyses that would better display the most urgent regional needs and help guide the local member agencies prior to submitting projects. Essentially this process would involve deriving projects from regional analyses rather than analyzing the impact of a series of project proposals by individual member agencies.

This endeavor can be conceptualized through a series of maps MRMPO could produce with agency input. The first map could consist of an integration of corridors (congestion management corridors, freight corridors, safety improvement corridors and ITS corridors) that would be assessed by staff and prioritized into three tiers of importance: high, medium and low. The second map could combine the Pedestrian Composite Index, bicycle facility needs and transit service expansion needs to indicate the locations with most urgent requirements for improvement and increased use of alternate modes of transportation. A third map could indicate locations that contain high concentrations of identified minority, lower income and other populations (such as disabled and elderly) and locations that have coordinated human services transportation needs. A final map could integrate high ridership transit stops, activity centers, safety improvement areas and activity densities to help identify the best areas for transit-oriented development. This type of endeavor would provide the region with a guide for developing projects that will have the greatest impact on the regional transportation system. Like the Project Prioritization Process, these maps would be tools rather than the ultimate determinant of the distribution of federal transportation dollars. These tools could serve as a guide to shape the discussion around common goals and bring attention to developing projects that will most effectively address the needs of the region. Finally, MRMPO would like to provide a regional list of planning, management and data collection activities that will be beneficial to the region.

F. Future Revenue Sources

New Starts/Small Starts Discretionary Grant Program

New Starts and Small Starts have helped make possible dozens of new or extended transit fixed guideway systems across the country – heavy rail, light rail, commuter rail, bus rapid transit, and ferries. New Starts projects are typically greater than $250 million in total project cost, requesting greater than $75 million in New Starts funding. The Small Starts program supports fixed guideway projects smaller than the New Starts cost thresholds. Participation in the New Starts and Small Starts programs requires completion of a legislatively-directed process for planning and project development.

Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program

TIGGER grants are awarded to public transit agencies for the implementation of new strategies for reducing greenhouse gas emissions or reducing energy usage from their operations. These strategies can be implemented through operational or technological enhancements or innovations.

Sustainable Communities

This is a new program that is being developed through a collaborative partnership between the U.S. Department of Housing and Urban Development, the Federal Highways Administration, and the Environmental Protection Agency. HUD's 2010 appropriations include $150 million for a Sustainable Communities Initiative to improve regional planning efforts that integrate housing and transportation decisions and increase the capacity to improve land use and zoning.

Tax-increment Financing or "value capture"

This is a mechanism which finances improvements via bonds sold by a special taxing district, based on the cost of infrastructure being paid for by properties that are deemed to benefit from the infrastructure. By benefiting properties via transportation improvements, the idea behind tax increment financing is that the improvement bonds are repaid with dedicated revenues from the incremental increase in property taxes as a result of such improvements (and increase in property value due to the improvements). New Mexico does allow for tax increment financing.

FREIGHT Act of 2010

Introduced in July 2010 by Senators Frank R. Lautenberg (D-NJ),Patty Murray (D-WA), and Maria Cantwell (D-WA), this legislation would establish a freight transportation policy for the nation's transportation system, similar to efforts now underway to establish a National Rail Plan. The legislation directs the US Department of Transportation to develop and implement a strategic plan to improve the nation's freight transportation system and provide investment in freight transportation projects. Goals of the Act include

"reducing congestion and delays, increasing the timely delivery of goods and services, reducing freight-related transportation fatalities, and making freight transportation more efficient and better for the environment24". If enacted, it is anticipated that a new freight funding category would be established which could provide some funding for major freight corridor projects.

Federal Loans and Credit Programs

There are several federal loan and credit programs available. The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides federal credit assistance financing for surface transportation projects in the form of direct loans, loan guarantees, and standby lines of credit. Projects must be of national and regional significance (in other words, included on the Metropolitan Transportation system map). TIFIA financing is generally at more favorable interest rates than can be found in private capital markets, and highway, transit, railroad, intermodal freight, and port access projects are eligible for assistance. Each dollar of federal funds can provide up to $10 in TIFIA credit transportation infrastructure investment.

For improvements on the freight rail system (which may in turn benefit the state's and region's passenger rail system), the Railroad Rehabilitation & Improvement Financing (RRIF) Program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. Under this program the Federal Railroad Administrator is authorized to provide direct loans and loan guarantees up to $35 billion, up to $7 billion of which is reserved for projects benefiting freight railroads other than Class I carriers (regional and short-line railroads would be eligible). Funding can be applied to track and equipment, intermodal facilities, bridges, buildings and shops, and rail yards. A number of other innovative federal financing programs are available but may require state authorization and approval.

House Memorial 35 (HM 35)

HM 35 is an initiative to increase funding for state transportation infrastructure needs. Recommendations from the HM35 process included short and long term funding options, public awareness, forging partnerships, and finding new transportation revenues for projects. The findings of the study, known as HM 35, generally found that revenues from transportation sources are being redirected away from transportation investment. The study estimates that if all transportation sector revenues were available to the transportation system, an additional $169 million would be available statewide. This initiative, however, is so far without success. New Mexico does allow for local option sales taxes to be initiated, via referendum, which could be used to finance transportation improvements.

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Chapter 5: Monitoring the Progress of the 2035 MTP

Planning documents are continually being developed and updated, but one way to ensure a plan remains relevant and effective is to monitor its performance. Doing so allows for a continuous evaluation of the plan and for changes to be made if the plan is not achieving its desired outcomes. The 2035 MTP sets out specific performance targets to better measure and monitor the progress of the plan and determine whether or not the plan is meeting its three primary goals—preserve and improve *quality of life*, *mobility of people and goods* and *support economic activity and growth*.

A. Performance Targets and Action Items

Performance targets have been developed that are directly linked to the goals and objective statements of the 2035 MTP. These targets are intended to be ambitious yet achievable, simple but substantive. Whereas the Project Prioritization Process evaluates the merits of specific projects, the MTP performance targets consider the system as a whole. Therefore the overall goals and objectives for the MTP and Project Prioritization Process are the same, but the performance measurements are different.

The performance targets for the MTP are primarily quantitative. However, there are also qualitative objectives identified, referred to as MTP action items. The action items have been discussed throughout this 2035 MTP and are listed in this chapter. Therefore, goals may be achieved in a quantitative manner by increasing mode share or decreasing transportation costs to the end user (MTP performance targets), and goals may also be addressed qualitatively by undertaking a transportation study or expanding coordination on a particular issue (MTP action items). Identifying specific performance targets and action items allows MRMPO to evaluate whether the MTP goals are being fulfilled.

Ongoing Evaluation

Following are the performance targets and objectives for each goal, as well as a list of action items for each goal. An annual report that updates these performance targets and expands on this section will be provided in 2012. The annual report will be presented to MRMPO committees for their input and review. As this process unfolds, MRMPO will continue to evaluate its usefulness and change targets or methods as needed.

Quality of Life Performance Targets

Objective Statement

Enhance the livability, safety, and environmental conditions of the region through proactive, responsible, equitable and sustainable transportation decisions.

Performance Targets

There are four performance targets for this goal. They include measurements for Air Quality, Environmental Justice, Safety, and Existing Infrastructure. They are as follows:

1. Air Quality: *Maintain Vehicle Miles Traveled (VMT) per capita at or below 2008 levels*
2. Environmental Justice: *Increase accessibility to transit for environmental justice (EJ) areas*
3. Safety: *Reduce fatal and injury crashes by 2.3% per year*
4. Existing Infrastructure: *Improve bridge and pavement conditions compared to 2008 levels*

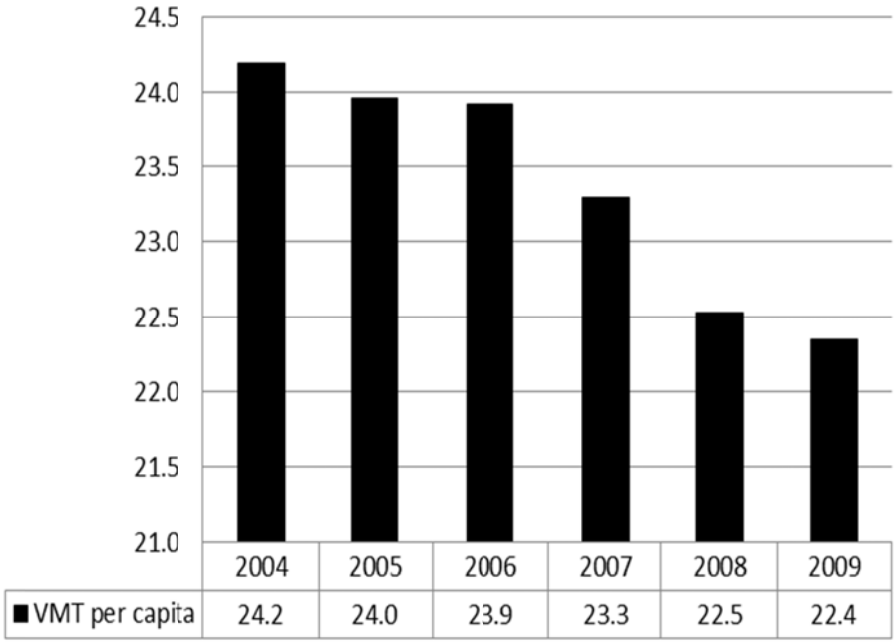
1. Air Quality Performance Target

- *Maintain vehicle miles traveled (VMT) per capita at or below 2008 levels*

Baseline, Background and Desired Trend

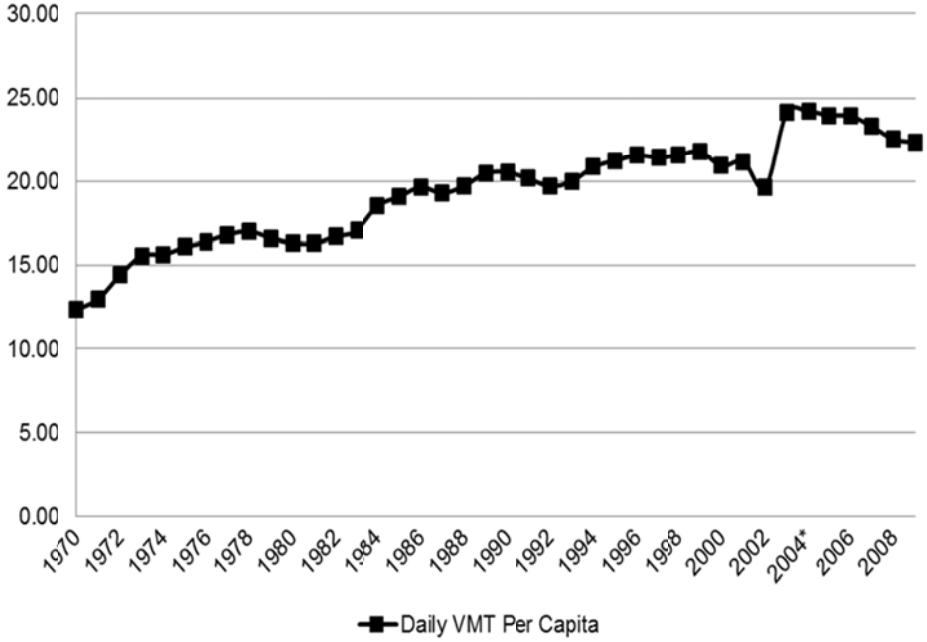
In 2008, the AMPA daily VMT was 172,275,632 and per capita VMT was 22.53. Although it looks like the trend for per capita VMT is downwards since 2004, data from the past 30 years shows that the overall growth in vehicle miles traveled per capita continues to climb, despite interim peaks and valleys that coincide with events such as national energy price fluctuations and economic forces or local major construction projects (See Figure 5-1 and Figure 5-2).

Figure 5-1: AMPA VMT Per Capita Rates, 2004-2009



	2004	2005	2006	2007	2008	2009
VMT per capita	24.2	24.0	23.9	23.3	22.5	22.4

Figure 5-2: Daily Vehicle Miles Traveled Per Capita in the AMPA, 1970-2009



The Federal Surface Transportation Policy and Planning Act of 2009 included the goal "to reduce national per capita motor vehicle miles traveled on an annual basis. This type of policy is likely to be seen in the next transportation bill. VMT is highly correlated with the emission of heat-trapping gases (such as carbon dioxide, or CO_2) and gasoline consumption and can therefore have a significant impact on air quality. Nationally, according to the U.S. Greenhouse Gas Emission Inventory, the transportation sector is the second largest source of CO_2 emissions. Automobiles and light-duty trucks account for almost two-thirds of those emissions. Improving this measure will require a combination of proactive transportation investments, smart land use policies and transportation demand management (TDM).

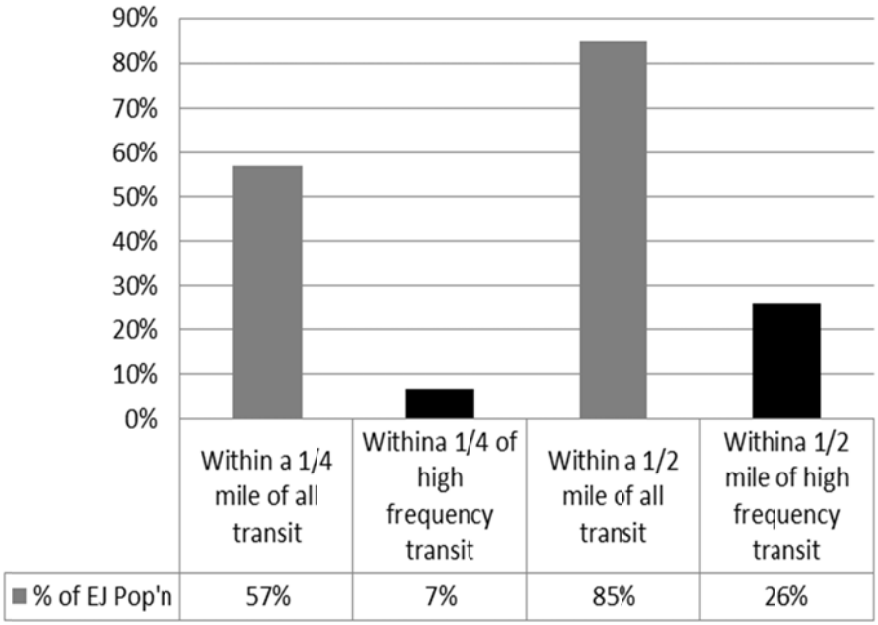
2. Environmental Justice Performance Target

- *Increase accessibility to transit for Environmental Justice (EJ) areas*

Baseline, Background and Desired Trend

Transportation planning policies are concerned with an equitable distribution of, and accessibility to, infrastructure and services within a region. Accessibility can be defined as people's ability to reach desired goods, services and other activities of interest, and can be measured in cost, distance and time. Often, there is a trade-off between different forms of access and increased automobile mobility. At the regional level, density and land use mix, transit service and connectivity can also have a considerable effect on how accessible goods and services are to the population. MRMPO produced an environmental justice index using 2000 Census data, the only source for which small-area, protected group status data was available. Typically, an environmental justice index uses the percentage of the population living in poverty. The MRMPO index instead uses median household income relative to the state average, since higher-quality data is available for median household income. Figure 5-3 provides the baseline for this performance target by considering the extent to which EJ populations currently have access to transit. The analysis includes both access to all transit services and access to transit with high frequency service.

Figure 5-3: Percent of EJ populations with Access to Transit Service, 2008



3. Safety Performance Target:

- *Reduce fatal and injury crashes by 2.3 percent per year*

Baseline, Background and Desired Trend

Road safety is one of the most important considerations when making public investments in transportation. Analyzing crash data is a core activity of MRMPO, and the data is used to target projects for funding and other education, enforcement and emergency response strategies. MRMPO provides an annual report on transportation safety. On a state level, the New Mexico Department of Transportation (NMDOT) has developed a Comprehensive Transportation Safety Plan (CTSP) that was updated in 2010. This safety performance target replicates the state goal in the CTSP.

Fatal and injury crashes increased 5.5 percent in the AMPA from 2007 to 2008. This calculation includes 6.9 fatal crashes per 100,000 people (a 21 percent increase from 2007) and 540 injury crashes per 100,000 people (a 10 percent decrease from 2007). Although the target is to reduce crashes by 2.3 percent every year, it is also important to look at trends over a certain period. MRMPO will continue to look at four year average statistics for the region in addition to annual changes.

Figure 5-4: Fatal Crashes, 2004-2008

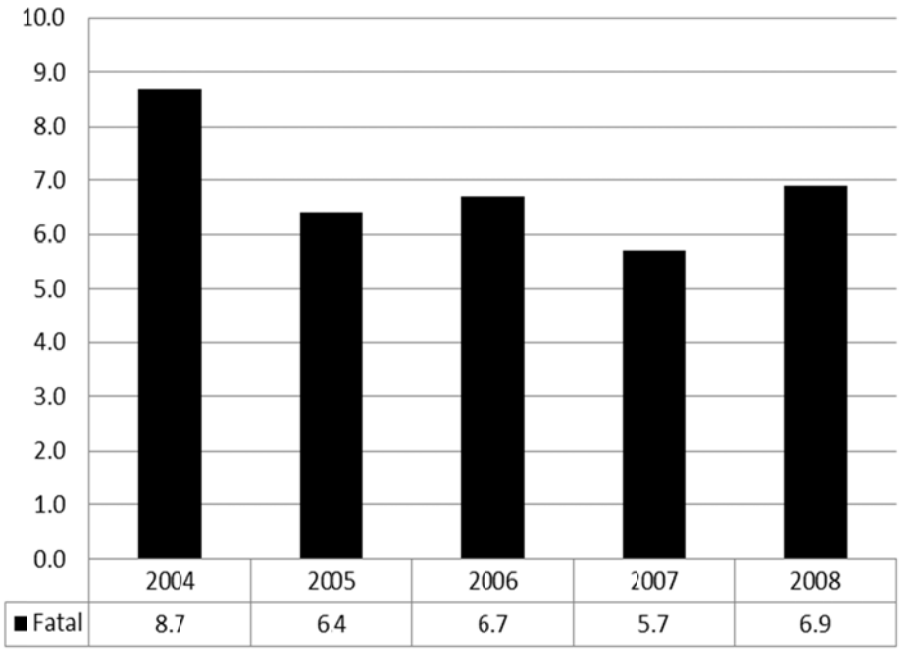
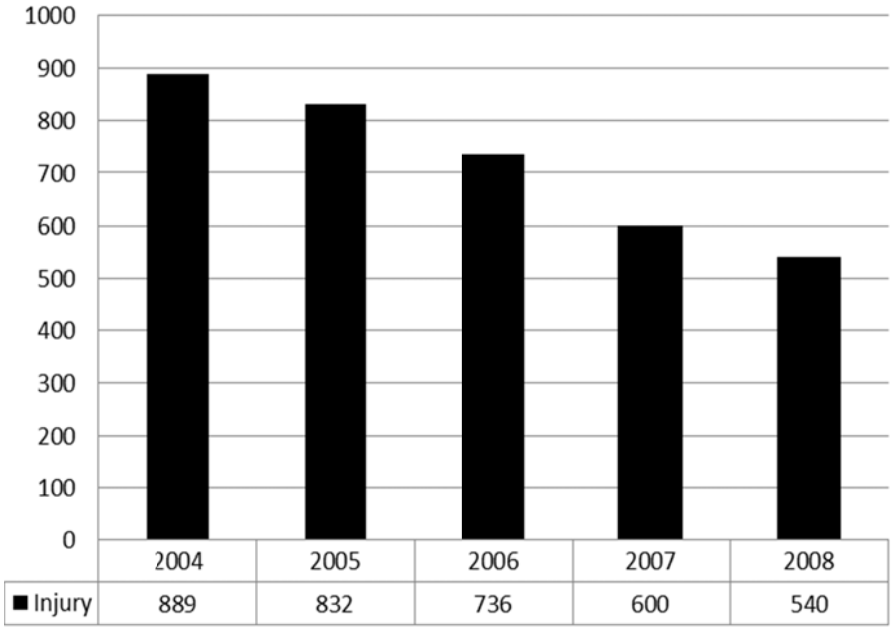


Figure 5-5: Injury Crashes, 2004-2008



4. Existing Infrastructure Performance Target:

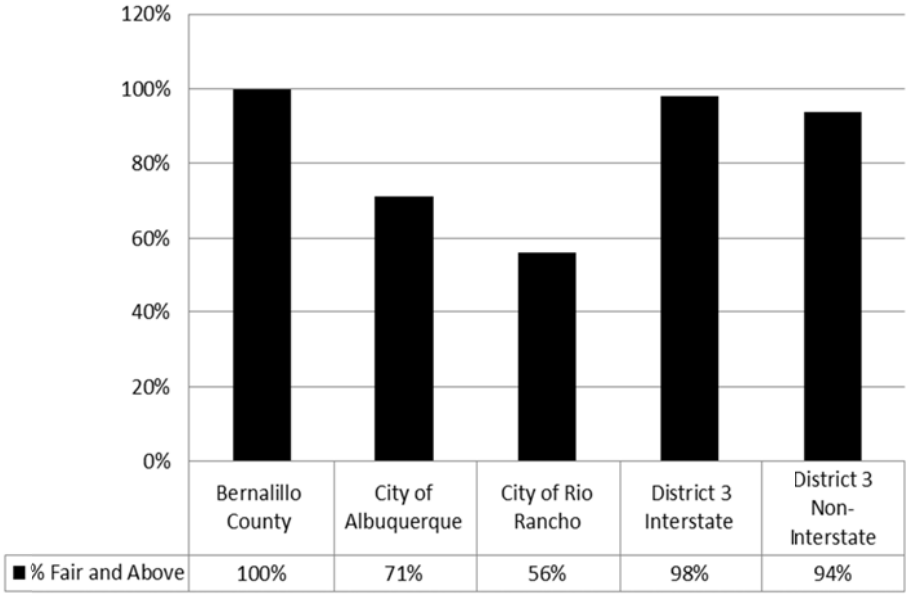
- *Improve bridge and pavement conditions compared to 2008 levels*

Baseline, Background and Desired Trend

Figure 5-6 shows road conditions for 2008. Bridge conditions will be analyzed at a future time. An important aspect of the 2035 MTP is the realization that we cannot build our way out of congestion. The maintenance of many existing roadways and bridges is being neglected in favor of expanded capacity, which is not always the best choice for the region. Overall system efficiency rather than continued expansion is the higher priority. Local agencies must work cooperatively to monitor the transportation network and find cost-effective strategies for maintaining the roadway system in a safe and serviceable condition.

Some of the local jurisdictions review and rate their roadway conditions periodically. These conditions are subsequently used to prioritize repaving and maintenance needs. Maintenance is particularly important because roads in poor condition result in increased occurrences of congestion, delay and vehicle damage as well as increased fuel consumption and travel time. Although roadway conditions in the AMPA appear to be better than conditions nationally, system preservation is nonetheless a high regional priority (comparable data for the state of New Mexico from the 2009 *Report Card* indicate that 22 percent of all major roads and 19 percent of all bridges in the state are in poor condition or are structurally deficient).

Figure 5-6: Pavement Conditions, Current



**Note that Bernalillo County ranks all of its roadways as "Fair" or "Good"*

Mobility of People and Goods Performance Targets

Objective Statement

Enable the efficient movement of people and goods within and through the region and provide residents with a range of viable transportation options.

Performance Targets

There are three performance targets for this goal. They include measurements for Geographic Needs, Multimodal Connections and Performance Strategies. They are as follows:

1. Geographic Needs: *Increase transit mode share along river crossings to 10 percent by 2025 and 20 percent by 2035*
2. Multimodal Connections: *Increase non-single occupancy vehicle trips to 25 percent by 2025 and 30 percent by 2035*
3. Performance Strategies: *Implement High Priority Congestion Management Process strategies from the Congestion Mitigation Process Toolkit*

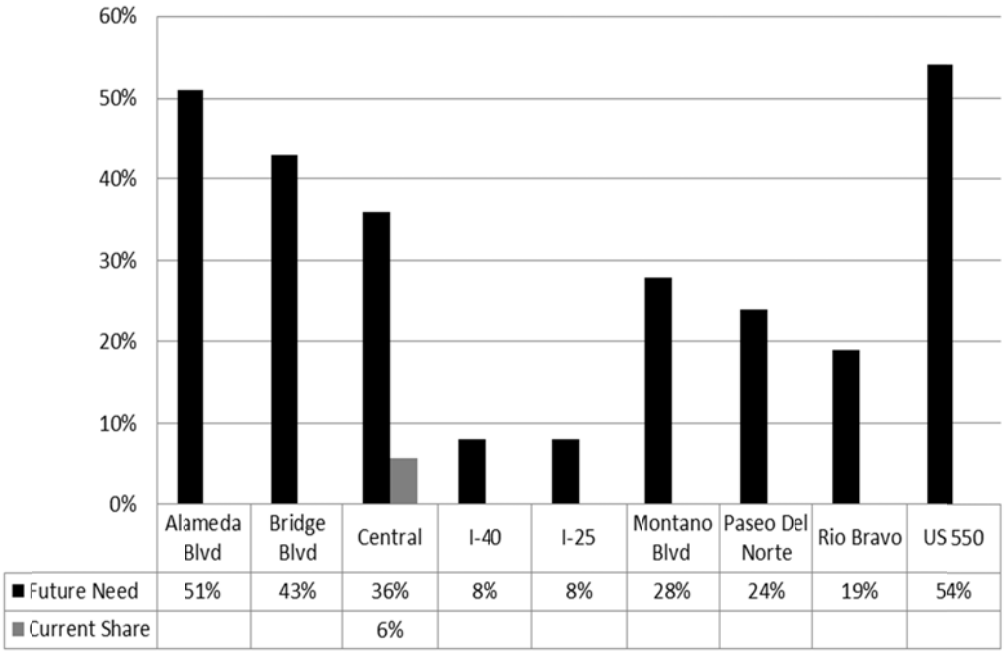
1. Geographic Needs Performance Target:

- *Increase transit mode share along river crossings to 10 percent by 2025 and to 20 percent by 2035*

Baseline, Background and Desired Trend

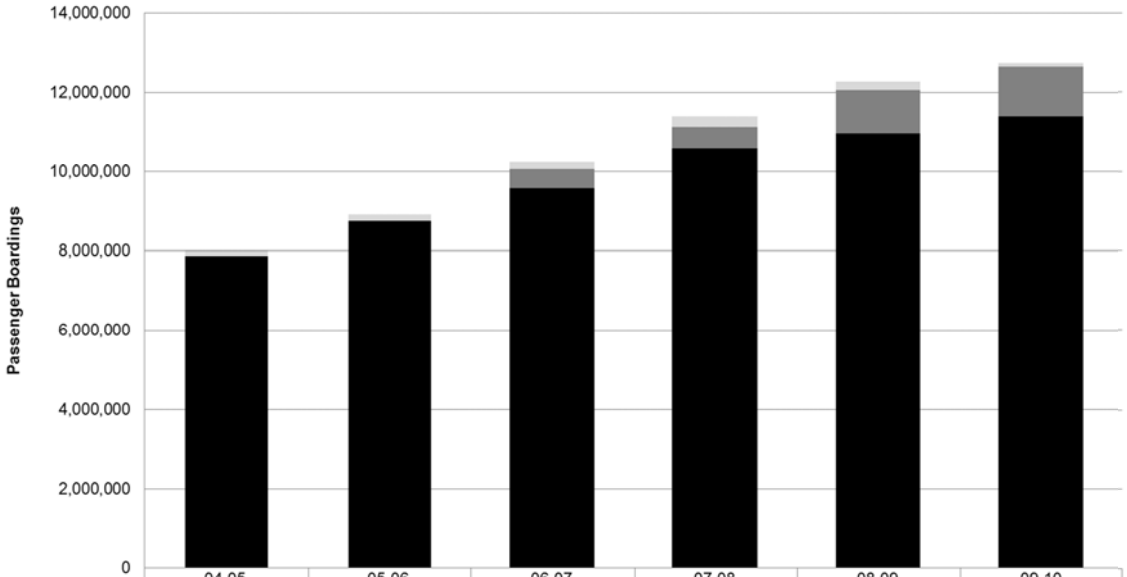
Current transit mode share across the river can only be calculated for Central Avenue because of insufficient data or due to the lack of transit services across these corridors. In 2008, the mode share for transit on Central was 5.8 percent. Further analysis by MRMPO to provide insight into the share of transit services is needed to reduce congestion on river crossings. Using a speed of 30mph for single-occupancy vehicles, MRMPO calculated the percentages needed for transit mode share. By 2025, the percentage needed ranges from 8 to 54 (depending on the crossing location). Current annual transit ridership numbers in the region are also provided in this section to show the recent increases in transit use.

Figure 5-7: Transit Mode Share, 2008



	Alameda Blvd	Bridge Blvd	Central	I-40	I-25	Montano Blvd	Paseo Del Norte	Rio Bravo	US 550
Future Need	51%	43%	36%	8%	8%	28%	24%	19%	54%
Current Share			6%						

Figure 5-8: Transit Ridership for the AMPA, 1999-2010



	04-05	05-06	06-07	07-08	08-09	09-10
All Other*	122,187	167,814	189,086	268,484	197,402	96,700
NM Rail Runner	0	0	488,118	541,542	1,088,648	1,240,518
ABQ Ride	7,876,527	8,751,698	9,579,900	10,595,445	10,974,390	11,400,737

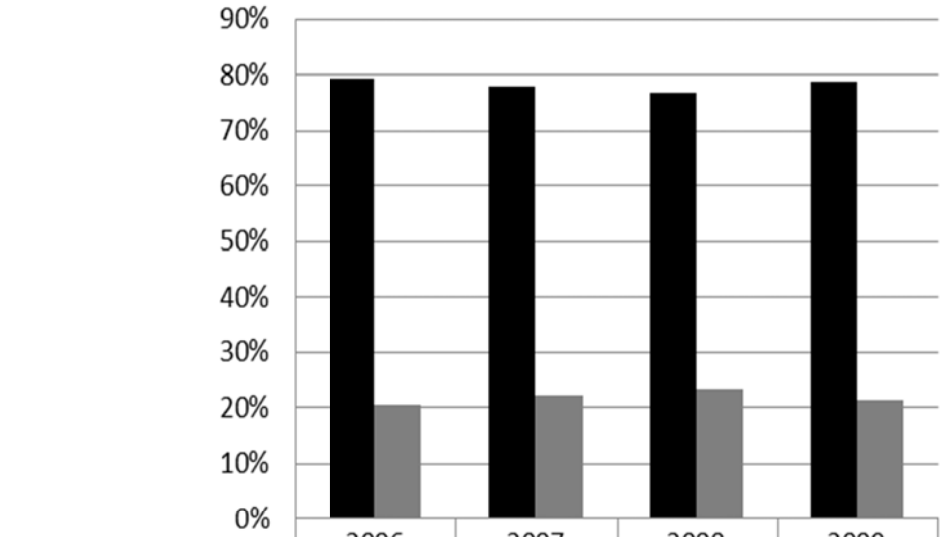
2. Multimodal Connections Performance Target:

- *Increase non single-occupancy vehicle trips to work to 20 percent by 2025 and 30 percent by 2035*

Baseline, Background and Desired Trend

This performance target supports the 2035 MTP goal of mobility because it measures how well the region is increasing options for all users. Much of this will be achieved by developing land use patterns and well-connected streets that are designed for the comfort and convenience of all users and that provide concentrated development (where appropriate) so that more trips can be accomplished by walking, bicycling or transit. The best data to track these numbers are at the county level. According to one year American Community Survey data for Sandoval, Bernalillo, and Valencia Counties, the 2009 Means of Transportation to Work for non-single occupancy vehicle trips was 21 percent.

Figure 5-9: Non Single-Occupancy Vehicle Trips to Work in Regional Counties, 2006-2009



	2006	2007	2008	2009
Drove Alone	79%	78%	77%	79%
Non Single-occupancy	21%	22%	23%	21%

3. Congestion Strategies Performance Target:

- *Implement High Priority Congestion Management Process strategies from the Congestion Mitigation Process Toolkit*

Baseline, Background and Desired Trend

The *Congestion Mitigation Process Toolkit* is a resource for transportation agencies and local jurisdictions to identify strategies to reduce traffic congestion. The *Toolkit* offers a wide sample of mitigation strategies that address various locations, situations and sources of congestion. In addition to reducing congestion, most strategies will help improve air quality and reduce fuel/energy consumption. The *Toolkit* encourages agencies to implement modest, small-scale projects that will reduce traffic delay and increase mobility, perhaps delaying or avoiding higher-cost roadway expansion projects.

The Congestion Management Process Committee reviewed congested corridors in the area and ranked a variety of strategies from low to high priority on 30 corridors. If a strategy is employed as a part of a TIP project it will receive more points in the TIP Project Prioritization Process if it is a higher priority strategy. This performance target indicates the number of projects funded in the latest TIP that received the maximum score of four points (meaning the project features a strategy which is considered a high priority for the project location). Twenty out of forty roadway and transit projects submitted to the 2012-2017 TIP received the maximum score of four points, and of these projects 12 were funded in the 2012-2017 TIP.

Economic Activity and Growth Performance Targets

Objective Statement

Develop a transportation system that promotes economic activity in the region achieved through decisions that provide an affordable, efficient, and accessible multimodal transportation network.

Performance Targets

There are three performance targets for this goal. They include measurements for Investment Areas, Private Sector and Local Priorities and Land Use. They are as follows:

1. Investment Areas: *Target transportation investments that improve connectivity and mobility for all modes within high Activity Density Areas*
2. Local Priorities and Land Use: *Increase transit services and appropriate thoroughfare connections to locally-designated Activity Centers and rail station areas*
3. Housing and Transportation Affordability: *Reduce the average household combined cost of housing and transportation compared to costs in 2010*

1. Investment Areas Performance Target:

- *Target transportation investments that improve connectivity and mobility for all modes within 2008 Activity Density Areas*

Baseline, Background and Desired Trend

The 2008 Activity Density Areas were developed by MRMPO and are a measurement of combined residential and commercial activity in a particular Data Analysis Sub Zone (DASZ). DASZs are geographic units used by the MRMPO for data gathering and travel demand modeling and forecasting. The purpose of this measurement is to ensure that MRMPO highlights areas of intensive use so that they may be further developed in the form of transit-oriented or some other type of compact development. This does not mean that all areas within a DASZ should be intensified; rather further inspection would be needed to target those areas that are best suited for more compact development. As MRMPO's economic model develops (which calculates the economic impact of transportation projects; see Chapter 6 for more details), this performance target will evolve into a more specific measurement that includes dollar amount values. At this time, the projects that are submitted and funded are being tracked. For the 2012-2017 TIP, sixteen out of the sixty-seven projects submitted received scores of three or higher, and seven of these were funded in the 2012-2017 TIP (to receive three points for this performance target is considered high).

2. Local Priorities and Land Use Performance Target:

- *Increase transit services and appropriate thoroughfare connections to locally-designated Activity Centers and rail station areas*

Baseline, Background and Desired Trend

Better integration of transportation and land use planning is essential to achieving the goals set forth in this plan and the development of a sustainable transportation system in the future. In order for transportation and land use integration to occur plans that are similar in geographic scope, and strategies that are at a similar scale, need to be consistent. This means that local agency plans such as the Albuquerque Bernalillo County Comprehensive Plan and this 2035 MTP should be as interconnected as possible. In an effort to draw a link between these plans, MRMPO has developed this performance target that looks at how roadways and transportation services are supporting the development of identified Activity Centers from the Albuquerque Bernalillo County Comprehensive Plan, rail station area plans, and other city centers in the region (both existing and proposed). As projects are identified and funded for the region MRMPO will track these changes. In addition, MRMPO will be using local land use plans to develop alternative land use scenarios to examine the impact these plans will have on the regional transportation system (for more information on alternative land use scenarios see Chapter 6).

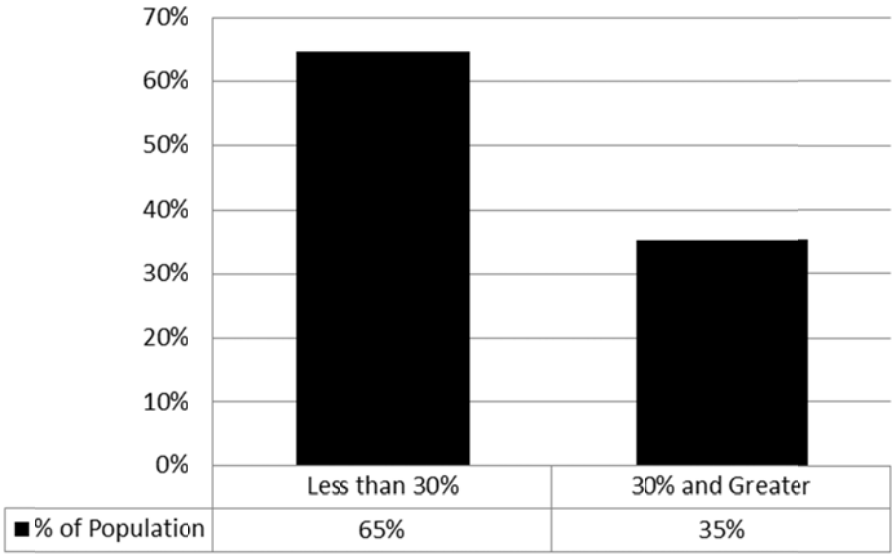
3. Housing and Transportation Affordability Performance Target:

- *Reduce the average household combined cost of housing and transportation compared to costs in 2010*

Baseline, Background and Desired Trend

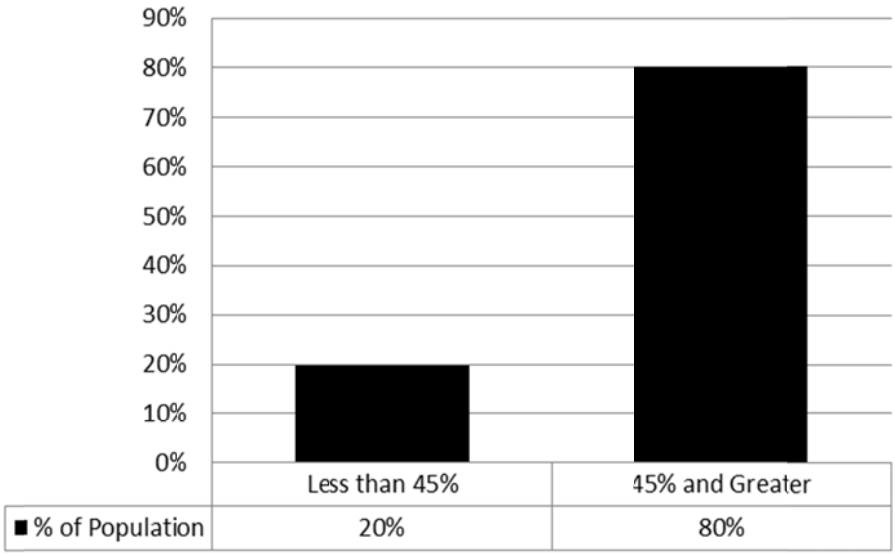
The data for housing and transportation costs in the Albuquerque region are from the Center for Neighborhood Technology (www.cnt.org). Transportation and housing costs are typically the two largest expenditures for a household. Often, there is an inverse relationship between the two: as housing costs decrease in areas far from the region's core, transportation costs may increase significantly with longer commutes and dispersed development patterns that put a strain on personal transportation costs. Housing is traditionally considered affordable if it costs 30 percent or less of household income. For 2010, 35 percent of the Albuquerque population is located in areas where housing may not be affordable (see Figure 5-10).

Figure 5-10: Affordable Housing Costs, 2010



However, the Housing + Transportation Affordability Index provides a more accurate picture of the cost of housing by including the transportation costs associated with the location of that housing. Combined housing and transportation costs are considered affordable if they constitute 45 percent or less of household income. According to this data, 80 percent of the population is located in areas where housing may not be affordable (see Figure 5-9).

Figure 5-11: Affordable Housing and Transportation Costs, 2010



These figures are based on the median income of $39,088. As the region's roadways and transit service expand these numbers will change. MRMPO will continue to track these numbers to monitor whether transportation investments in the region are having a positive impact on household expenses.

MTP Action Items

Quality of Life:

- Support plans for implementation of alternative fuels and infrastructure
- Develop strategies/plans for prioritizing safety improvements
- Develop livable/sustainable community measures
- Pursue the use of built environment health impact assessments
- Identify locations for improved pedestrian facilities using the Pedestrian Composite Index
- Support the incorporation of complete streets principles into MPO and local plans and policies and develop a regional roadway design document based on complete streets and context sensitive design elements
- Support the convenience and safety of non-motorized modes of travel as commuting alternatives
- Investigate regional strategies for mitigating/adapting to climate change

Mobility of People and Goods:

- Encourage increased transit services on Primary Transit Improvement Corridors (key corridors for transit)
- Complete Bus Rapid Transit study for the Northwest Metro Area
- Analyze levels of people movement (pedestrians, transit passengers, vehicle drivers and passengers) rather than vehicle traffic alone to better understand how people are travelling along a corridor
- Increase involvement in Safe Routes to School programs and school siting
- Assess and improve connectivity of thoroughfare system and local streets to improve walkability and better distribute vehicle traffic
- Close gaps in the regional bicycle network
- Support the expansion of park and ride facilities
- Identify specific locations for dedicated transit facilities, right-of-way acquisition and signal improvements

Economic Activity and Growth:

- Work with member agencies on coordinating regional growth strategies with the transportation network
- Assess economic impacts of transportation projects and transit-oriented development
- Support development of Transportation Demand Management (TDM) activities
- Assess economic impacts of various land use scenarios
- Work on measuring and evaluating the combined housing and transportation costs for the region
- Identify transportation projects to be constructed through financial and project implementation arrangements with private sector parties
- Support incorporation of transit-oriented development principles into local development plans and policies
- Assist local governments in reviewing truck restrictions and policies to allow for the more efficient movement of goods

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Chapter 6: Future Directions

This chapter discusses topics MRMPO is interested in studying or developing further between this MTP cycle and the next. In keeping with sound public participation practices, MRMPO will undertake studies and programs that are supported by member agencies and the general public.

A. Linking Land Use and Transportation

MRMPO is interested in developing a regional plan for the greater Albuquerque area that incorporates objectives related to the integration of land use and transportation, livability, rapid growth and other quality of life related-issues. This plan would provide the opportunity to develop a new regional vision that would serve as the foundation for long-range planning activities in the area.

A general plan was developed for the MRCOG region (Bernalillo, Sandoval, Valencia and Torrance counties) in the late 1990s. This plan, *Focus 2050*, provided a vision for transportation, economic development, housing, water and open space planning. Although the plan was adopted by MRCOG, it was never adopted by local governments and has not become a guiding force in local or regional planning efforts.

Since *Focus 2050*, regional decision makers and transportation planning partners have expressed renewed interest in working together to solve issues facing the metro area such as uncontrolled growth and the implications this type of growth has on the transportation network. A greater understanding of how transportation problems are often caused by land use decisions and development patterns is leading to a stronger belief in the need for integrated transportation and land use planning (and vice versa; poor transportation decisions can lead to poor land use outcomes).

Transportation decisions have limited effect when they are reactive to land use development rather than considered concurrently. This type of disconnected planning hinders MRMPO's ability to provide comprehensive and cost effective transportation solutions. Furthermore, because these issues transcend local jurisdictions, they require the region to collectively work together to solve them. MRMPO can be an important facilitator for this process, as the Metropolitan Transportation Board—consisting of elected officials from many of the local jurisdictions—already provides a regional forum for considering new ideas and solutions.

In light of this, MRMPO supports development of a new, public-driven regional plan process with input from a diverse range of stakeholders. A new plan would provide the opportunity to create a region-wide growth and development vision and develop new regional sustainability goals related to land use and transportation integration, climate change, energy technology and livability. This effort would also analyze future growth scenarios and assess their impacts on the region as well as identify and support the

implementation of key projects linking transportation and land use in the region. The plan would build upon other similar efforts such as the City of Albuquerque's and Bernalillo County's Comprehensive Plan and Planned Growth Strategies, but would apply to the entire MRCOG region. It would serve as the region's current guide to transportation, growth and sustainability.

A new regional vision could also provide a framework for policy guidance for future MTPs. Other regions have followed this model where a regional plan provides the direction, vision and goals for lower-ranked plans and planning efforts. Transportation policies would be derived from the regional plan, and as a result future MTPs would be coordinated and consistent with other regional planning policies and focus areas. Better linkages between a regional plan and the MTP could help enhance the relevance of both plans, resulting in better planning outcomes for the greater Albuquerque area, particularly in regard to integrated land use and transportation planning.

Planning for an Aging Population

A stunning demographic fact that greatly impacts planning efforts in this region is that the over-65 population is projected to increase from the current 12 percent of the population to 20 percent by 2035. How this will affect the region—and how this population will be affected by the transportation system and the design of their communities—is profound. While this MTP does not specifically address this demographic trend, many of its goals, planned projects and strategies are targeted to help to improve mobility for all users. However, the potential implications of such a large segment of the population experiencing limited mobility due to age-related constraints, limited public transportation infrastructure and service, and the spread-out nature of the region mean greater attention will need to be paid to planning for this population. Connecting affordable housing to transportation, providing a more complete public transportation network, and targeting transit to serve activity centers and essential services (such as retail districts, hospitals, etc.) are examples of how transportation planners can address this issue.

B. Alternative Land Use Scenarios

In the eight short years between 2000 and 2008, 20,000 residential acres were developed in the AMPA, increasing residential land area by 25 percent. The impact of this enlarged geographic footprint can be seen in the increase in vehicle miles traveled (VMT) which grew by 29 percent over the same time period. Fortunately, recent trends do not predetermine the future. Rather, planners are responsible for reviewing the consequences of existing policies to see if they are achieving regional goals. Scenario analysis is a powerful tool for informing this process so that decision-makers are better equipped to affect change. Scenario analysis allows planners to test alternative scenarios and simulate their impact on quality of life issues such as congestion, travel times, personal transportation costs and air quality.

As an initial exercise and a starting point for discussion, MRMPO developed a *compact development* scenario that represents a first brush effort to understand how changes in land use patterns might impact travel behavior and the transportation network (a methodology document that describes the steps and results is presented in Appendix A). The results of this exercise show that the impacts of compact development on regional travel are significant. Improvements to the efficiency of the transportation network are evident in the summary statistics shown in Table 6-1.

Table 6-1 Systemwide Travel Statistics for the PM Peak Hour in 2035

PM Peak Hour	MTP 2035	Compact Scenario	Percent Difference
Vehicle Hours of Delay	160,154	123,654	-23%
Vehicle Hours Traveled	228,812	189,354	-17%
Vehicle Miles Traveled	3,077,065	2,946,946	-4%
Average Speed	13.4	15.6	16%

Table 6-1 compares the *compact development* scenario with the 2035 MTP forecast, and illustrates that more compact growth results in fewer hours of delay and shorter distances of travel. This makes sense given that a greater number of people live closer to employment sites and services found on the Eastside. Most remarkably, perhaps, is that the average travel speed for the region increases. The reason for this is that by encouraging density and allowing for shorter trips overall congestion actually decreases and longer trips can be accomplished at faster speeds. In addition, portions of the AMPA that gain population under the *compact development* scenario are those best equipped to handle higher traffic volumes due to the presence of transit and a grid roadway system.

Daily impacts on travel as a result of the *compact development* scenario are show in Table 6-2. Reductions in total and per capita miles traveled are achieved, along with

50,000 fewer trips across the river. The latter statistic is particularly significant given the severity of current and projected congestion and travel delay on the river crossings.

Table 6-2: Daily Travel Statistics, 2035

Daily Statistics	MTP 2035	Compact Scenario	Percent Difference
Vehicle Miles Traveled	31,588,579	30,333,044	-4%
Vehicle Miles Per Capita	23.8	22.8	-4%
River Crossings	1,032,041	982,482	-5%

While the results of this scenario development demonstrate that changes in land use patterns can have a substantial impact towards congestion mitigation, a true scenario analysis would involve a much larger effort that includes the development of several potential growth scenarios and significant participation from MRMPO's committees and the public.

Future alternative scenarios should include elements which were not considered in the scenario proposed in Appendix A. For example, the *compact development* scenario looks at the effects (on the roadway infrastructure) of relocating housing to areas that could accommodate the growth, but it does not consider the reduction in volume that would result from increased transit use, nor does the scenario consider the impact of future transit services on travel patterns. Likewise the *compact development* scenario omits potential alternatives in employment location patterns and their impact on commuting. Finally, the scenario does not evaluate the economic impacts of alternative land use patterns. Incorporating these considerations, and engaging in a regional planning process to develop more complete scenario analyses, are logical steps to pursue in the years to come.

C. Reducing Emissions and Addressing Climate Change

The federal transportation reauthorization bill is likely to include provisions for greenhouse gas emission reduction requirements, and there have also been efforts to bring an energy and climate change bill before Congress. It is therefore reasonable to expect that greenhouse gas emissions reductions strategies will become a requirement for MPOs either through the passage of energy and climate change-related legislation or federal surface transportation legislation—or both. To date, there is currently no federal, state or regional requirement for MPOs to develop greenhouse gas reduction strategies or even to monitor greenhouse gas levels. However, there have been recent steps taken at the federal, state and local levels that are in the meantime helping to address climate change.

Federal Actions

- The U.S. Environmental Protection Agency in May 2009 proposed regulations that would establish new volume standards for the amounts of renewable fuels that must be used in transportation fuels each year.
- In April 2010, the U.S. Department of Transportation and the U.S. Environmental Protection Agency announced a greenhouse gas and fuel economy program for cars and light-duty trucks that would result in a combined fleet average standard of 35.5 miles per gallon by model year 2016 (the current car and light-truck fleets in the U.S. have fuel economies of 22.4 and 18 miles per gallon, respectively, and the fleet that entered the market as of 2008 had an average fuel economy of 30 miles per gallon).
- In October 2010, the U.S. Environmental Protection Agency and U.S. Department of Transportation announced the first national standards aimed at increasing fuel efficiency and reducing greenhouse gas emissions for heavy duty trucks and buses (although heavy trucks make up only 7.5 percent of vehicle miles traveled, nationally they produce 35 percent of on-road transportation emissions).
- In May 2010, President Obama directed the Department of Energy to provide increased support for the deployment of advanced vehicles, including electric vehicles, and directed the Environmental Protection Agency to reduce non-greenhouse gas pollutants from vehicles.

State and Local Actions

- New Mexico instituted a goal of reducing emissions 75 percent below 2000 levels by the year 2050.
- The New Mexico Environmental Improvement Board and the Albuquerque-Bernalillo County Air Quality Control Board adopted emissions standards for new motor vehicles (the Clean Car Rule) in 2007. These regulations will go into effect in model year 2016.
- Ex-Governor Richardson issued an Executive Order to reduce emissions associated with energy use and transportation in state government operations.

- The New Mexico Department of Transportation is “committed to the principle of an environmentally responsible transportation system” as stated in the Department’s Guiding Principles.
- The City of Albuquerque has developed a *Climate Action Plan*. One of the strategies listed in the plan is to engage jurisdictions in a coordinated planning effort to develop a regional land use and climate performance strategy. The plan also calls for MRMPO to be a stakeholder in Albuquerque’s efforts to become the most walkable and bicycle-friendly city and the city with the best transit service in the Southwest.

Future state-wide strategies may take several forms. *The New Mexico Climate Change Action Plan* recommended the following strategies in response to transportation-related greenhouse gas emissions: a State Clean Car program (being implemented); pay as you drive insurance, which would provide financial incentive for driving less by reducing insurance fees for those who drive less; alternative fuels use; transit-oriented development (TOD); intermodal freight initiatives; and lower speed limits.

MRMPO Actions

Actions that are currently being implemented or considered by MRMPO also play a role in reducing greenhouse gas emissions, even though that was not necessarily their primary or intended purpose. Examples of such actions include the Congestion Management Process-based Project Prioritization Process, which rewards alternate modes of transportation projects by making them more likely to receive federal funding; and complete streets, currently being considered by MRMPO, which promote more multi-modal transportation networks.

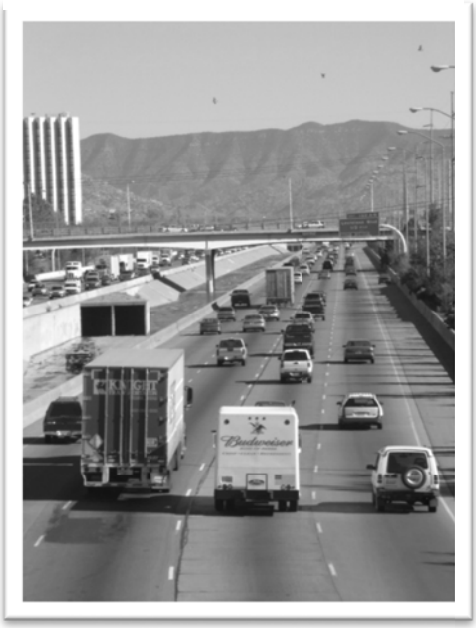
However, to date, MRMPO has not begun active work on greenhouse gas emission reduction strategies. With or without federal or state legislation requiring MRMPO to reduce greenhouse gas emissions, the creation of regional strategies for mitigating and adapting to climate change will be needed and will be pursued.

Strategies MRMPO will investigate include:

- Developing a greenhouse gas (or vehicle miles traveled, as a proxy) reduction target. A reduction target could set a fixed target (e.g., 20 percent reductions below 2000 levels), a per capita target (more fair for growing areas), or a target in relation to a projected future baseline.
- Evaluating the effects potential strategies would have on greenhouse gas emissions reduction efforts. For example, evaluating the effect different land use strategies would have on the vehicle miles traveled in the region.
- Developing policies and strategies related to the reduction of greenhouse gases through strategies such as land use development, user fees, transportation choices and technology.
- Making climate change more central to the MTP or incorporating climate change considerations into the Project Prioritization Process.

- Conducting a study of appropriate locations for siting alternative fuel infrastructure and working with member agencies to identify opportunities to use alternative fuel vehicles in their fleets.

Reductions in greenhouse gas emissions will be greatest if a multi-strategy approach is developed. As the Urban Land Institute's 2009 *Moving Cooler* study found, "an integrated, multi-strategy approach—combining travel activity, local and regional pricing, operational, and efficiency strategies—can contribute to significant GHG [greenhouse gas] reductions." A list of potential strategies is shown in Table 6-3.



Since land use is such a critical piece in reducing greenhouse gas emissions, and is something that MRMPO could potentially help play a role in, MRMPO is interested in the possibility of developing a regional vision and growth strategy with partner agencies. This plan could help guide development in a more sustainable manner in order to better address climate change as well as other regional issues such as public health and livability. In addition, this plan would help address the link between land use and transportation—a fundamental issue behind transportation-related climate change impacts—and help rectify the lack of regional coordination between land use and transportation. Short of such a plan, MRMPO could also play a valuable role toward this end by analyzing and modeling the impacts of potential land use changes for local jurisdictions to consider.

Table 6-3: Greenhouse Gas Emissions Reduction Strategies

Pricing Strategies	Land Use and Smart Growth Strategies	Non-motorized Transportation Strategies	Public Transportation Improvement Strategies	Regional Ride & Car Sharing and Commuting Strategies	Regulatory Strategies	Operational & ITS Strategies	Bottleneck Relief[1]
Parking pricing	Adoption of urban growth boundaries	Adoption of complete streets policies	Lower fares and discounted passes	High Occupancy Vehicle (HOV) lanes	Non-motorized zones in CBDs and activity centers	"Eco-driving" training programs	Investments in existing highway bottlenecks
Congestion pricing	Density targets	Creation of continuous network of bike routes and "bike stations"	Increased level of service on existing routes and improved travel times	Public, private or non-profit car sharing organizations	Parking restrictions imposed in urban areas	Freeway management (real-time information and operational adjustments based on that information; ramp metering; ITS)	Highway investments to improve traffic flow & reduce congestion
Intercity tolls	Pedestrian and bicycle friendly neighborhoods	Inclusion of buffered sidewalks with pedestrian amenities	Provision of new service	Employer-based telework and compressed work week programs	National speed limit lowered with increased enforcement	Incident management	
Pay-as-you drive insurance	Transit-oriented development	Traffic calming measures	Expansion of existing intercity bus and rail services	On-line ride matching, vanpool services, and guaranteed ride home programs		Road weather management	
Vehicle-miles traveled fee	Incentives for agencies (e.g., funding) to help achieve objectives			Employer-offered discounts for monthly transit passes		Traffic management center	
Motor fuel tax or carbon price				Mandatory SOV-reduction programs		Arterial management	
				Employer-outreach		Traveler information	

Source: Moving Cooler, Urban Land Institute, 2009

D. Improving Quality of Life

In addition to the development of a regional plan that focuses on land use and transportation integration, MRMPO is looking into several other important areas to include as part of its transportation planning activities. These areas include livability, public health and complete streets.

Livable Communities

The U.S. Department of Transportation (DOT) launched a Livable Communities Initiative in 2009. The initiative aims to improve quality of life for Americans and create efficient and more accessible transportation that serves the needs of individual communities. The DOT's goal is to "build livable communities, where safe, convenient and affordable transportation is available to all people, regardless of what mode they use." The DOT aims to accomplish this goal in several ways, one of which is integrating transportation planning with community development. On the heels of the Livable Communities Initiative was the creation of an unprecedented partnership between the DOT, the U.S. Department of Housing and Urban Development and the U.S. Environmental Protection Agency for the launch of the Sustainable Communities initiative to ensure that these goals would be properly implemented. The partnership is guided by the following six livability principles:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

MRMPO will investigate the ways in which it can best support and pursue livability principles in the AMPA. These efforts will focus on policies and programs over which the organization has some control, such as providing more transportation choices and supporting existing communities. MRMPO will also continue to pursue federal funding and grant opportunities offered as part of the Sustainable Communities Initiative and other related sources.

Public Health

ctivity

At the core of planning is protecting public health and safety, and there are increasingly new challenges to address in that respect. Public health concerns are coming to the forefront, in part, because of the growing awareness of how the built environment (which includes our transportation network) greatly affects overall levels of health and well-being. National Ambient Air Quality Standards are, in fact, a result of health-based concerns and standards are established with the main purpose of protecting public health. For example, emissions from motorized transportation sources have been shown to impact respiratory health, particularly for residential areas near major interchanges and large arterials.

Overall, a poorly connected transportation system combined with widely dispersed and segregated land uses can result in a sedentary lifestyle that contributes to heart disease, diabetes, certain cancers and arthritis, and increasing health care costs. Over the last two decades the country has experienced an obesity epidemic. According to National Center for Chronic Disease Prevention and Health Promotion data, in 1985 no U.S. state had an obesity rate of 15 percent or more. However by 2008 only one state, Colorado, had an obesity rate of less than 20 percent. New Mexico has gone from an obesity rate of less than 10 percent in 1990 to a rate of 25 to 29 percent in 2008. According to the NM Healthier Weight Council, an estimated $324 million is spent annually on adult medical expenditures that are attributable to obesity, and in 2007 17 percent of high school students did not engage in any physical activity. Although many factors are causing rising obesity rates, transportation planners have the ability to influence some contributing factors. A particularly important challenge to address is providing a multi-modal transportation network (studies have shown that communities with viable transportation options other than driving alone have lower obesity rates). By enhancing the bicycle and pedestrian networks and transit service, people are encouraged to bicycle and walk more which will help the population be more active and healthy.

MRMPO will direct attention toward improving public health in the region through various means including improved safety, prioritizing alternative modes of travel more so than has been done in the past and investigating development of a complete streets policy. Safety is a vital consideration because improving conditions for bicyclists and pedestrians will improve the comfort-level associated with these modes and encourage their greater use. Programs such as Safe Routes to School and complete streets can

make strides toward providing the region with more multimodal options and safe routes for all users of the transportation system. Another tool MRMPO is pursuing is working with member agencies on Health Impact Assessments (HIA). An HIA is used to objectively evaluate the potential health effects of a project, policy or program before it is built or implemented. An HIA can provide policy and design recommendations to minimize adverse health outcomes.

Complete Streets

Complete streets are streets and sidewalks that are designed to provide safe and convenient travel for pedestrians, bicyclists, motorists and transit users of all ages and abilities. Because complete street strategies support safer and more convenient and appealing travel options for all users, they are an effective way of managing and improving the transportation system. Following is a list of complete streets elements:

- sidewalks
- bus pull-outs
- street furniture
- bus shelters and crossings
- traffic calming measures
- pedestrian refuge medians
- sidewalk bulb-outs
- bike lanes
- ample crossing opportunities
- treatments for disabled travelers
- bus lanes

Example of a corridor before and after complete streets implementation (Source: Completestreets.org)

Complete streets policies are gaining popularity and have been adopted by a number of states, MPOs and local jurisdictions around the country. The U.S. Department of Transportation recently began encouraging the adoption of complete streets policies and programs at the state and local levels as a way of improving pedestrian, bicyclist and motorist safety.

In the State of New Mexico, the City of Las Cruces, Doña Ana County, and the Town of Mesilla have adopted complete streets resolutions. However, the true effectiveness of these policies depends on implementation measures, and therefore re-visiting design standards is often required. Similarly, the NMDOT has adopted a Context Sensitive Design Solutions (CSS) policy, but CSS application occurs only along specific corridors.

Although no complete streets policies have been adopted in the AMPA, the City of Rio Rancho is looking into complete streets implementation, and the City of Albuquerque hopes to adopt by spring 2011 a plan with similar intent, the *Great Streets Facility Plan*. Complete streets and "great streets" are similar in that they both aim to develop multi-modal streets; however, there are important differences. First, the City of Albuquerque's Great Streets initiative addresses building and site design factors while complete streets policies usually only include the public right-of-way. Second, whereas all streets in the region classified as collector and above would be considered under a complete streets initiative, Great Streets is focused on a series of specific corridors and does not constitute a regional street design policy.

MRMPO supports adoption of complete streets policies at the local level and believes a complete streets policy at the regional level would be beneficial as well. The advantage of a regionally-implemented program is that complete streets could be built across the metropolitan area in a comprehensive manner rather than in individual jurisdictions, thus providing greater opportunity for a more fully-interconnected multi-modal street network that benefits all users. Complete streets also have great potential for encouraging mode shift and responding to identified regional challenges such as safety, air quality, climate change, bicycle connectivity, pedestrian access and public health.

E. Economic Activity

Economic Impact Model

Recently MRCOG expanded the ability of its economic impact model to interact with the travel demand model and analyze the impact of changes to the transportation network. MRMPO expects that this tool will allow for a more comprehensive integration of land use, transportation, and economic analysis so that planners may anticipate how an investment in one of these elements will impact the others. Furthermore, adding an element of economic analysis will allow for a more informed decision-making process for selecting near and long term projects for funding.

There are several ways that this new capability will enhance MRMPO's ability to plan for the future of the region. For instance, this new feature has the ability to project the economic impacts of transportation investment proposals. In the past, projects could only be considered based on how much they cost and the perceived benefit to the region. Now, the model will be able to quantify benefits as transportation cost savings, increase in network efficiency, and lower business costs due to improved accessibility to goods and services.

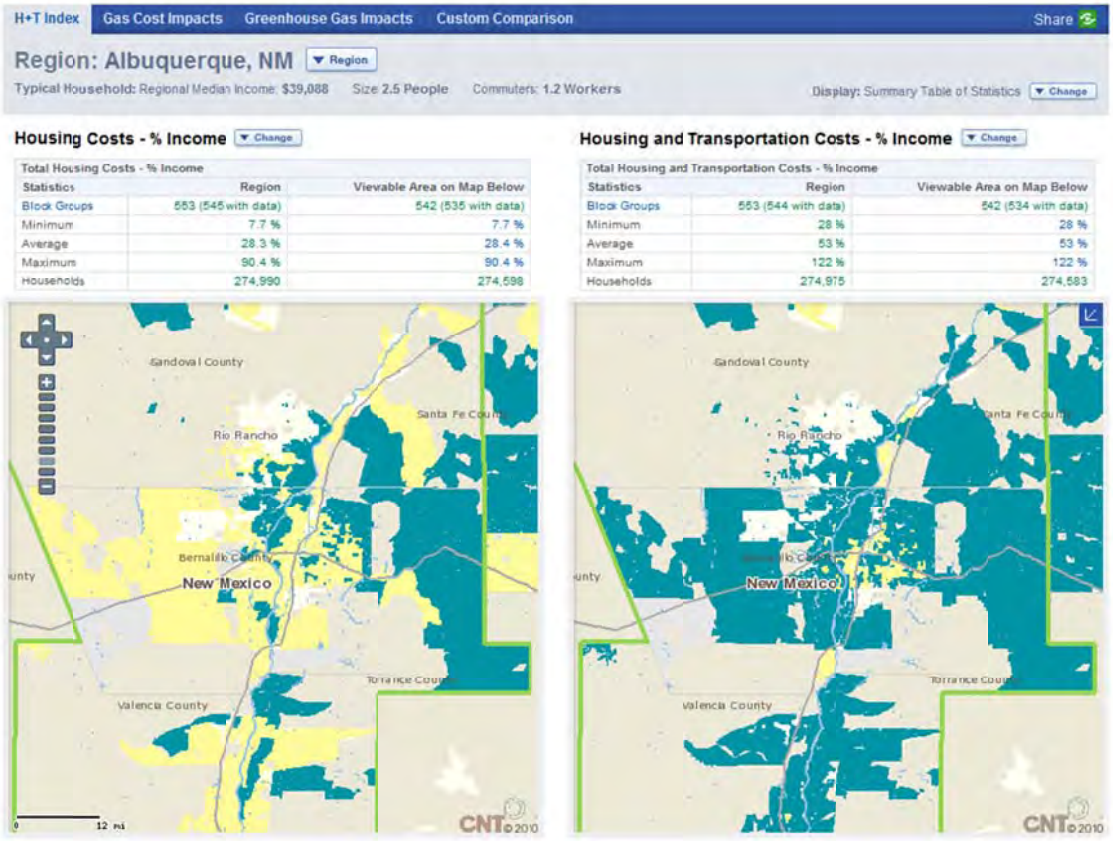
Another feature of the model is the ability to measure the economic benefit of a single investment across jurisdictional lines. Planners can analyze seven regions which include each county, both major cities, and City of Albuquerque east and west of the river. This capability will substantially enhance understanding of intra-regional economic impacts and provide a mechanism that allows members to consider how a project that may not be located in their municipality may still be of economic benefit to their constituents. Other improvements include analyzing the impacts of construction phases of transportation facilities and simulating impacts for alternative modes including transit, freight, air travel and rail. Even details such as changes to electricity and water infrastructure, safety policy, entry and exit of businesses and fuel usage can be incorporated.

Housing and Transportation Affordability

The effects of transportation on our daily lives can be explored in various ways through environmental, social and economic impacts such as reduced air quality, how our streets encourage or discourage social connections and personal transportation costs as part of our household expenses. This last concept—transportation expenses understood as a part of household expenses—has gained attention through the Center for Neighborhood Technology's (CNT) work on calculating how much households across the country are spending on transportation in an effort to measure true housing affordability. CNT has shown what many have ignored for decades: that "cheaper" housing found on the fringes is actually less affordable when associated transportation costs are factored in because of longer travel distances to jobs and services and less available public transportation.

CNT has brought awareness to this issue through its mapping of the cost of housing plus transportation costs using their Housing and Transportation Affordability Index tool (http://www.cnt.org). This online tool shows areas that are affordable and unaffordable when transportation costs are considered as part of total housing costs in the Albuquerque region. This tool also brings to light the importance of developing neighborhoods that are location efficient, meaning that people can efficiently get to the places they need because of good proximity to services and access to transit.

Figure 6-1: Housing and Transportation Affordability Index for Albuquerque



Source: Center for Neighborhood Technology

MRMPO has discussed with CNT the possibility of developing a similar tool specifically for the MRMPO region (the MRMPO region is different than the CNT Albuquerque region, which is based on census boundaries). A map showing housing and transportation affordability for the MRMPO region would allow decision-makers to better plan transportation and land use and to better locate affordable housing. This tool would also help bring more public awareness to the implications of housing location on true housing cost and the importance of the location of services and adequate transportation infrastructure. Residents can use the tool for very practical reasons, such as making decisions on where to live based on their expected mortgage payment and associated transportation expenses.

User Fees

As is the case with most metropolitan areas around the country, there are more transportation infrastructure needs in our region than revenue and funding sources to meet them. One way to solve this perpetual dilemma is to begin moving toward a more user fees-oriented approach in order to finance needed transportation infrastructure. Examples of user fees are regular tolls, high occupancy toll (HOT) lanes,[1] congestion pricing and vehicle miles traveled charges. User fees not only help finance infrastructure, but they can also reduce congestion in networks with limited capacity. Thus they can provide additional benefits such as reduced vehicle miles traveled in the region and fewer pollutants emitted, including greenhouse gases.

Our region will have to become more innovative with financing transportation improvements as the area grows and is forced to provide more facilities and service despite constrained funds from traditional sources. Funds will be increasingly constrained because of reduced fuel tax revenues from the higher use of alternative fuels and more fuel efficient vehicles.

MRMPO plans to investigate the feasibility of phasing in user-based fees for needed investments in future years within the 2035 horizon. Investigation into user-based-fees issues such as equity, legislative requirements, technological issues and the viability of high occupancy toll lanes as well as other user-based-fees methods are likely next steps.

[1] High occupancy toll (HOT) lanes are managed facilities that charge fees (tolls) for use of designated HOT roadway lanes. Tolls may vary according to congestion levels on the facility and fees may or may not be waived for public transportation vehicles and carpools (vehicles with at least one or more passengers).

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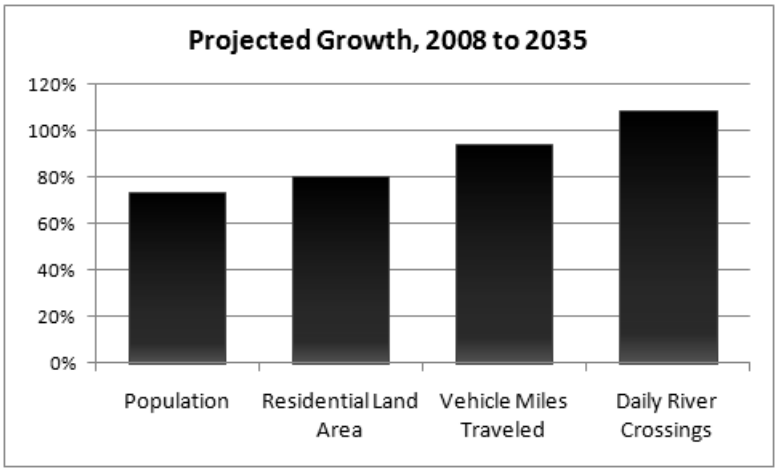
Appendix A – Compact Land Use Scenario

Nationally, there is growing demand for multi-family and small lot single family housing located near amenities, jobs and transit. Research indicates urban communities with high quality transit systems have greatly reduced vehicle miles traveled, commuting times and individual transportation expenses and are often safer and healthier than suburban, vehicle-dependent communities. How these national trends manifest themselves in Albuquerque and its environs remains to be seen. Current development trends, although slowed by the recession, suggest these national patterns may be slow to emerge locally.

In the eight short years between 2000 and 2008 the Albuquerque Metropolitan Planning Area (AMPA) grew by 128,000 people, developed 20,000 residential acres, and increased the average number of vehicle miles on roadways each day by 3.6 million. In relative terms, this equates to a 20 percent increase in population, a 25 percent increase in residential land area, and a 29 percent increase in vehicle miles traveled. This demonstrates the fact that land consumption and travel in the metropolitan area are growing at a faster rate than population. Based on historical growth patterns and existing land use plans, MRMPO's 2035 Socioeconomic Forecast shows how this may play out in the future: a population growth of 563,000 will result in an increase of 80,000 residential acres and 15 million daily vehicle miles traveled. In addition, there will be an astounding one million trips made across the Rio Grande each day.



Growth in the metropolitan area is largely inevitable. The challenge lies in planning for how this growth will be distributed. Forecasts that are based on current land use plans and patterns result in an urban footprint that is expanding faster than population. This is because it is driven by primarily lower density development among large expanses of land, particularly to the west of the existing urban area.

Although the MRMPO 2035 Socioeconomic Forecast presents one picture of growth in the region, the metropolitan area is not bound to this future. It is incumbent upon government officials and planners to review existing growth plans and policies and consider if they are achieving results that are congruent with regional goals. Scenario analysis is a tool for informing this process; by imagining alternative scenarios decision-makers are better equipped to affect change.

Scenario analysis allows for the consideration of a series of "what-if" questions, such as:

- What if development in the Albuquerque Metropolitan Planning area (AMPA) took decidedly different forms in the coming decades than the previous ones?
- What if transit service could be relied upon to shoulder the additional burden to the transportation system? And what if transit service was extensive enough along major corridors to attract true transit-oriented development?
- What if more employers located their businesses in distinct employment centers that were balanced with the location of housing?
- What changes would a compact development pattern incur on the transportation network and what would be the impact on indicators such as vehicle miles traveled, travel times and average speeds?

Scenario analyses are often part of a larger regional visioning process that includes a series of alternatives and significant input from planners, committees and the public. Recognizing the value of such a process, MRMPO has developed a single alternative scenario as an initial exercise intended to serve as a starting point for discussion. This scenario is a first brush effort to address the final "what if" question above by measuring the impact on the transportation network of more compact future development. This documentation presents the steps and results of this exercise.

Scenario Building Steps

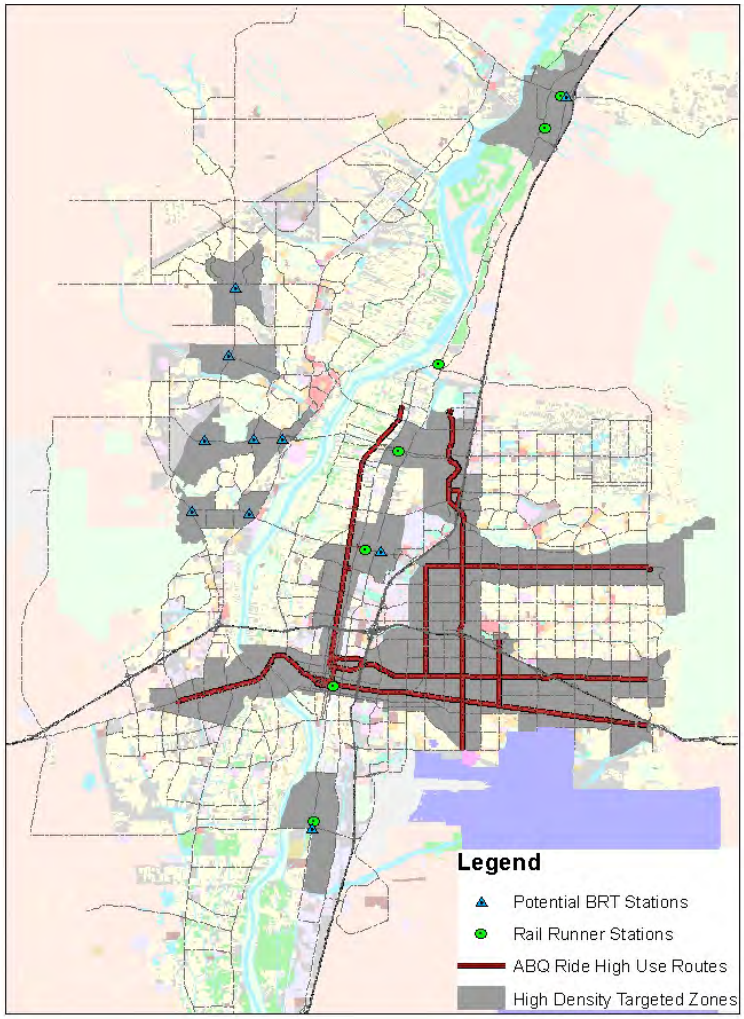
A. Selecting zones for densification

The first step in creating a *compact development* scenario is locating appropriate places for additional growth. Data Analysis Subzones (DASZs) were selected if they were located along major transit corridors (e.g. Central, Lomas, San Mateo, 4th Street) or if they were in the immediate vicinity of a New Mexico Rail Runner Express station or a potential Bus Rapid Transit station. The assumption behind the selection process is that transit will be a more enticing option for commuters as congestion and travel times worsen and that higher densities are more successful in close proximity to transit. A total of 229 zones (out of 762 in the AMPA) within proximity of major transit centers and corridors were selected for compact development.

B. Selecting parcels available for development and assigning potential land uses

MRMPO maintains a regional database of existing land uses that serves as the basis for its socioeconomic projections (see Chapter 2 for more on the development of these projections). From this database, all urban vacant or abandoned land within the selected zones was extracted to create a file of "developable parcels." Using aerial imagery and local knowledge, a small number of underutilized surface parking lots were included for development. Parcels with redevelopment potential, as identified through interviews with the City of Albuquerque's Metropolitan Redevelopment Authority and other planners and developers during the development of the 2035 MTP socioeconomic dataset, were also included in the "developable parcels" file.

Figure A-1: Targeted Zones for Compact Development Scenario and Relationship to Transit Centers and Corridors



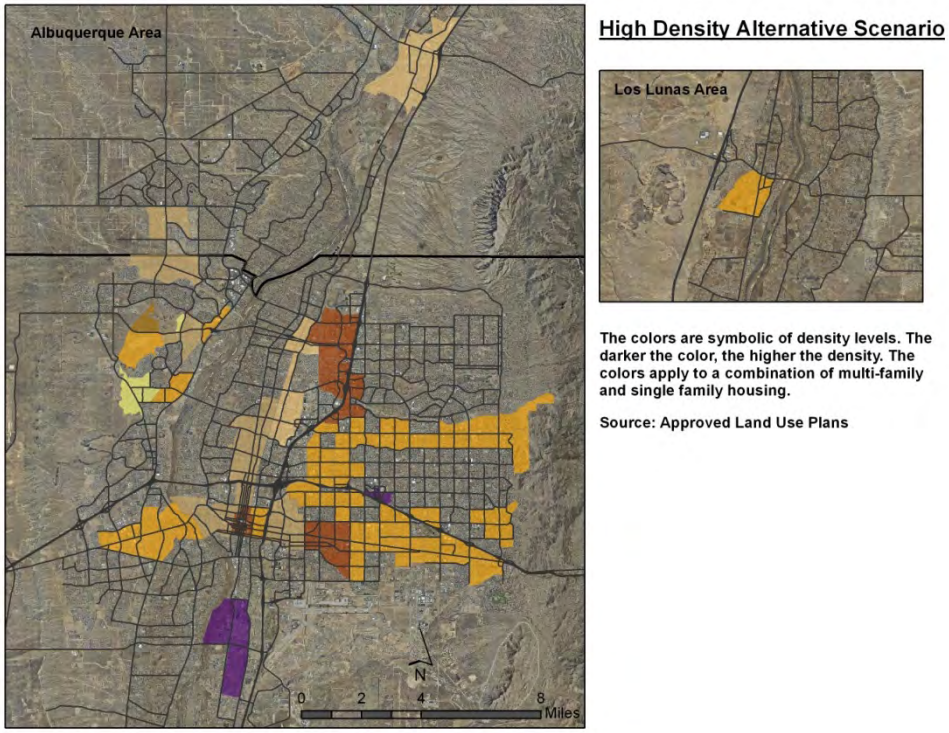
This process resulted in the identification of 1,256 parcels and 5,627 buildable acres within the 229 zones identified for development. Developable parcels were reviewed in light of current zoning and surrounding uses. Each was assigned a use – SF (single family), MF (multi-family), or CIO (commercial, industrial, or office) – indicating the type of development expected to occur on that parcel. The use assigned often complied with current zoning, but not in all cases. Because the goal of this exercise is to determine if more compact growth patterns would impact regional travel, multi-family units were allowed in activity centers and areas where there already was a considerable presence. This is justified assuming that developers request zone changes, there is a demand for rental and affordable housing, and as congestion worsens there will be an increased desire to live closer to jobs and amenities.

During this process 33 zones were removed as they were essentially "built out," and an additional 26 zones were removed as unsuitable for residential uses. A total of 170 zones remained for development or redevelopment.

C. Choosing the maximum development potential by area

Given that this is a *compact development* scenario, targeted zones were assigned a maximum allowable density for single family and multi-family development. Densities were identified by overlaying and reviewing adopted and proposed sector plans, area plans, corridor plans and existing and proposed Rail Runner station plans. Ultimately this produced a maximum number of housing units per acre for single family housing and multi-family housing for each zone targeted for additional development.

Figure A-2: Compact Scenario Density Levels



D. Densification of parcels

Individual parcels were built by multiplying the maximum allowable density for the appropriate residential type (SF or MF) by the area of vacant or redevelopable land. The new residential development at the parcel level was then summed to the DASZ level.

A series of checks were performed before finalizing the dataset. First, the zones that received new growth were compared to the approved 2035 Socioeconomic Forecast. Of the 170 zones analyzed, 31 were removed that were forecast at similar or higher densities in the official dataset, leaving 139 zones. Next, the number of housing units added to each zone was visually assessed and areas that developed most intensely were individually reviewed and in some cases adjusted lower. The 139 target zones, grown at their maximum potential, add 57,104 units to the core, 40,834 of which are multi-family. Given that 13,463 are added to these zones in the approved 2035 Socioeconomic Forecast, this scenario adds approximately 43,600 net units to the urban core.

Table A-1: Housing Unit Comparison by Scenario

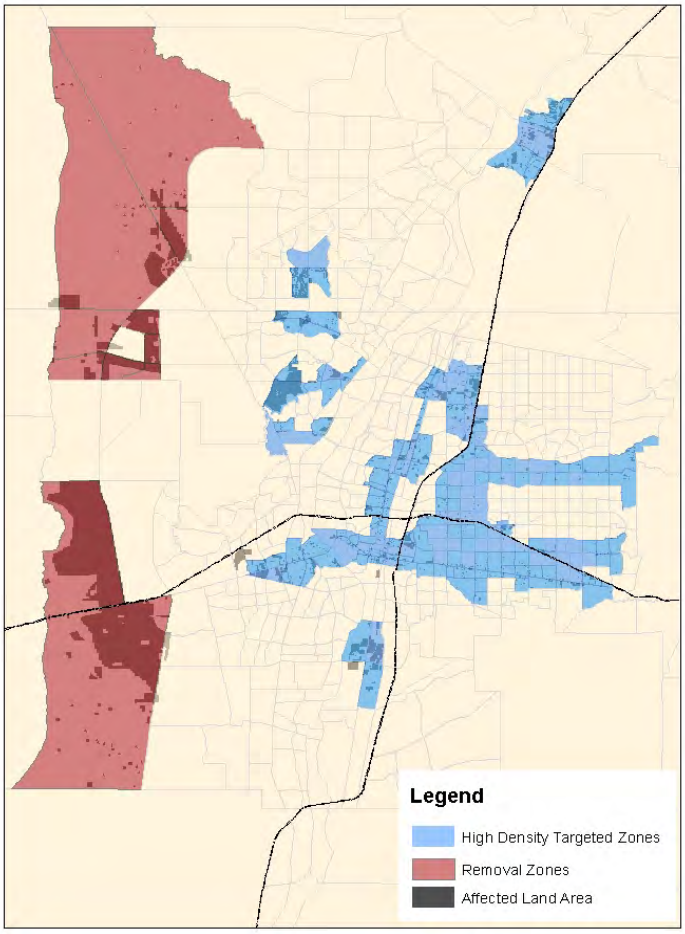
Number of Housing Units in the 139 Target Zones	**Single Family**	**Multi Family**	**Total Units**
MTP Scenario	4,373	9,090	13,463
Share of Region	*1%*	*7%*	*2%*
"Compact Development" Scenario	16,270	40,834	57,104
Share of Region	*3%*	*30%*	*8%*
Difference	11,897	31,744	43,641

E. Selecting Zones for Removal of Housing Units

Because the purpose of the *compact development* scenario is to measure the potential impact of higher densities on the transportation network, and because the worst congestion levels are seen on the river crossings, population and housing units were essentially reallocated from peripheral areas on the Westside of the AMPA. The twelve "contributing" zones are illustrated in the following map.

While zones in Bernalillo County contributed the most toward the core zones, both Sandoval and Valencia County zones also contributed housing because they were recipients of higher density growth in areas near Rail Runner stations. Thus, county control totals for population and housing were roughly held constant to what they are projected to be in the approved 2035 Socioeconomic Forecast.

Figure A-3: Targeted Zones, Removal Zones and Land Area Affected in the Compact Development Scenario



F. Building the Final Dataset

Using the new housing unit totals for the 139 target zones in the *compact development* scenario, households, household population and total population were calculated. The occupancy rates and household sizes per zone were taken directly from the approved 2035 Socioeconomic Forecast so that the "Compact Development" scenario would reflect the same household characteristics as the approved dataset. Approximately 110,000 people were moved from the 12 Westside zones to the 139 core zones.

The modified zones were integrated back into the approved 2035 Socioeconomic Forecast. Regional controls were roughly maintained for population, housing and employment in the *compact development* scenario. There was one significant change: a shift of 30,000 housing units from single family to multi-family. In order to make a sizable impact on growth in the core, a large portion of the new residences were developed as multi-family units. However, the contributing zones from the Westside consisted of predominantly single family housing. Therefore, roughly 30,000 single family residences were essentially converted to multi-family units when they were transplanted into the "compact development" zones.

Results

The impacts of a higher-density socioeconomic scenario on regional travel are significant. The *compact development* socioeconomic dataset was input to the regional travel demand model using the same roadway network as the 2035 Metropolitan Transportation Plan (MTP) build scenario. Improvements to the efficiency of the transportation network are evident in summary statistics, which demonstrate improvements in vehicle miles traveled (VMT), vehicle hours traveled (VHT), vehicle hours of delay (VHD), average system speeds and daily VMT per capita. The premise is quite clear: by locating residents along higher density corridors with quality transit service, the amount of auto-travel can be reduced across the entire transportation system.

Figure A-4: Compact Development Scenario Effects on the Roadway Transportation System (PM Peak Hour)

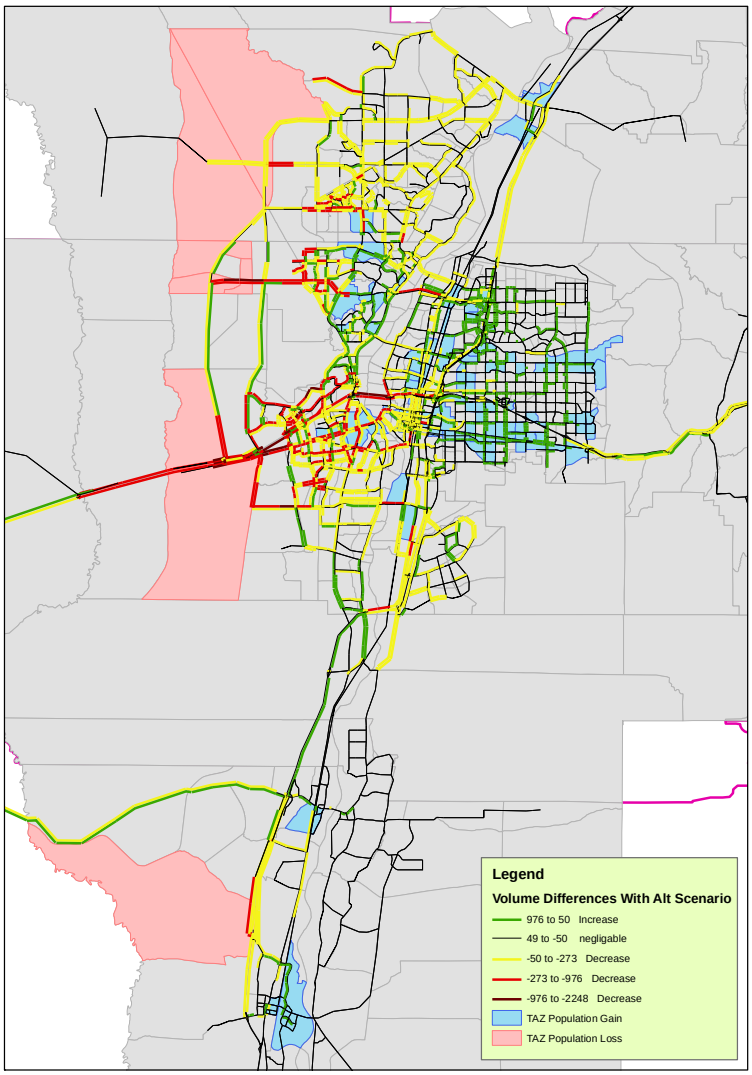


Figure A-4 shows the link-level volume differences for the PM peak hour between the *compact development* scenario and the MTP scenario. When the data are viewed concurrently the association between population distribution and travel is evident: areas of the transportation network that show a decrease in population experience significant reductions in volume, and areas that gain population show an increase in travel. While this relationship may be obvious, it is important to point out that the portions of the AMPA that gain population under this scenario are those best equipped to handle higher traffic volumes (due to the presence of transit and a grid roadway system), and the areas that exhibit a decrease in traffic volumes, in general, are roadways that are reaching their capacity.

Summary statistics shown in Table A-2 indicate that travel conditions in the *compact development* scenario improve significantly compared to the 2035 MTP scenario. Travelers spend fewer hours in traffic and travel shorter distances given that greater numbers live closer to employment sites and services found on the Eastside. Perhaps most remarkably, the average speed for the region increases. By encouraging denser development and allowing for shorter trips, overall congestion actually decreases and many longer trips can be accomplished at faster speeds.

Table A-2: Systemwide travel statistics for the PM peak hour, 2035

PM Peak Hour	MTP 2035	Compact Scenario	Percent Difference
Vehicle Hours of Delay	160,154	123,654	-23%
Vehicle Hours Traveled	228,812	189,354	-17%
Vehicle Miles Traveled	3,077,065	2,946,946	-4%
Average Speed	13.4	15.6	16%

Table A-3 contains the daily impacts on travel between the MTP 2035 scenario and the compact scenario. Reductions in total and per capita miles traveled are achieved, along with 50,000 fewer trips across the river. The latter statistic is particularly significant given the severity of current and projected congestion and travel delay on the river crossings.

Table A-3: Daily travel statistics, 2035

Daily Statistics	MTP 2035	Compact Scenario	Percent Difference
Vehicle Miles Traveled	31,588,579	30,333,044	-4%
Vehicle Miles Per Capita	23.8	22.8	-4%
River Crossings	1,032,041	982,482	-5%

This exercise demonstrates that affecting changes in future development patterns is an effective strategy toward mitigating some of the anticipated transportation challenges in the metropolitan area.

Adopted and Proposed plans used to inform maximum densities for "Compact Development" Scenario Analysis

- Comprehensive City Zoning Code
- Albuquerque/Bernalillo County Comprehensive Plan
- Coors Corridor Plan
- Nob Hill Highland Sector Development Plan
- Downtown 2010 Sector Development Plan
- Downtown Neighborhood Sector Development Plan & proposed draft/revision
- Uptown Sector Development Plan
- East Gateway Sector Development Plan
- North Interstate-25 Sector Development Plan
- North 4th Street Rank III Corridor Plan
- North Valley Area Plan
- Old Town Sector Development Plan
- Near Heights Metropolitan Redevelopment Plan
- Huning Highland Sector Development Plan
- EDO Regulatory Plan
- Martineztown/Santa Barbara Sector Development Plan
- Huning Castle & Raynolds Addition Neighborhood Sector Development Plan
- University Neighborhood Sector Development Plan
- West Route 66 Sector Development Plan
- West Central Metropolitan Redevelopment Area Plan
- West Side Strategic Plan
- Northwest Mesa Escarpment Plan
- Draft Volcano Heights & Volcano Cliffs Sector Plans
- Trumbull Neighborhood Sector Development Plan
- Sawmill/Wells Park Sector Development Plan
- Riverview Sector Development Plan
- NM Rail Runner Station Area Plans (Belen, Town of Bernalillo, Los Lunas, and Bernalillo County/Sunport)

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Appendix B – Bus Rapid Transit Preliminary Conceptual Development Scenario

This appendix presents a preliminary conceptual look at what a Bus Rapid Transit (BRT) system for the region might look like and cost, but further transit planning by the City of Albuquerque, the Rio Metro Regional Transit District and MRMPO will be necessary to develop an implementable high capacity transit network. This appendix is included as part of the 2035 MTP to help begin discussion among all stakeholders about what such a system could look like and what is possible in terms of transit in our region.

An important step in promoting public transit enhancements is visualizing what the service might look like. Both the 2035 MTP survey and feedback from MRMPO's public meetings indicated an appetite on the part of the public for expanded transit service and a willingness to prioritize transit over other options for improving mobility. This public support is greatly assisted by the Metropolitan Transportation Board's dedication of at least 25 percent of discretionary funds from the Transportation Improvement Program (TIP) towards transit services that mitigate river crossing congestion.

The shape that this transit service might take is open to discussion. Recently the Rio Metro Regional Transit District and MRMPO began exploring the feasibility of a Bus Rapid Transit (BRT) network. This appendix section offers a concept of potential BRT services that provide alternative means of crossing the Rio Grande while providing connections to the New Mexico Rail Runner Express and connecting major residential and employment centers. The *BRT scenario* described herein is a set of complete investments in new transit routes funded solely by money made available from the federal TIP program. The purpose of this conceptual financial scenario is to show what could be accomplished using a consistent approach over the next twenty years. By considering federal discretionary funds as the sole source of capital and infrastructure investments for the BRT network, an intentionally conservative estimate is provided that excludes any additional local investment or private partnerships. This scenario therefore represents one component of what could be a much larger, longer-term strategy.

It is important to note that this network is conceptual and was developed for the purpose of preliminarily estimating what potential costs would be and what could be implemented using a single source of funds (federal). In addition, it does not represent any commitments on the part of MRMPO or any member agencies.

What is Bus Rapid Transit (BRT)?

BRT is a high speed, generally high frequency form of transit that is designed to move large numbers of travelers and commuters efficiently along major travel corridors. It is generally considered a premium bus service, but is considerably less expensive than other forms of mass transit such as light rail and streetcars. BRT was first implemented in Brazil and Colombia in the 1990s, and service is now widespread in those and other nations (the Transmileno BRT service in Bogota, Colombia carried more than 1.6 million trips per day in 2009, while service in Brisbane, Australia provides average travel times of 18 minutes versus 60 minutes by car). BRT can now be found in large US cities such as Chicago and Los Angeles, as well as smaller urban areas including Eugene, OR and Albany, NY.

Characteristics of Bus Rapid Transit

- Separated right-of-way, including bus-only lanes or HOV lanes (for buses, vanpools and carpools), or fixed guideways that steer buses along portions of a route
- Frequent, high-capacity service (ideally ten minute or less wait times between buses)
- High-quality vehicles that are easy to board, quiet, clean and comfortable to ride
- Pre-paid fare collection and easy access to the buses through raised platforms to minimize boarding delays
- High quality stations with rider services
- Transit-oriented development in nearby areas
- Integration between modes, with BRT service coordinated with walking and cycling facilities, taxi services, intercity bus, rail transit, and other transportation services

  Source: Victoria Transport Policy Institute – "Online TDM Encyclopedia"

BRT-type service already exists in the Albuquerque area in the form of the popular Rapid Ride routes provided by ABQ Ride. One of these routes, the Blue Line or Route 790, already provides a connection from the Westside to downtown Albuquerque and the University of New Mexico main campus via Coors Boulevard and I-40. Rapid Ride routes currently have limited signal prioritization and right of way and operate more as express routes along existing transit corridors. The three Rapid Ride routes stop approximately every mile at major intersections and activity centers and range in frequency from 16 to 20 minutes on weekdays. Two Rapid Ride routes overlap between Louisiana and Downtown along Central Avenue and boast a combined frequency of one bus every eight minutes in the corridor. However, there are features that prevent Rapid Ride routes from operating as quickly and efficiently as possible. For example, on-board fare collection creates long dwell times at each stop, while limited dedicated

infrastructure means that buses are subject to the same delays and traffic conditions as single occupancy vehicles.

BRT Scenario

The conceptual *BRT scenario* includes many elements designed to ensure truly "rapid" service. While a full study is needed to determine the location and nature of BRT-specific infrastructure, incorporating these elements means that BRT would be more expensive than implementing the average transit route, yet the result would be guaranteed travel times and high frequency and quality service.

Scenario assumptions

This scenario makes a series of assumptions that are consistent with the costs and practices of other BRT systems around the United States:

- Average speed assumptions are based on a combination of free flow traffic speeds and reasonable speeds along dedicated transit-only infrastructure
- Off-board fare collection allows for dwell times of 30 seconds or less
- Vehicles operate for 12 years before requiring replacement
- Annual operating costs assume 310 days of service for 16 hours per day with operating expenditures of $85 per hour. This assumption does not include Sunday service but does allow for Saturday service to operate with the same frequency as weekdays.
- Costs of new BRT vehicle purchases ($825,000/vehicle) and the construction of park and ride facilities ($3 million) are based on ABQ Ride expenditures
- Costs per mile of transit infrastructure construction is on average $2.5 million and includes necessary right of way acquisition, construction of dedicated transit lanes, queue-jump facilities, station area development and signage. Specific infrastructure requires more detailed planning than is given here.
- An average of $6 million a year will be made available from the federal TIP program for transit projects over the twenty year period from 2016 to 2035, resulting in a total of $120 million. This number is supplemented by the Rio Metro local funding match, which adds $17.5 million to the available funds for BRT service.
- All costs are expressed in 2011 dollar values
- Funding is expected to increase at the rate of inflation; in other words funding increases are assumed to equal rising labor and capital costs due to inflation

What is Possible?

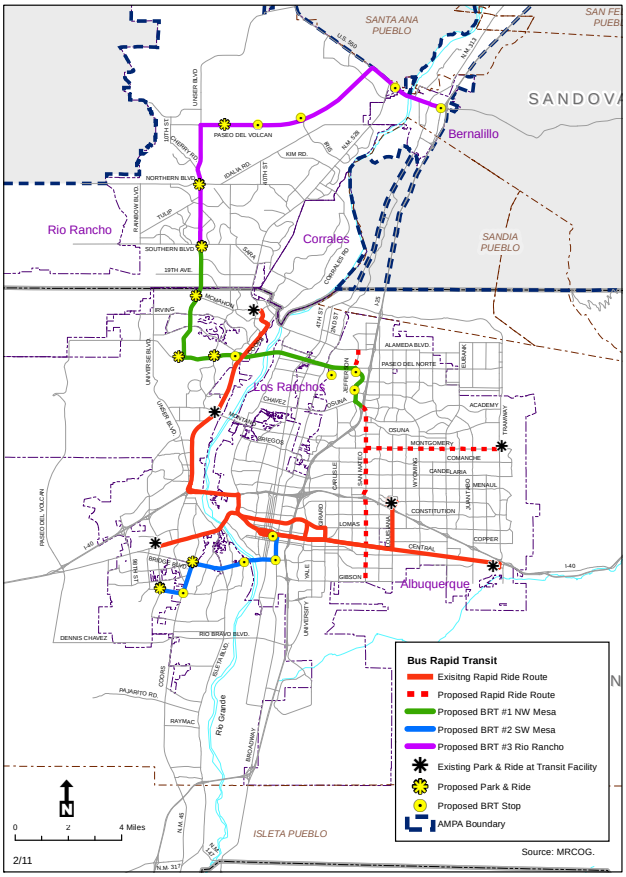
The requirement from the Metropolitan Transportation Board to set aside 25 percent of discretionary funds for transit represents a new level of commitment to comprehensive transit improvements than previous Transportation Improvement Programs. While the monetary commitment is important, the recurring nature of the funding means that a true BRT system is feasible and long-term planning can begin. An analysis of the initial costs associated with implementing a high-level BRT system reveals that the infrastructure – including the vehicle purchase and all other capital costs over the twenty-year period – could be covered using the TIP funding allocated for transit for at least three premium BRT lines. Figure B-1 shows these potential routes and corresponding transit facilities. It is important to make clear that the routes indicated here are *potential* routes; the actual routes may vary but the scenario provided here does identify the markets that the City of Albuquerque, MRMPO and Rio Metro are trying to serve.

Conceptual BRT Network Scenario

The *BRT scenario* projects the Northwest Mesa route as the first BRT line to be implemented beginning in 2016, followed by the Southwest route in 2020, and the Rio Rancho line in the year 2025.

1. NW Mesa – Unser Blvd/Paseo del Norte/Jefferson St
2. SW Mesa – Arenal Blvd/Bridge Blvd/Downtown
3. Rio Rancho – US 550/Paseo del Volcan/Unser Blvd

Map B-1: Potential 2035 Bus Rapid Transit Scenario Network Possible Solely Using Federal Funds



The first route penetrates markets in the rapidly developing northwest portion of Albuquerque and southern Rio Rancho and connects residential communities to the NM Rail Runner Express and the Journal Center employment district. Little existing transit service currently exists in this portion of the AMPA, and due to the nature of development in the area there is relatively little accessibility to transit corridors for pedestrians and bicyclists. This type of built environment requires a large number of park and ride stations along with appropriate bicycle and pedestrian facilities in order to provide access to the transit line. However the magnitude of congestion projected for the Westside and the reliable travel times that BRT can provide make short driving trips to transit facilities an enticing alternative. Well-designed stations also provide meaningful opportunities for transit-oriented development. The NW Mesa route is also expected to mitigate congestion over Paseo del Norte and provide key connections across the Rio Grande.

Table B-1: Conceptual Route Characteristics

Route	Length (one way)	Avg Speed	Frequency	Cycle Time	No. of Buses	Stations	Park and Rides
Northwest Mesa	12.5 miles	25 mph	15 mins	80 mins	6	8	4
Southwest Mesa	6.5 miles	20 mph	15 mins	60 mins	4	6	2
Rio Rancho	12.4 miles	30 mph	20 mins	70 mins	4	7	2
Total	31.4 miles				14	21	8

The second route connects portions of unincorporated Bernalillo County and the South Valley to Downtown Albuquerque via Bridge Boulevard, a highly congested corridor and major river crossing facility. This is an important route not only for its potential to mitigate congested roadways but also for providing transit service to key communities with less access to personal vehicles and therefore less mobility.

The third route is part of a long-term vision for the region's transportation future. The Rio Rancho line would connect to the NW Mesa route, provide service north to Rio Rancho city center and connect to areas of northern Rio Rancho currently underserved by transit before joining US 550 and connecting to the Rail Runner station on the east side of the Rio Grande. While demand for connections between Rio Rancho city center and the US 550 station are currently modest, that demand will undoubtedly grow over time as the city center realizes its full development potential. US 550 is also one of the few facilities by which Rio Rancho residents can access the Eastside, and the corridor constitutes a crucial river crossing alternative and provides access across the AMPA.

Rapid Ride Routes

ABQ Ride has proposed a series of additional corridors for new Rapid Ride service, although specific routes and implementation dates and strategies are yet to be finalized. For the purpose of this scenario, two specific routes are considered and shown in Figure B-1. This scenario suggests overlapping routes that combine to provide 15-minute frequencies along San Mateo Boulevard between Gibson Boulevard and Montgomery Boulevard. The result is that by 2035 several key corridors on the Eastside will be served by Rapid Route routes, while four total river crossings will feature BRT or Rapid Ride service.

The two specific routes included in this scenario are:

1. Montgomery/Tramway-San Mateo/Gibson
2. San Mateo-Jefferson – north/south from Gibson along San Mateo, then proceed along Jefferson St from Montgomery to Alameda

These Rapid Ride routes could provide additional service above and beyond the local service already provided, as is the case along Central Avenue. Due to the nature of Rapid Ride service, it could be implemented relatively inexpensively (bus purchases, station/shelter construction, planning and operations). More premium components such as off-vehicle fare payment, queue jumpers and signal prioritization could be added over time as funds become available.

Financial Plan

The investment scheme is necessary as not all funding is available at once, and in the case of the Rio Rancho route, the demand does not yet exist but is likely to develop over time as the City of Rio Rancho continues to grow. Total funding available through the TIP and Rio Metro local match amounts is estimated to be $137.5 million dollars between 2016 and 2035. The greatest percentage of costs goes to roadway infrastructure (e.g., queue-jump facilities, dedicated transit lanes, transit signal prioritization), which accounts for more than 66 percent of the needed investments; park and ride facilities would require another 20 percent.

The approximately $117.4 million required to initiate and construct the BRT routes does not include annual operating expenses, which are not an allowable use of TIP funds. However, Rio Metro projects a growing intake from gross receipts tax which could cover the costs of operating the proposed BRT routes, even though annual operating expenses could reach nearly $6 million once all three routes are fully implemented.

Table B-2: Total Conceptual Route Investments 2016-2035

Route	Start Date	Total Vehicle Costs	Park and Rides	Infrastructure	Total Costs	Annual Operating Costs
Northwest Mesa	2016	$8,250,000	$12,000,000	$31,092,500	$51,342,500	$2,529,600
Southwest Mesa	2020	$4,400,000	$6,000,000	$16,135,000	$26,535,000	$1,686,400
Rio Rancho	2025	$2,750,000	$6,000,000	$30,780,000	$39,530,000	$1,686,400
Total		$15,400,000	$24,000,000	$78,007,500	$117,407,500	$5,902,400

Finally, after broadly estimating the costs of BRT implementation under this scenario, there are sufficient funds available to pay for new vehicle purchases for future Rapid Ride vehicles. While discretionary federal funds cannot be used for Rapid Ride operations, the vehicle purchase costs for proposed routes along San Mateo and Montgomery is approximately $620,000 per year ($12.4 million over twenty years) and could be covered with spare funds from the TIP set aside. In short, the funding made available for river crossing mitigation through transit is sufficient to cover all infrastructure and capital investments for at least three premium BRT routes and for additional investments to ABQ Ride's Rapid Ride system.

Additional Transit Infrastructure

Transit improvements, such as the BRT service proposed in this scenario, function best when integrated into a multi-modal transportation network. For example, it is important that BRT services on the Westside include bicycle and pedestrian infrastructure to provide opportunities to access transit routes. A number of roadway improvements are slated for construction on the Westside, and ensuring that new and expanded roadways incorporate transit infrastructure is also imperative. Despite the obvious challenges of developing meaningful BRT service to connect the eastern and western portions of the AMPA, there are additional improvements which would complement the proposed BRT service and help create an increasingly integrated regional public transportation network. In particular, changes to the New Mexico Rail Runner Express and ABQ Ride services provide crucial opportunities for expanding accessibility across the entire region.

Rail Runner Service Expansion

Rio Metro is considering the feasibility of increasing the frequency of Rail Runner service in the urbanized area. This service expansion could be accomplished relatively inexpensively as the infrastructure is already in place and additional cars would not be needed, and some additional service could be met with existing staff. The major expenditure would be the added fuel and maintenance costs such service would require. Expanding Rail Runner service in the AMPA beyond peak-period commuter times further improves accessibility and greatly enhances the benefits of BRT by providing a more fully-integrated transit network. Ultimately these improved connections could link the Westside to employment centers across the Rio Grande and enable access to the northern and southern limits of the metropolitan area in Bernalillo, Rio Rancho, Los Lunas and even Santa Fe, all without requiring a vehicle.

Improvements to Existing ABQ Ride Services

ABQ Ride is continually improving the quality of its service by adding new routes and improving the frequency of existing services. While the existing Rapid Ride routes are popular and play an important role in regional mobility and travel demand management, improvements can be made to further improve the efficiency and quality of existing routes. Foremost among the locations for improvements is along Central Avenue, which is already the highest ridership transit corridor in the AMPA with some sections currently featuring transit mode shares of more than 15 percent. There is tremendous potential for transit-specific infrastructure along Central Avenue, from off-vehicle fare payment and level boarding at stations to more widespread transit signal prioritization, queue-jumpers and dedicated lanes.

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Appendix C – Roadway Analysis and Methodology for the 2035 MTP

Roadway Analysis Tools

Roadway analysis tools used by MRMPO include traffic and transportation data collection, travel forecasting using sophisticated models and Geographic Information Systems (GIS) analysis tools that integrate spatial elements with travel statistics. Data from the Traffic Counts Program, which consists of more than two decades of system traffic monitoring statistics, is used to analyze historical trends in roadway travel in order to help make projections about future travel scenarios. GIS-based analysis tools are used to expand the capabilities of traditional model-based travel analysis to integrate alternative mode and transit travel and to identify opportunities for expanding transportation options for the public.

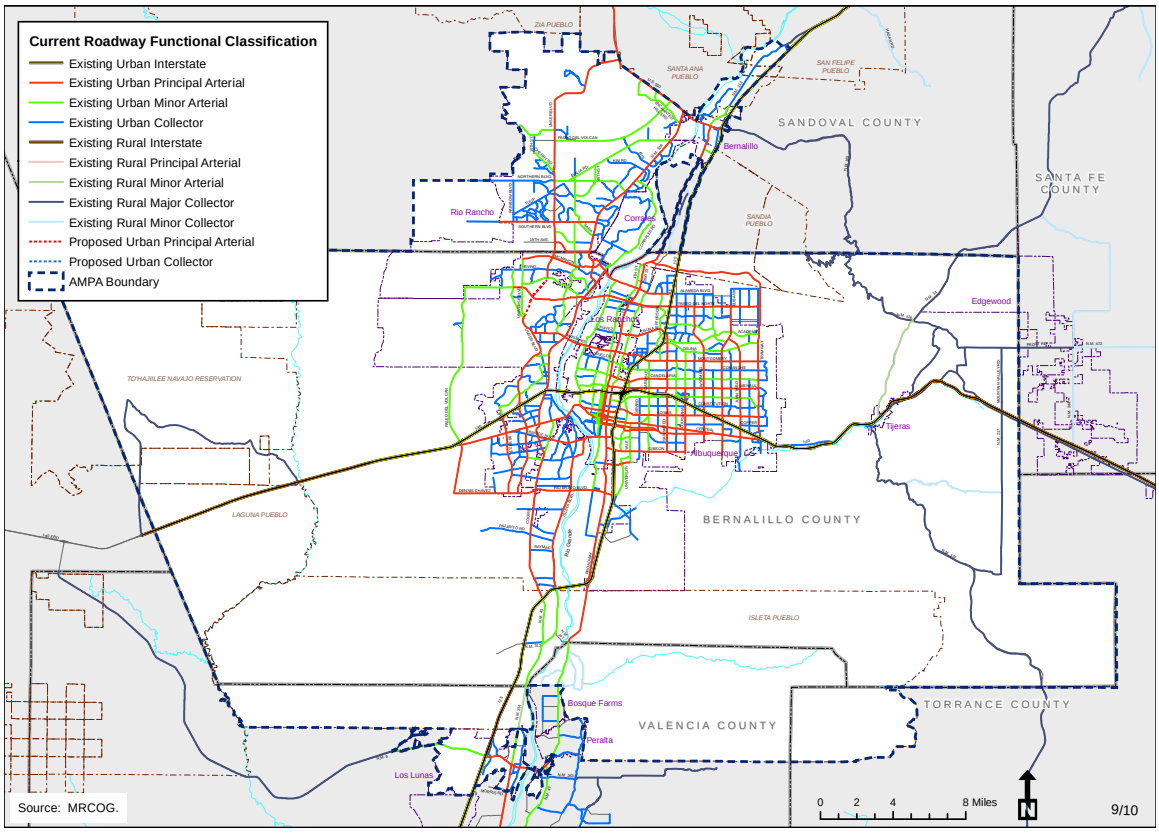
Traffic Monitoring

Monitoring traffic conditions is one of MRMPO's ongoing responsibilities. The Traffic Counts Program monitors volume on all federal-aid eligible roadways in the counties of Bernalillo, Torrance, Sandoval and Valencia (see Map C-1). The program counts approximately 2,800 roadway segments (80 percent of which are within the AMPA) over a three-year period. Average Annual Weekday Traffic counts (AWDT) are collected based on 48-hour short-term tube counts, which form the basis of the program. The program contains quality screening criteria that ensure the data collected is representative of a typical "weekday" and does not include any anomalies related to incidents, weather or atypical travel conditions.

Traffic volume data collection supports several key planning functions such as the Congestion Management Process (CMP), project level forecast and analyses, validation of the travel demand model, assuring that appropriate federal formula funds come to the area, meeting the State's data collection and reporting requirements, air quality monitoring and crash data analysis.

Traffic volume data is reported in the annual Traffic Flow Map (available on the MRCOG website under Technical Services) and more detailed summary statistics are routinely shared with private developers, government agencies and interest groups. In addition, the counts database provides insight into the actual patterns of traffic flow on the AMPA system. For example, the historical trends monitored at key network locations such as river crossings and the Big-I provide insight into the magnitude of past travel demand, which can frame the analysis of future travel conditions identified with the travel demand model.

Map C-1: Current Roadway Functional Classification Map



The Traffic Counts Program is increasing its capacity to analyze continuous count data, particularly from permanent count stations located on identified congested corridors throughout the AMPA. The benefit of continuous count data over short-term tube count data is that these permanent count stations allow planners to analyze non-recurring and special event congestion, as well as other events that would not necessarily be saved as part of the normal data collection process. In addition, continuous count data complements MRMPO's 48-hour counts by allowing for more accurate adjustment factors. Through ongoing coordination with NMDOT Intelligent Transportation Systems (ITS) Operations, MRMPO now has access to archived data collected for 75 stations. MRMPO planners are also pursuing traffic data collected by the City of Albuquerque and are working with other municipal agencies to improve data collection along congested facilities. Updates to the TIP Policies and Procedures document and the ITS Regional Architecture stress the importance of data collection for congestion management and regional planning.

Travel Demand Model

MRMPO's travel demand model is a computer program that relies on a complex set of data inputs and scripting programs in a GIS environment to predict traffic conditions in the AMPA in future years. A major component of the MTP development involves modeling future transportation scenarios. This modeling allows the roadway system performance to be evaluated prior to project programming and implementation. The model's base year data assumptions reflect local agencies' efforts, through their participation in MRMPO's planning process.

The base year conditions establish a reference for the evaluation of future travel conditions allowing appropriate system capacity expansion projects to be identified and programmed accordingly. In the case of the 2035 MTP, the 2008 base year scenario was established using current socioeconomic conditions (population, housing, and jobs), as well as the current roadway network (including number of lanes, speeds and roadway type/functional classification). Next, anticipated socioeconomic growth datasets for each of the interim years of the MTP are combined with transportation network scenarios in the travel model in order to evaluate system performance and identify additional infrastructure needs.

Scenarios depicting *no-build* conditions are used to evaluate system deficiencies and identify the location and type of system expansions needed to serve areas of new growth. *No-build* scenarios include anticipated socioeconomic conditions and the current roadway network along with projects that have committed funding. The *no-build* scenario therefore shows how the roadway network would function in the absence of additional infrastructure investments.

Build scenarios include the same elements as the *no-build* scenarios (socioeconomic, existing network conditions and committed projects), but also include planned transportation projects identified to meet the modeled travel demand. Planned transportation projects are identified and interim networks are developed based on the timeframe in which projects are likely to be constructed. This process establishes *build* scenarios for each MTP forecast year (2015, 2025, and 2035). It is through this iterative process that transportation projects are programmed for implementation in each MTP interim year and a program is created for the MTP.

Periodically, the data and methodology assumptions included in the travel demand model are updated through a process known as model "validation." This process involves review of all background travel data inputs, calculations and travel characteristics to ensure accurate replication (modeling) of the travel patterns in the region. This process was completed for the MRMPO travel model in early 2010. For a link to the validation report visit the MRCOG website at www.mrcog-nm.gov and click on the Technical Services link.

Roadway Performance by MTP Scenario Year

Roadway network performance was analyzed for each of the proposed scenario years (2015, 2025, and 2035) for the 2035 MTP. The roadway network scenarios have been developed for both *no-build* and *build* conditions. *No-build* scenarios are those that do not include programmed projects. Build scenarios are those that show how the roadway network would perform with the addition of programmed projects. Build and *no-build* scenario comparisons for years 2015, 2025 and 2035 are provided below. Conditions for future years are compared against existing conditions in the 2008 base year.

Year 2015 Roadway Scenarios

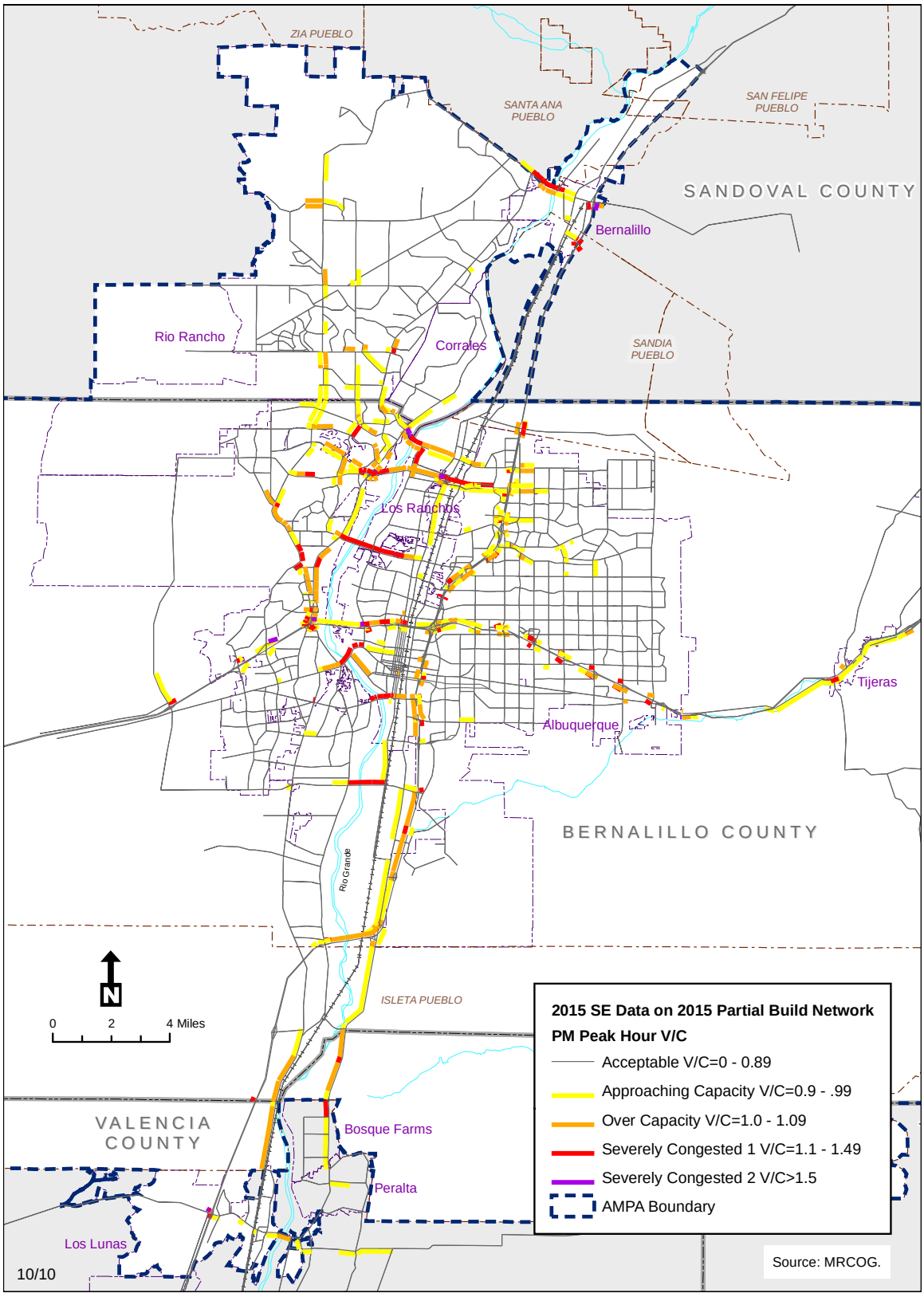
The 2015 scenario map depicts the near-term committed projects that are programmed in the current 2010-2015 Transportation Improvement Program (TIP). A comparison with 2008 base year conditions shows that although congestion levels increase with projected socioeconomic growth, the *build* network does in large part mitigate this growth with reduced levels of roadway congestion. A comparison between the 2008 base scenario and 2015 *no-build* and 2015 *build* scenarios for PM peak-hour roadway performance measures is shown in Table C-1.

Table C-1: Roadway Performance Differences in 2008 and 2015 (Build and No-build) Modeling Scenarios

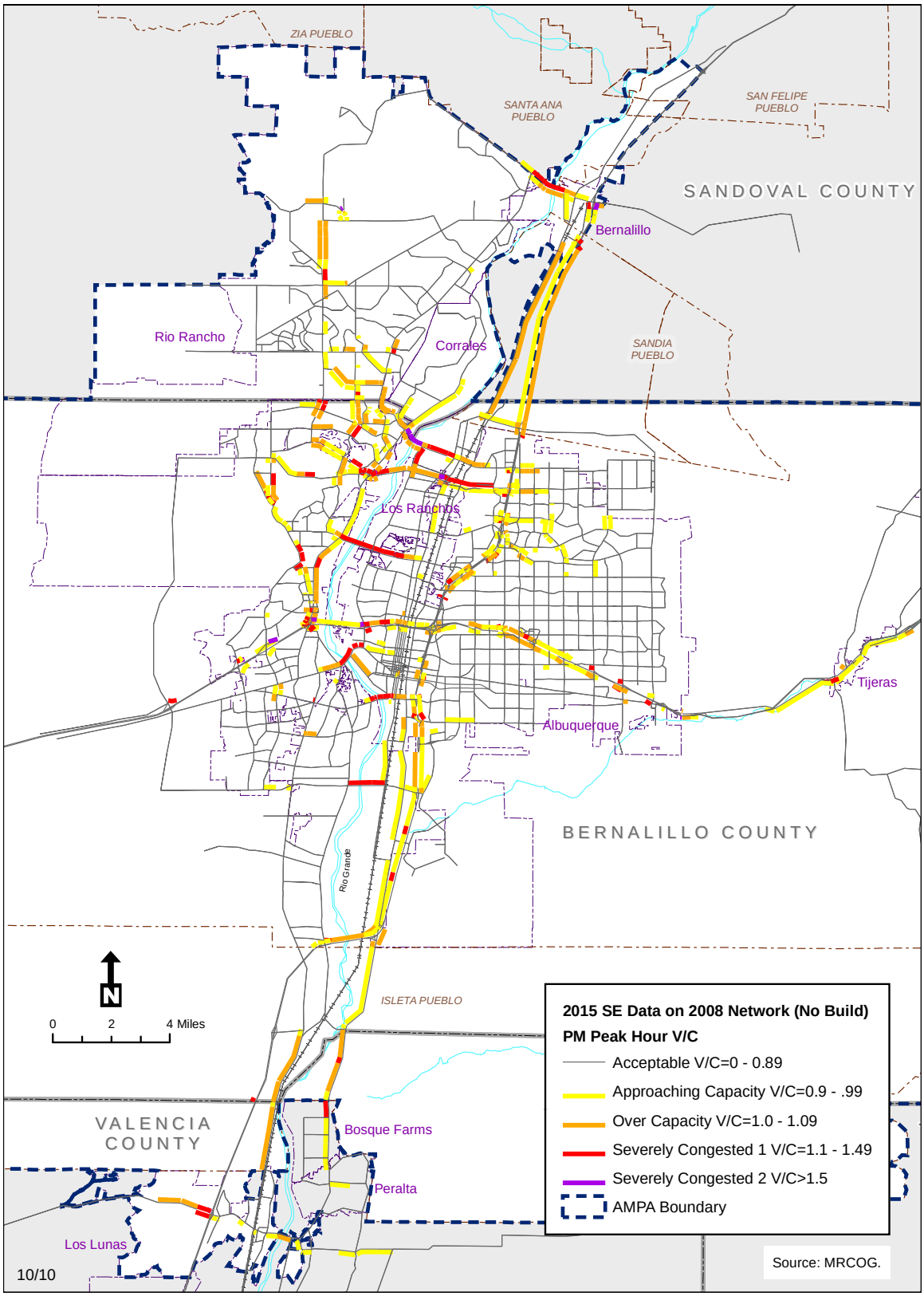
PM Peak Hour	2008	2015 No-build	2015 Build	Percent Difference (2015 Build to 2015 No-build)
Vehicle Hours Traveled	42,634	59,318	56,529	-4.7%
Vehicle Miles Traveled	1,568,108	1,833,249	1,833,233	0.0%
Vehicle Hours of Delay	8,855	18,573	16,813	-9.5%
Average Speed (mph)	36.8	30.9	32.4	5%

Map C-2 shows the 2015 *build* scenario PM peak-hour volume-to-capacity ratios. When comparing the 2015 *build* scenario to the same maps for the 2008 base year and the 2015 *no-build* scenario (see Map C-3), the effectiveness of the 2015 *build* scenario is apparent. It is important to note that although both vehicle hours traveled and vehicle miles traveled show minimal change, the improvement in vehicle hours of delay, as well as improvements to average speeds experienced by travelers, is considerable.

Map C-2: 2015 Build PM Peak Hour Volume to Capacity



Map C-3: 2015 No-Build PM Peak Hour Volume to Capacity



Year 2025 Roadway Scenarios

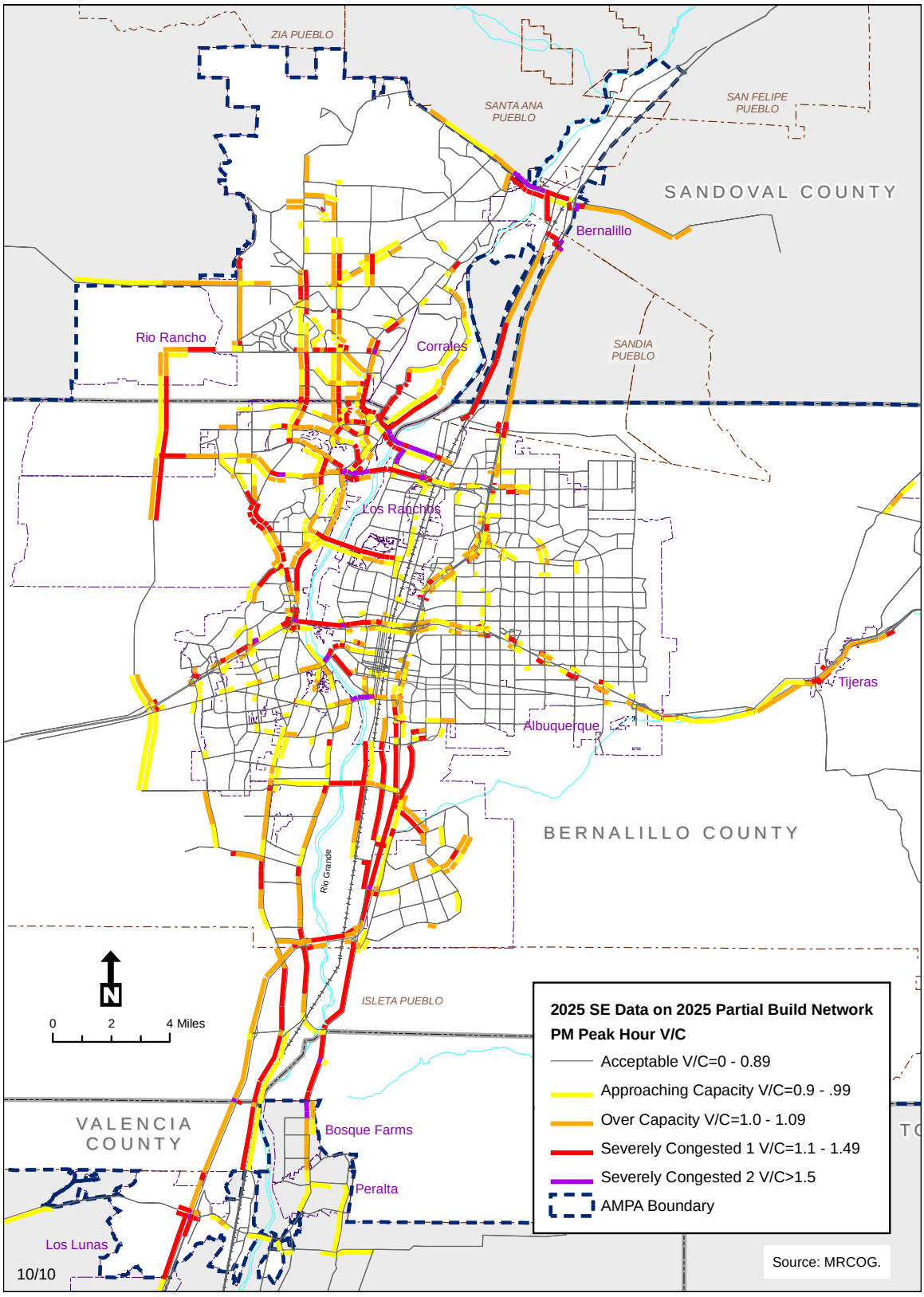
The 2025 scenario map depicts roadway conditions in the interim MTP year. This timeframe includes projects that are beyond the current TIP but that have been identified for future implementation by sponsoring agencies through mechanisms such as ten-year Capitol Improvement Programs (CIPs), bonding or other methods. Projects included in this timeframe can be in various stages of mid and long-term planning.

Differences in the 2025 scenario and the 2008 base year clearly show the impact of projected population growth and associated travel demand on the transportation system and the formidable challenges associated with meeting that demand. However, the 2025 *build* scenario does demonstrate meaningful improvements to the roadway network as vehicle hours of travel and vehicle hours of delay are significantly lower in the 2025 *build* scenario compared to the 2025 *no-build* conditions. A review of Map C-4 and Map C-5 shows these differences geographically. One noteworthy comparison involves the portions of Rio Rancho where planned network expansion absorbs anticipated travel demand growth. Other interesting additions are the privately funded Mesa del Sol network expansion and new connections on the Westside of the metro area in the vicinity of Double Eagle II north of Paseo del Norte.

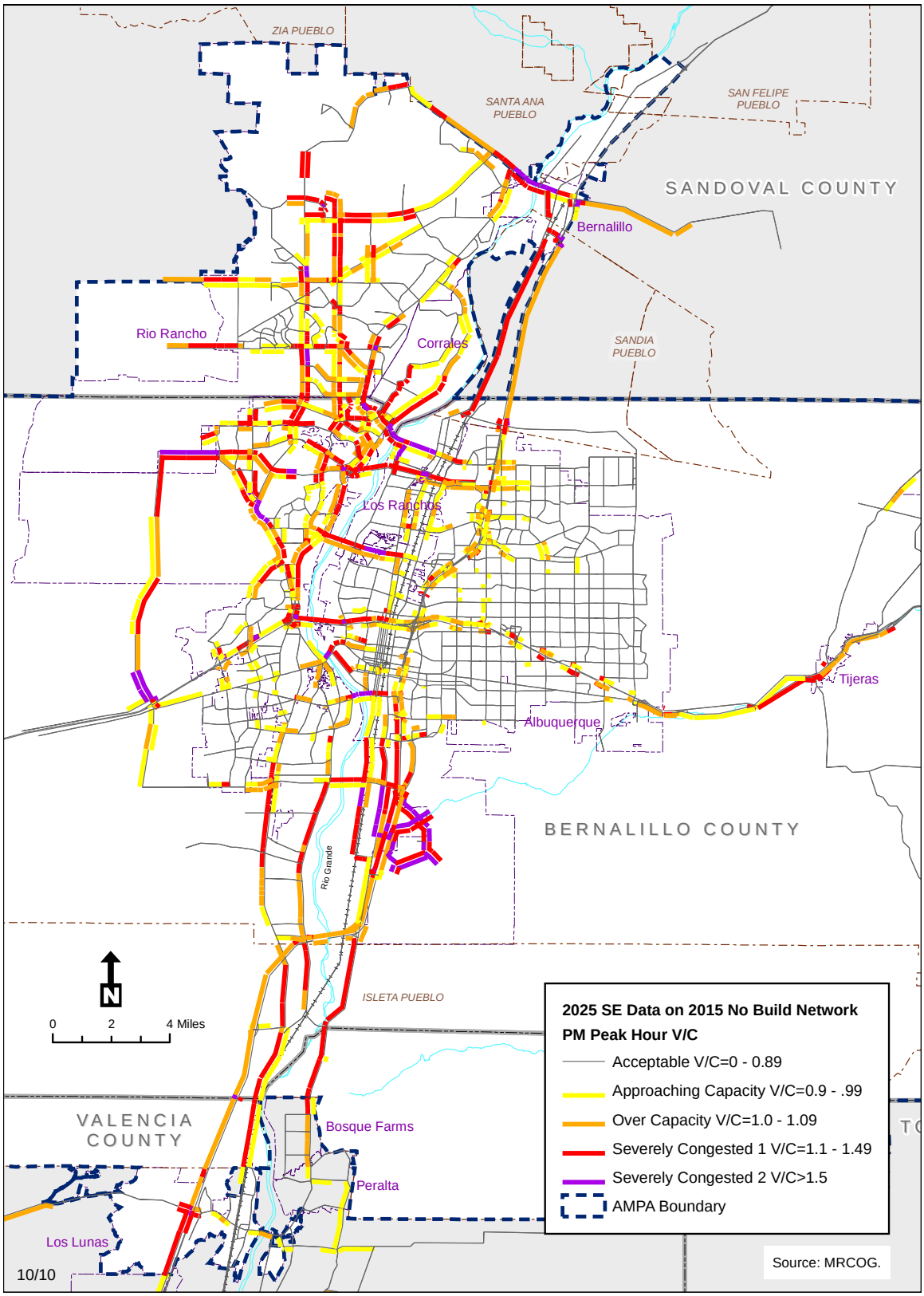
Table C-2: Roadway Performance Differences for 2008 and 2025 (Build and No-build) Modeling Scenarios

PM Peak Hour	2008	2025 No-build	2025 Build	Percent Difference (2025 Build to 2025 No-build)
Vehicle Hours Traveled	42,634	178,828	117,052	-35%
Vehicle Miles Traveled	1,568,108	2,482,698	2,492,219	0.0%
Vehicle Hours of Delay	8,855	124,258	62,376	-50%
Average Speed (mph)	36.8	13.9	21.3	53%

Map C-4: 2025 Build PM Peak Hour Volume to Capacity



Map C-5: 2025 No-Build PM Peak Hour Volume to Capacity



Year 2035 Roadway Scenarios

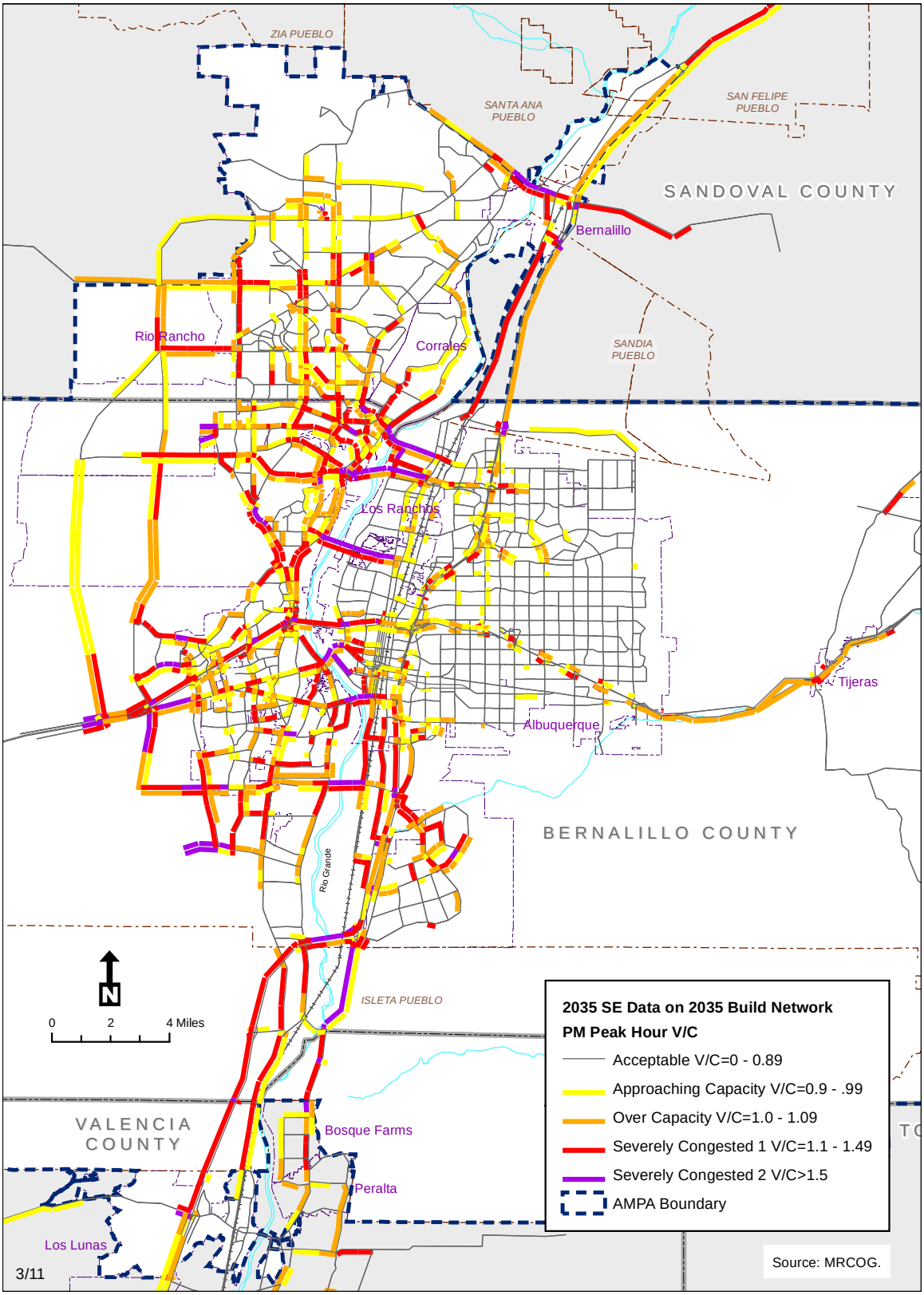
The 2035 scenario represents the planning horizon for this MTP. In other words, it includes all projects anticipated for funding under the financially constrained program. As in the earlier MTP scenarios (2015 and 2025) a *build* and a *no-build* analysis was performed and comparisons were made with the 2008 base year.

Differences in the 2035 scenarios and the 2008 base year clearly show the demands the increased travel associated with the socioeconomic forecasts put on the transportation system and the formidable challenges associated with meeting that demand. Map C-6 and Map C-7 show these differences geographically. Similar patterns of congestion seen in earlier MTP roadway scenarios are exhibited, but in larger magnitude. It is interesting to compare the portions of Rio Rancho where planned network expansion absorbs anticipated demand from growth. Other interesting additions are the privately funded Mesa del Sol network expansion and new connections on the Westside of the metro area in the vicinity of Double Eagle II north of Paseo del Norte. Especially noteworthy are the additional north/south roadways and added capacity on the western edge of the transportation network. This additional infrastructure supports major travel movements within the vicinity and mitigates travel demand on east/west connections toward the center of the urban area and employment opportunities. However, despite this additional roadway infrastructure and improved roadway capacity, anticipated levels of congestion far exceed what is considered acceptable by the traveling public, reinforcing the need to explore multi-modal options and other strategies.

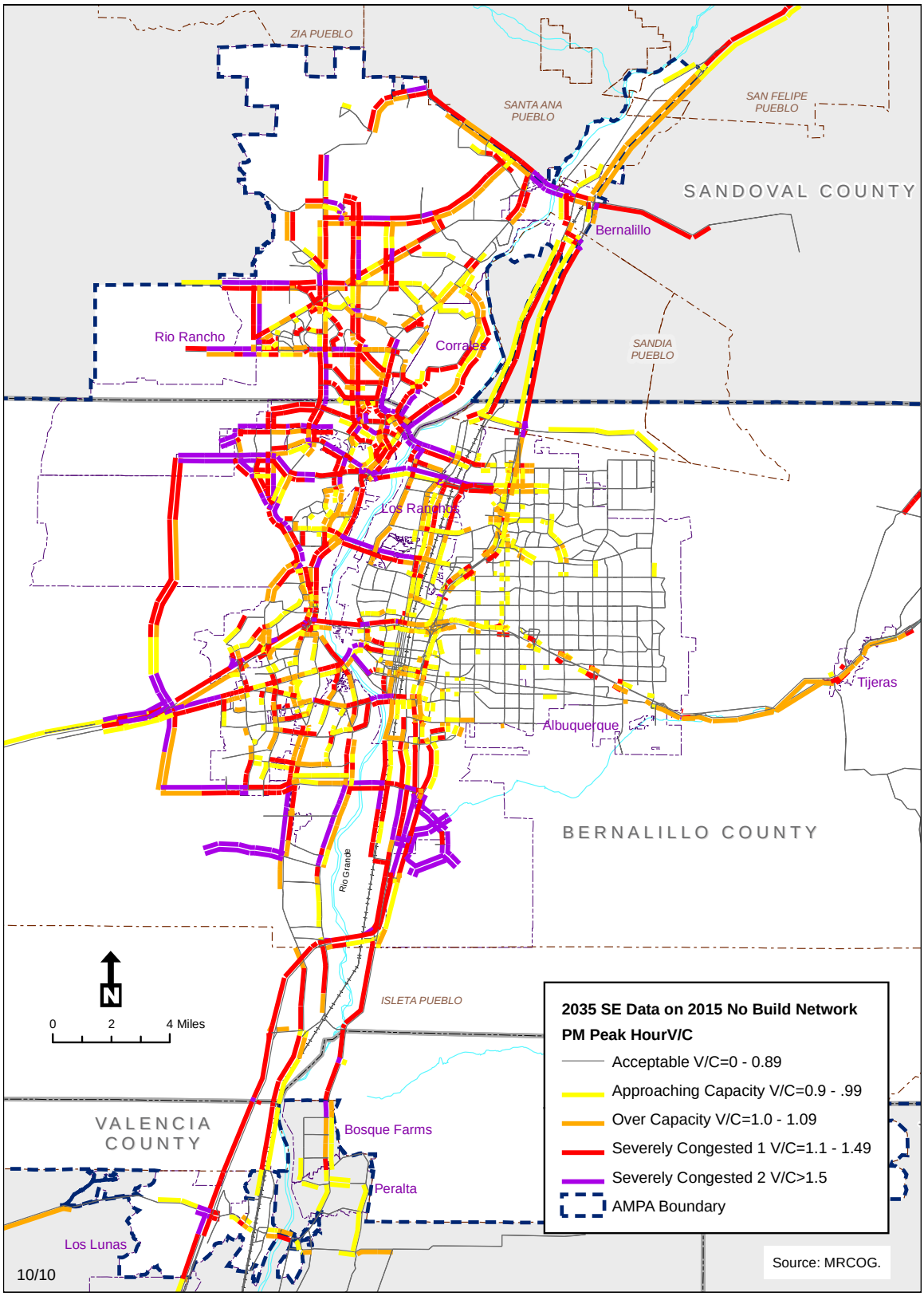
Table C-3: Roadway Performance Differences for 2008 and 2035 (Build and No-build) Modeling Scenarios

PM Peak Hour	2008	2035 No-build	2035 Build	Percent Difference (2035 Build to 2035 No-build)
Vehicle Hours Traveled	42,634	389,762	205,570	-47%
Vehicle Miles Traveled	1,568,108	3,007,466	3,065,101	1.9%
Vehicle Hours of Delay	8,855	322,691	137,618	-57%
Average Speed (mph)	36.8	7.7	14.9	94%

Map C-6: 2035 Build PM Peak Hour Volume to Capacity



Map C-7: 2035 No-Build PM Peak Hour Volume to Capacity



Daily Summaries

Daily travel performance summaries offer another category of roadway performance measurement. These travel measurements over the course of the entire day provide relative comparisons with other published data such as MRMPO's traffic count maps and other federal sources of traffic data.

Table C-4: Daily Summaries for 2008, 2015, 2025 and 2035

Daily Summaries Build Scenario:	2008	2015	2025	2035	Percent Change (2008 to 2035)
Vehicle Hours Traveled (VHT)	406,043	509,596	885,957	1,403,963	246%
Vehicle Miles Traveled (VMT)	16,288,169	19,008,931	25,748,738	31,554,951	94%
Total Vehicle Trips	2,007,482	2,257,744	2,858,816	3,461,551	72%
Network Lane Miles	3,409	3,514	3,800	4,009	18%
Lane Miles per Capita	224.9			331.6	47%
Average Speed	40.1	37.3	29.1	22.5	-43%
VMT/Capita	21.2	22.5	24.0	23.7	12%

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Appendix D — Pedestrian and Bicycle Projects Analyses

Table D-1 shows the evaluation of several proposed grade-separated crossings included in the Long Range Bicycle System. Some proposed crossings were not included, such as crossings on trails not yet constructed or on roadways not yet built.

There are several factors related to this analysis. First, the crossing implies that someone is traveling from a specific target to destinations beyond the target and is traveling in one direction (a different number of jobs and population would be accessible if traveling in the opposite direction). In this analysis the direction was chosen that would provide the largest increase in access to jobs for the population. Secondly, a four mile network radius was used. In some instances the crossing was over large barriers that have no nearby jobs or population, such as crossing the Big-I or crossing the eastern part of the Bear Canyon Arroyo.

Table D-1: Population, Jobs Accessible with Crossing

Connection	Target	Approximate Crossing Length (feet)	Increase in 2008 Population and Employees within 4 miles of Target if Crossing Existed	Current 2008 Population and Employees within 4 miles of Target	Percent Increase over Current Population
Bear Canyon Arroyo Trail crossing I-40[1]	Trail end west of I-40	800'	29,395	173,033	17.0%
Trail along Paseo del Norte crossing Coors Blvd[2]	Frontage Rd on south side of PDN before it parallels Coors	3500'	9,845	73,823	13.3%
Rio Rancho Bosque Loop Trail to Town of Bernalillo Rotary Park crossing Rio Grande River[3]	Eastern end of Calle Chaparral in Bernalillo	3500'	8,318	14,281	58.2%
I-40 Trail at 7th St to N. Diversion Channel Trail spur crossing Big I[2]	I-40 Trail end at 7th St	8000'	8,206	183,770	4.5%
N. Diversion Channel Trail crossing Osuna[1]	N. Diversion Channel Trail just north of Osuna	300'	5,516	162,269	3.4%
Bear Canyon Arroyo Trail crossing Wyoming[2]	Trail intersection with Wyoming	500'	4,473	223,431	2.0%
Bear Canyon Arroyo crossing Eubank[3]	Trail intersection with Eubank	300'	3,760	188,470	2.0%
N. Diversion Channel Trail crossing Comanche, Candelaria and Menaul[1]	Combination of three trail-street intersections	Three crossing about 200' each	3,089	306,620	1.0%
Bear Canyon Arroyo Trail crossing over Juan Tabo and extension to Tramway[2]	Trail terminus at Juan Tabo	8000'	2,154	150,922	1.4%
La Orilla crossing of Coors[3]	Intersection of La Orilla and Coors	300'	326	72,906	0.4%
Unser Trail Crossing of Spring/5th St[3]	Trail intersection with Spring/5th St	100'	266	71,755	0.4%

Notes:

[1] Funds have been dedicated to these projects and preliminary planning and design has been completed. They are anticipated to be constructed relatively soon.

[2] These projects are part of the MTP. They are anticipated to be completed by 2035.

[3] These are long-range projects. They are not necessarily anticipated to be constructed by 2035.

The following table shows the pedestrian projects in this MTP in order of their Pedestrian Composite Index (PCI) score. The PCI is discussed in Chapter 3 of the 2035 MTP.

Table D-2: Pedestrian Composite Index Scores for MTP Projects

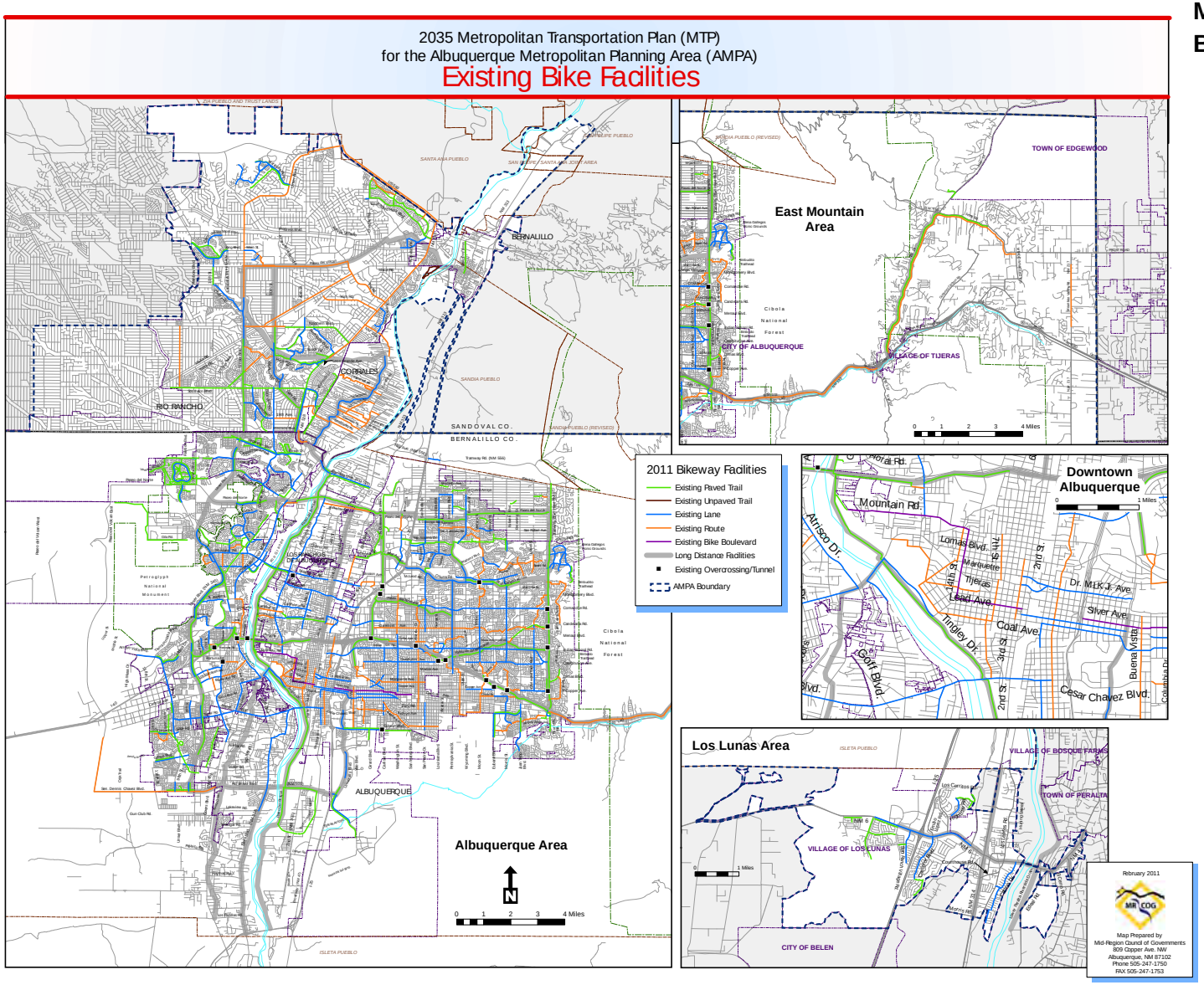
Project Type[1]	Deterrent Score	Generator Score	Composite Score: Deterrent x Generator	Project Title[2]
PS	**0.77**	**2.60**	**2.00**	**Central Ave (East Central) Streetscape - Stage I**
PS	**0.62**	**2.42**	**1.51**	**Central Ave (EDO) Streetscape**
PS	**0.85**	**1.75**	**1.49**	**Central Ave (East Central) Streetscape - Stage II**
PS	**0.84**	**1.13**	**0.95**	**Corrales Rd Bike & Ped Pathway**
PS	**0.64**	**1.46**	**0.93**	**12th St & Menaul Blvd Streetscape**
ITC	0.80	1.05	0.83	NM 314 Bike Lanes & Enhancements
PS	0.46	1.72	0.78	NM 314 & Railroad Pedestrian/Bike Crossings "A" & "B" (ARRA)
PS	**0.66**	**1.14**	**0.76**	**Bernalillo Main St Streetscape**
RP	0.94	0.81	0.76	Paradise Blvd Widening, Stage I
RP	0.87	0.84	0.73	Montano Rd Reconstruction (County)
PS	0.81	0.88	0.71	Bridge Blvd Gateway Enhancement
RP	0.78	0.90	0.70	Paradise Blvd Widening (County Segment)
PS	0.75	0.91	0.69	Bridge Blvd Reconstruction
PS	0.77	0.86	0.66	Bridge Blvd & Isleta Blvd Intersection Safety Project
PS	0.32	1.91	0.60	Mountain Rd Pedestrian Lighting & Streetscape Improvements
PS	0.77	0.76	0.59	Coors Blvd & Blake Rd Intersection Improvements
RP	1.29	0.41	0.53	2nd St bike lanes and sidewalks
RP	0.56	0.84	0.47	Woodward/Sunport bike lanes and sidewalks
PS	0.43	1.04	0.44	Lisbon Ave Sidewalk Project Phase II
RP	0.51	0.81	0.41	Alameda Blvd bike lanes, sidewalk, and trail
RP	0.52	0.75	0.39	118th St bike lanes, sidewalk and trail (Middle Section)
RP	0.52	0.75	0.39	118th St bike lanes, sidewalk and trail (Upper Section)
RP	0.91	0.40	0.37	Coors Blvd bike lanes and sidewalks

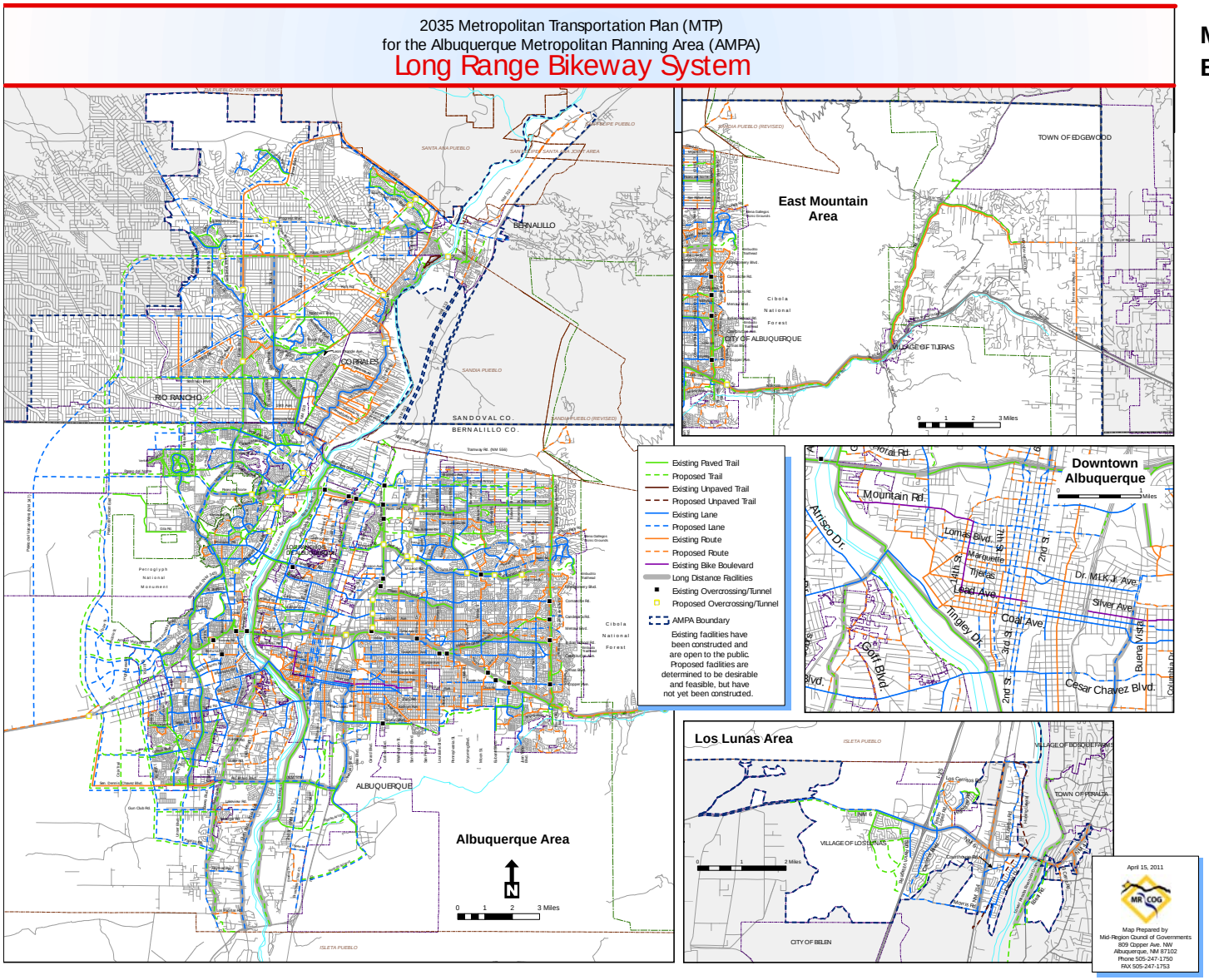
Project Type[1]	Deterrent Score	Generator Score	Composite Score: Deterrent x Generator	Project Title[2]
RP	0.93	0.33	0.31	Alameda Blvd & Alameda Park Dr Intersection Improvements
PS	0.49	0.58	0.28	Saratoga Drive Sidewalks
RP	0.54	0.51	0.27	Edith Blvd bike lanes and sidewalks
RP	0.75	0.35	0.26	Broadway Blvd & Prosperity Ave Intersection Improvements
RP	0.95	0.27	0.26	Broadway Blvd bike lanes and sidewalks
RP	0.62	0.39	0.24	2nd Street NW Reconstruction
RP	0.63	0.38	0.24	Eubank Blvd Improvements (North End)
RP	0.18	1.24	0.22	Camino Don Tomas (ARRA)
RP	0.18	1.24	0.22	Camino Don Tomas (ARRA) Phase II
RP	0.84	0.26	0.22	Northern Blvd Expansion - Phase 2
RP	0.52	0.36	0.19	Rio Grande Blvd bike lanes and sidewalks
RP	0.48	0.34	0.17	Northern Blvd Expansion Phase 1
PS	0.20	0.74	0.15	Leon Grande Sidewalks
PS	0.10	1.42	0.14	Courthouse Rd Improvements Stage I (ARRA)
RP	0.51	0.21	0.10	Paseo del Norte bike lanes, sidewalks, and trail
RP	0.81	0.11	0.09	Unser Blvd Widening Upper Section
PS	0.17	0.51	0.09	Baltic Ave Sidewalk
PS	0.17	0.49	0.08	Pecos Loop Sidewalk Project
PS	0.06	0.90	0.05	NM 333 & Patricio Garcia Rd Intersection Safety Project
PS	0.06	0.90	0.05	NM 333 Pedestrian/Bike Enhancements
RP	0.03	1.54	0.05	Bernalillo Rail Runner Station Entrance Rd
RP	0.18	0.18	0.03	Eubank Blvd bike lanes, sidewalk and trail

[1]PS indicates a pedestrian specific project, RP indicates the pedestrian improvement is part of a roadway project and ITC indicates the project includes traffic calming.

[2]Projects in bold have both deterrent and generator scores that are above the regional median. These projects fall into the high priority quadrants.

Map D-1: Existing Bicycle Facilities





Map D-2: Long Range Bikeway System

Appendix E – Safety Key Findings

The New Mexico Department of Transportation (NMDOT) Traffic Safety Bureau contracts with the University of New Mexico-Division of Government Research (UNM-DGR) to review and geo-code crash data. MRMPO receives the geo-coded crash data from UNM-DGR and uses the data to calculate averages and trends for the area. The annual crash report produced by MRMPO for the AMPA, *General Crash Data and Trends 2000-2008*, provides data for all crashes, including crashes by severity and mode of transportation. The report includes maps and tables identifying intersections with the highest crash rates as well. The following data covers the years from 2004 to 2008 and focuses on the main areas of interest as they relate to the 2035 MTP.

Recent Trends

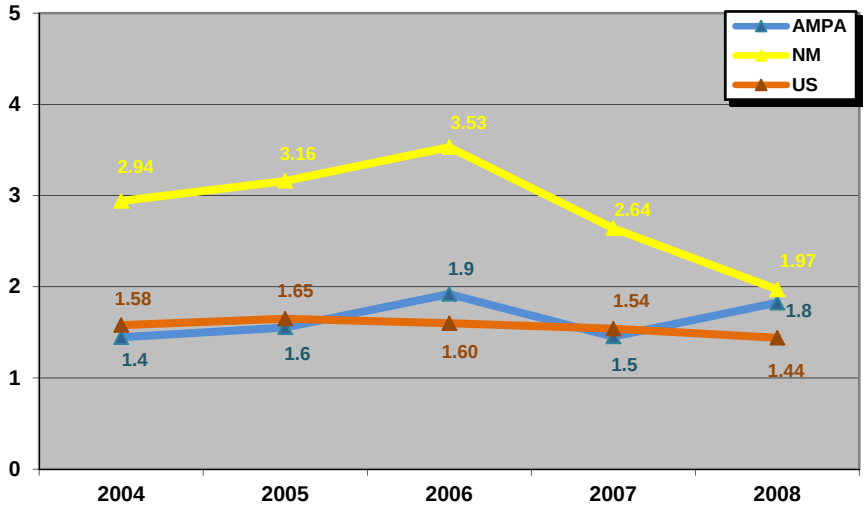
Key Findings for Motor Vehicle Involved Crashes:

- There were 84,908 police-reported vehicle crashes. Forty five percent of those crashes resulted in an injury and less than half a percent resulted in a death
- On average, a traffic accident occurred every 31 minutes, a person was injured every hour and killed every seven days
- The motor vehicle fatality rate per 100,000 population decreased by almost 18 percent from 2004 to 2008
- Crashes were the highest in the afternoon on weekdays but were more evenly distributed throughout the day on the weekends
- Fatal crashes were the highest in the early to mid-afternoon on the weekdays and late night to early morning on the weekends
- Alcohol was involved in only 4.3 percent of all crashes, but 42 percent of all fatal crashes involved alcohol-impaired driving
- The proportion of male drivers in fatal crashes was nearly 2.5 times as high as the proportion of female drivers
- Persons 20 to 24 years old were involved in more fatal crashes than any other age group
- Collision with another vehicle is the most common first harmful event for fatal, injury, and property-damage-only crashes
- More than 94 percent of all vehicles involved in non-fatal motor vehicle and pedestrian crashes were passenger cars or light trucks (pickups, vans, or four wheel drives), while passenger cars or light trucks were involved in 69 percent of all fatal motor vehicle crashes
- Heavy trucks (semis or buses) accounted for over two percent of all crashes and nearly five percent of all fatal crashes
- The proportion of vehicles that rolled over in fatal crashes was nearly seven times as high as the proportion in injury crashes and more than 24 times as high as the proportion in property-damage-only crashes.

Pedestrian Safety

Pedestrian crash information is an important factor in assessing pedestrian transportation safety. Nationally, pedestrian fatalities comprise on average about 11 percent of all motor vehicle crash deaths. Although New Mexico's share of pedestrian fatalities of 12 percent has been slightly above the national average, the pedestrian fatality rate per 100,000 residents is still one of the highest in the nation (see Figure E-1).

Figure E-1: Pedestrian Fatality Rates Per 100,000 Population



In the AMPA, a total of 60 fatal and 692 injury crashes involving pedestrians occurred between 2004 and 2008 (see Table E-1). Collisions involving pedestrians accounted for one percent of all crashes, but they accounted for 24 percent of fatal crashes. Thus, pedestrians in the AMPA constituted a greater percentage of total motor vehicle crash deaths than they did statewide (12 percent).

Table E-1: AMPA Pedestrian Crash Data by Severity

	2004	2005	2006	2007	2008	2004-2008
Fatal	10	11	14	11	14	60
Injury	149	129	119	146	149	692
Property Damage	13	13	21	29	28	104
Total	**172**	**153**	**154**	**186**	**191**	**856**

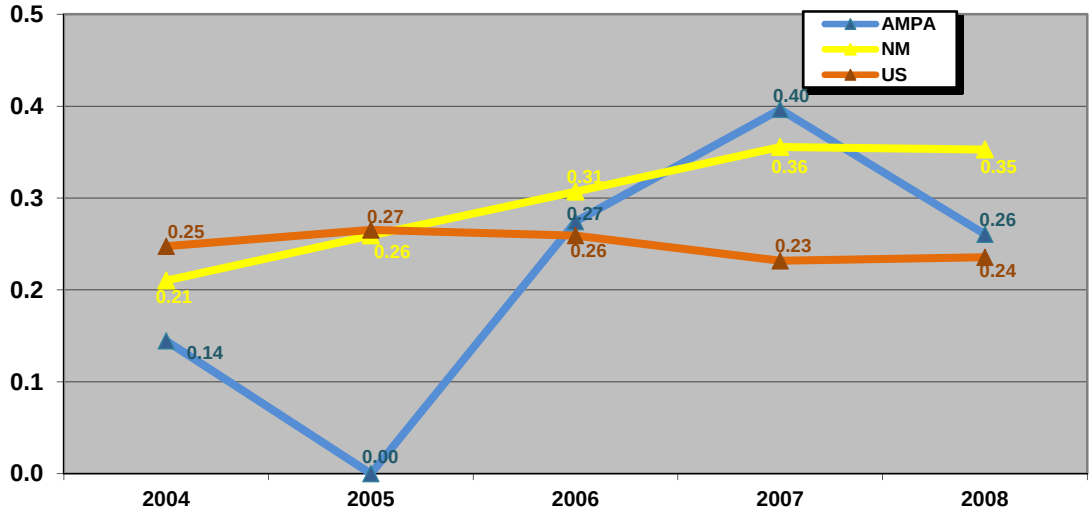
Key Findings for Pedestrian Involved Crashes:

- During this period 60 pedestrians were killed and 762 were injured in traffic crashes
- Pedestrians were involved in one percent of motor vehicle crashes but accounted for 24 percent of all fatal crashes and over two percent of all injury crashes
- On average, a pedestrian was involved in a traffic accident every two days, injured every 2.4 days, and killed every month
- 58 percent of pedestrian fatalities occurred on Friday, Saturday or Sunday
- 50 percent of pedestrian fatalities occurred between the hours of 9 to 12 p.m.
- Alcohol, either for the driver or pedestrian, was a major factor in approximately 65 percent of pedestrian fatalities
- 22 percent of pedestrian fatalities were attributed to pedestrian error
- 77 percent of pedestrians killed were male
- Pedestrians age 70 and over accounted for 10 percent of all pedestrian fatalities
- Male drivers were involved in 63 percent of pedestrian fatalities
- Drivers 20 to 24 had the highest percentage of pedestrian fatality involvement
- Nearly 67 (41 Principal Arterial, 26 Minor Arterial) percent of the crashes involving pedestrians occurred on urban arterials and 20 percent occurred on urban residential roads
- Passenger cars were involved in 63 percent of pedestrian fatalities
- Hit and runs accounted for eight percent of pedestrian fatalities
- 38 percent of pedestrian fatalities occurred at night but on lighted roadways
- Most crashes involving pedestrians occurred on clear days

Bicycle Safety

Nationally, bicycle fatalities comprise on average about 1.8 percent of all motor vehicle crash deaths in recent years. Although the proportion of bicycle fatalities in New Mexico was below the national average at 1.3 percent, the bicycle fatality rate per 100,000 residents has exceeded the national bicycle fatality rate in the past three years (see Figure E-2).

Figure E-2: Bicycle Fatality Rates Per 100,000 Population



In the AMPA from 2004 through 2008, there were 763 motor vehicle collisions involving bicycles. Those collisions resulted in 584 injury and eight fatal crashes (see Table E-2). Collisions involving bicycles accounted for 0.9 percent of all crashes but accounted for over three percent of fatal crashes. This figure constitutes a greater percentage of total motor vehicle crash deaths than at the state or national level.

Table E-2: AMPA Bicycle Crash Data by Severity

	2004	2005	2006	2007	2008	2004-2008
Fatal	1	0	2	3	2	8
Injury	136	115	113	96	124	584
Property Damage	27	28	44	33	39	171
Total	**164**	**143**	**159**	**132**	**165**	**763**

Key Findings for Bicycle Involved Crashes:

- During this period eight bicyclists were killed and 599 were injured in motor vehicle accidents
- Bicyclists were involved in 0.9 percent of all motor vehicle crashes but accounted for nearly three percent of all fatal crashes and 2.2 percent of all injury crashes
- More than half of traffic fatalities and injuries involving bicycles occurred on Tuesday, Wednesday and Saturday
- Over a quarter (28 percent) of all motor vehicle fatalities and injuries involving bicycles occurred between the hours of 3 through 5 p.m.
- Alcohol was a major contributing factor in nearly six percent of all motor vehicle fatalities and injuries involving bicycles
- Nearly 80 percent of cyclists killed or injured were male
- 16 percent of cyclists killed or injured in traffic accidents were under age of 16
- Drivers 20-24 had the highest percentage of involvement in cyclist fatalities and injuries
- Hit and runs accounted for 15 percent of cyclist fatalities and injuries
- 25 percent of all fatal crashes involving bicyclists occurred during dark

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APPENDIX F: Project Listing by Project Type and Time Frame

NOTE: The *2035 Metropolitan Transportation Plan* that is posted online provides this same project listing sorted by time frame, by project title, and by lead agency. Go to www.mrcog-nm.gov , click on "Transportation", then "Long Range-MTP", scroll to "Current MTP".

KEY

Time Frame

C-Uw - Project Completed or Underway (as of February 2011)
Early - Project will be completed 2008 - 2015
Mid - Project will be completed 2015 - 2025
Late - Project will be completed 2025 - 2035

Project Type

Bike/Ped - Project's primary purpose is to address bicycle and/or pedestrian travel.
[Note: a "**bp**" in the Bike/Ped Incl" column indicates bicycle and/or pedestrian elements in a project.]

Capacity - Project's primary purpose is to add through traffic lanes; other improvements such as adding turn lanes, bike lanes, sidewalks, ITS components, etc. are incidental to the main purpose of the project.

H&BP - Project's primary purpose is to preserve the existing highway and/or bridge infrastructure; other improvements such as adding turn lanes, bike lanes, sidewalks, ITS components, etc. are incidental to the main purpose of the project.

ITS-TSM - Project's primary purpose is to improve the Intelligent Transportation System (ITS) infrastructure and/or is a strategy for Transportation System Management (TSM).

Misc. - Miscellaneous projects such as studies, landscaping, enhancements, scenic byways, and other unusual projects.

Safety - Project's primary purpose is to address an identified safety problem, such as: intersection improvements, railroad crossing improvements, pavement markings, pedestrian crossing improvements and others.

TDM - Travel Demand Management (TDM) projects are those which promote alternate modes of transportation.

Transit - Project's primary purpose is to maintain, operated, improve, enhance or add to the region's public transportation system.

2035 MTP Administrative Modifications

At the request of the City of Albuquerque Transit Department (ABQ Ride) and the Rio Metro Regional Transit District, the Mid-Region Metropolitan Planning Organization (MRMPO) is revising the 2035 Metropolitan Transportation Plan(2035 MTP) by Administrative Modification.

Both agencies are proposing implementation of higher level Bus Rapid Transit on the Central Avenue Corridor and the I-25 Corridor (which includes UNM/CNM area).

The request from both agencies is to modify the MTP as follows:
(Shown below are all relevant project listings for transit in those corridors; modifications shown in red.)

Modify Appendix F - Project Listing Date: April 22, 2014

Project Title	From	To	Project Description	Project Type	B/P Incl?	Lead Agency	Total Est. Project Cost	Time Frame[1]
Central Ave High Capacity Transit System Improvements Stage I	I-40 & West Central Interchange	Tramway Blvd	Implement next level of transit with connections to major activity centers. Possible modes include: improved BRT, dedicated transit lanes, light-rail, streetcar, expanded local bus service, etc. to be determined and phased.	Transit	..	~~Rio Metro~~ ABQ Ride	$45,000,000	~~Late~~ Mid
Central Ave High Capacity Transit System Improvements Stage II	I-40 & West Central Interchange	Tramway Blvd	Continue implementation of higher level of transit with connections to major activity centers. Possible modes include: improved BRT, dedicated transit lanes, light-rail, streetcar, expanded local bus service, etc. to be determined and phased.	Transit	..	~~Rio Metro~~ ABQ Ride	$85,000,000	~~Late~~ Mid
Metro Area BRT Network Improvements	Region Wide		Expand, enhance and improve the Bus Rapid Transit system throughout the metropolitan area.	Transit	..	Rio Metro	$30,000,000	Mid
Metro Area BRT Network Improvements	Region Wide		Expand, enhance and improve the Bus Rapid Transit system throughout the metropolitan area.	Transit	..	Rio Metro	$30,000,000	Late
UNM Transportation System Improvements	Main Campus		Construct and/or implement improvements to UNM area roadways and transit	Misc.	..	UNM	$5,000,000	Mid
NW Metro Area Bus Rapid Transit Implementation Phase I	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Final design, ROW & construction on the Minimum Operable Segment produced by the BRT Alternatives Analysis (CN=TA00010) and subsequent environmental work.	Transit	..	Rio Metro	$11,358,622	Mid
NW Metro Area Bus Rapid Transit Implementation Phase II	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Expand and/or enhance BRT from the NW metro area to the I-25 corridor.	Transit	..	Rio Metro	$30,000,000	Mid
NW Metro Area Bus Rapid Transit Implementation Phase III	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Expand and/or enhance BRT from the NW metro area to the I-25 corridor.	Transit	..	Rio Metro	$30,000,000	Mid

[1] "Time Frame" refers to the period in which the project would be substantially complete and open-to-traffic or start of service, not when a project's design begins. Early: 2008-2015 Mid: 2016-2025 Late: 2026-2035

In support of the administrative modification and the advancement of the Central Avenue transit project, the 2035 MTP includes numerous references supporting the project as well as the UNM/CNM transit project. The only reason the Central Avenue transit project was listed in the "Late" time frame was due to lack of an identified fund source in an earlier time frame. Federal grants and/or local funds designated to the projects allow the project to advance into the "Mid" (2016-2015) time frame.

It should also be noted that MRMPO is currently in the process of developing *Futures 2040*, the forthcoming long range plan. That plan will be adopted in April 2015. All changes reflected in this administrative modification will be reflected in the new plan.

2035 Metropolitan Transportation Plan **(2035 MTP) – relevant references:**

page 3-2 The MTP recommends expansion of transit services and connections to improve the mode share for transit.

page 3-5 Identifies both Central Avenue and University-Yale-Sunport as "Priority Transit Improvement Corridors".

Mentions that both transit agencies "…are in the preliminary stages of planning a Bus Rapid Transit (BRT) system for the metropolitan area."

page 3-7 Reiterates the goal established by the Metropolitan Transportation Board to increase transit mode share on river crossing corridors to 10% by 2025 and to 20% by 2035. (These goals are noted several times throughout the document.)

page 3-8 Identifies several "key public transportation projects" including:

- improved bus transit service to commuter rail services
- expansion of Bus Rapid Transit and Rapid Ride (additional routes and service frequency)
- improve transit service along identified Priority Transit Improvement Corridors

page 3-9 Identifies strategies to integrate land use and transit-oriented development. Among the strategies is:

- review of employment clusters [i.e. downtown, UNM, CNM, UNMH-Presbyterian-Lovelace hospitals] to determine appropriate level of transit service to and from those areas

page 3-40 Discusses the reduction of Vehicle Miles Travelled (VMT) and reduction of Carbon Dioxide (CO_2) emissions, noting that the greatest reductions in VMT are derived from increased transit usage.

page 3-42 Identifies the UNM/CNM Study which recommends improved transit in the UNM/CNM/Sunport corridor.

page 4-9 Identifies "Major Roadway Projects" including "Central Ave Improvements: this project will address vehicular traffic, pedestrians and transit along various segments."

page 4-10 Identifies "Major Transit Projects" including "Fixed Route Expansion: projects will provide expansion by ABQ Ride and Rio Metro of existing service and new routes as needs develop. This includes improvements to the Rapid Ride system and implementation of new BRT service."

page 4-12 Discusses future revenue sources which includes New Starts and Small Starts as possible revenue.

page 5-19 Under MTP Action Items: "Encourage increased transit services on Primary Transit Improvement Corridors" (which includes the Central Ave and UNM/CNM corridors).

page 6-6 References the City of Albuquerque's *Climate Action Plan* which encourages the city to develop the" best transit service in the Southwest."

pages 6-9 thru 6-12 The entire section on Improving Quality of Life, Livable Communities, Public Health and Complete Streets encourages alternate transportation modes including transit.

Appen B The entire appendix is a conceptual look at Bus Rapid Transit (BRT) in the region, including improvements to the Central Avenue Rapid Ride service.

Fiscal Constraint

The 2035 MTP was developed prior to the passage of MAP-21. At that time, the revenue projections did anticipate receiving federal or local funding for these two projects until the later years of the plan. However, this administrative modification advances the time frame of the implementation of these two projects from "Late" (2026-2035) to "Mid" (2015-2025). Note, the term "time frame" refers to the period when the project would be substantially complete and open-to-traffic or start of service, not when a project's design begins. **The implementation of these transit projects in this administrative modification is contingent upon securing additional federal grants and/or local funding earlier than anticipated in the current long-range plan. Therefore, if funding is secured, the MTP remains fiscally constrained.**

It should also be noted that the MPO is currently in the process of developing *Futures 2040*, the forthcoming long range plan. That plan will be adopted in April 2015. All changes reflected in this administrative modification will be reflected in the new plan.

Air Quality

Bernalillo County is in "limited maintenance" for Carbon Monoxide (CO) which expires in June/July 2016. Currently, CO emissions meet the National Ambient Air Quality Standards (NAAQS). With the expiration of the "limited maintenance" status, there will be no air quality conformity determination required after 2016. However qualitatively, the implementation of BRT service on Central Avenue and in the UNM/CNM area, which already experiences high transit ridership, will likely shift more travel to transit thus reducing single occupancy vehicles and consequently, vehicle emissions.

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Albuquerque Bicycle Boulevards	various locations in City of Albuquerque		Modify existing or create new bike routes with an emphasis on bike transit by implementing a variety of methods such as reduced vehicle speed limits, pavement markings, signage, etc. COMPLETED 2008	Bike/Ped	bp	CoA-DMD	$500,000	C-Uw
Alvarado Transp. Ctr.: Central Bridge Pedestrian Improvements	NM Rail Runner RR bridge over Central Ave		Construct enhancements to the pedestrian undercrossing structure. COMPLETED.	Bike/Ped	bp	CoA-DMD	$500,000	C-Uw
Constitution Ave Bike Lanes	Stanford Dr	San Pedro Blvd	Build Bike Lanes. Project COMPLETED.	Bike/Ped	bp	CoA-DMD	$2,310,000	C-Uw
Griegos Lateral Trail Crossing	Greigos Lateral crosses Griegos Drain	near Anderson Field	Construct Multi-Use Bridge. COMPLETED.	Bike/Ped	bp	Bern Co	$600,000	C-Uw
Rio Grande Blvd Bike Lanes (Middle Sect in Village)	Chavez Rd	Paseo del Norte	Construct Bike Lanes. Project COMPLETED 2008 Local funding.	Bike/Ped	bp	Los Ranchos	$2,051,250	C-Uw
Bosque Trail - Willow Creek Section	Loop off of existing Bosque Trail	off of existing trail off of Willow Creek Rd	Construct Loop Trail. COMPLETED 2009.	Bike/Ped	bp	Rio Rancho	$86,826	C-Uw
Frost Rd Bike Trail	NM 14	Valle Hermosa Rd	Construct Hard-Surface Trail to connect existing trails and bike lanes. Project COMPLETED per Bern Co update 1-7-2010	Bike/Ped	bp	Bern Co	$6,963,900	C-Uw
Jefferson St Bike Lanes	Singer Blvd	Paseo del Norte	Construct Bike Lanes. Project COMPLETED.	Bike/Ped	bp	CoA-DMD	$3,930,300	C-Uw
Rio Grande Blvd Bike Lanes (South End in Village)	Montano Rd	Chavez Rd	Construct Bike Lanes within existing right-of-way as part of the repaving/reconstruction project. Design completed with local funds. Project COMPLETED.	Bike/Ped	bp	Los Ranchos	$744,382	C-Uw
Academy Blvd Medians and Bikeways	San Mateo Blvd	Ventura St	Construct on-street commuter bike lanes (proj #371.1) and median landscaping and improvements. Project cost total is for 2nd stage of project.	Bike/Ped	bp	CoA-DMD	$1,158,333	C-Uw
AMPA Wide Bicycle TDM (FY 2006-2010)	Albuquerque Metro Area		Bicycle Transportation Demand Management Program	Bike/Ped	bp	CoA-DMD	$1,024,110	C-Uw
AMPA Wide Bicycle/ Pedestrian Safety Educ. Program (FY 2006-2010)	AMPA wide		Bicycle & Pedestrian Safety Education Program	Bike/Ped	bp	CoA-P&R	$266,665	C-Uw

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
NM 556, Tramway Blvd Bike Trail Rehab. & Imprv. (ARRA) Phase I	Central Ave	Tramway Terrace	Rehabilitate bike/ped trail and other improvements as needed. Project #869.1 CN ESA3331 split from this project as Phase II. Project UNDER CONSTRUCTION.	Bike/Ped	bp	NMDOT D-3	$781,325	C-Uw
NM 556, Tramway Blvd Bike Trail Rehab. & Imprv. (ARRA) Phase II	Central Ave	Tramway Terrace	Rehabilitate bike/ped trail and other improvements as needed. ARRA funds from letting adjustment in ESA3330. Project UNDER CONSTRUCTION.	Bike/Ped	bp	NMDOT D-3	$600,000	C-Uw
NM Rail Runner Express - Bike Lockers for Stations	Los Lunas Station	US 550 Station	Purchase and installation of bicycle lockers at New Mexico Rail Runner Express/RTD stations.	Bike/Ped	bp	Rio Metro NMRRX	$120,000	C-Uw
AMPA Wide Bicycle Education Program for Adults (FY 2011)	AMPA Wide		Increase cycling and safety by addressing public education for adults.	Bike/Ped	bp	CoA-P&R	$160,000	Early
Courthouse Rd Improvements Stage I (ARRA)	NM 314	Los Lentes Rd	Construct street improvements: pavement, sidewalks, curbs, bike lanes, street lighting, drainage, signage, signal improvements, intersection improvements at NM 314 & other side streets & vehcile & pedestrain safety measures at the RRxing. UNDER CONSTR.	Bike/Ped	bp	Los Lunas	$1,092,715	Early
Eubank Blvd & Southern Blvd Multi-Use Path & Landscaping	601 Eubank Blvd SE		Construct a multi-use path along Eubank, construct 2 sidewalks to the parking lot, construct low 30" retaining wall near corner of Eubank & Southern for erosion control, install landscaping on Eubank, & berm on Southern.	Bike/Ped	bp	National Atomic Museum Found	$100,000	Early
8th St Bike Lanes	Ave Cesar Chavez	Lead Ave	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$1,419,000	Early
Alameda Blvd Bike & Pedestrian Trail	4th St	North Diversion Channel	Construct Bike & Pedestrain Trail. Proj will connect Bosque Trail to N. Div. Ch. Trail & Ballon Fiesta Pk. Includes 3 permanent bicycle monitoring stations.	Bike/Ped	bp	Bern Co	$2,608,493	Early
Albuquerque Main Canal Bike Trail (Bernalillo)	Southern Town Boundary	US 550	Construct Bike Trail	Bike/Ped	bp	Bern Twn	$899,250	Early
AMPA Wide Bicycle Education Program for Adults (FY 2012)	AMPA Wide		Increase cycling and safety by addressing public education for adults.	Bike/Ped	bp	CoA-P&R	$160,000	Early
AMPA Wide Bicycle Facil. Prog. & Activities (FY 2011)	Albuquerque Metro Area		Improvements to bicycle facilities, programs and activities.	Bike/Ped	bp	CoA-DMD	$204,822	Early
AMPA Wide Bicycle Facil. Prog. & Activities (FY 2012)	Albuquerque Metro Area		Improvements to bicycle facilities, programs and activities.	Bike/Ped	bp	CoA-DMD	$204,822	Early

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
AMPA Wide Bicycle Facil. Prog. & Activities (FY 2013-2017)	Albuquerque Metro Area		Improvements to bicycle facilities, programs and activities. Separate CN will be issued later for each FY.	Bike/Ped	bp	CoA-DMD	$1,024,110	Early
AMPA Wide Bicycle/Pedestrian Safety Educ. Program (FY 2011)	AMPA wide		Bicycle & Pedestrian Safety Education Program	Bike/Ped	bp	CoA-P&R	$53,333	Early
AMPA Wide Bicycle/Pedestrian Safety Educ. Program (FY 2012)	AMPA wide		Bicycle & Pedestrian Safety Education Program	Bike/Ped	bp	CoA-P&R	$80,000	Early
AMPA Wide Pedestrian Projects (Early Time Frame)	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	Bike/Ped	bp	Various/Joint Effort	$1,500,000	Early
Baltic Ave Sidewalk	Southern Blvd	Pecos Loop	Construct sidewalks which are ADA compliant on the east side of Baltic. Includes work on several driveways to maintain adequate slope and construction of retaining walls as necessary.	Bike/Ped	bp	Rio Rancho	$200,000	Early
Bear Canyon Arroyo Trail & Overcrossing	I-25	Arroyo del Oso	Construct bikeway/trail facilities	Bike/Ped	bp	CoA-DMD	$4,647,000	Early
Bear Canyon Arroyo Trail Ext. & Pedestrian Overcrossings Phase I	existing trail at Seagull Lane	Wyoming Blvd with connection	Construction of the Bear Canyon Arroyo Trail along alignment of Osuna Rd and Bear Canyon Arroyo with future pedestrian overcrossings at San Mateo & Wyoming Blvds. Initial phase will construct at-grade crossings at San Mateo & Wyoming.	Bike/Ped	bp	CoA-DMD	$4,096,442	Early
Bear Canyon Arroyo Trail Ext. & Pedestrian Overcrossings Phase II	I-25 (east side of roadway)	existing trail at Seagull Lane	Construction of the Bear Canyon Arroyo Trail along alignment of Osuna Rd and Bear Canyon Arroyo with future pedestrian overcrossings at San Mateo & Wyoming Blvds. Initial phase will construct at-grade crossings at San Mateo & Wyoming.	Bike/Ped	bp	CoA-DMD	$2,808,989	Early
Bosque del Rio Trail & Chris Chavez Trail	BdR: S. Diversion Channel to Bridge Blvd.	CCT: S. Diversion Channel to Rio Bravo Blvd.	Reconstruct 13,700' of multi-use trail, add signage & ammenities, improve connections to nearby facilities & major crossing, add new 400' connection at Woodward with bridge over channel.	Bike/Ped	bp	Bern Co	$998,230	Early
Bosque Trail Bike Path (Rio Rancho)	NM 448, Corrales Rd	City limits at Town of Bernalillo	Construct Bike Trail/Path	Bike/Ped	bp	Rio Rancho	$2,904,000	Early

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Bridge Blvd Gateway Enhancement	Old Coors Dr.	Rio Grande Bridge	Add 5,000' landscaped medians, 2,000' landscaped easements, reconstruct sidewalks, remove obstructions, install 6 bus shelters, ADA ramps, ped signals & signage, artwork on bridge, gateways.	Bike/Ped	bp	Bern Co	$2,188,573	Early
Camelot Blvd Bike Lanes	Southern Village Bdry	NM 6	Build Bike Lanes	Bike/Ped	bp	Los Lunas	$1,765,500	Early
Candelaria Rd Bike Lanes	Rio Grande Blvd	I-25	Construct Bike Lanes	Bike/Ped	bp	CoA-DMD	$4,620,000	Early
Carson Drive Bike Lanes	Castillo Street	NM 6	Build Bike Lanes	Bike/Ped	bp	Los Lunas	$2,095,500	Early
Fortuna Rd Bike Lanes/Trail	NM 345, Unser Blvd	NM 45, Coors Blvd	Build Bike Lanes/Trail	Bike/Ped	bp	CoA-DMD	$2,326,500	Early
Gibson Blvd Bike Lane & Bike Trail	Snow Vista Channel & Barbados Ave	Unser Blvd	Construct Bike Lanes/Trail	Bike/Ped	bp	Private	$1,980,000	Early
I-40 Trail Crossing at the Rio Grande Phase II - Auxiliary Trail Work	Coors Blvd to East Side of the Rio Grande	and Bosque Trail btwn Bridge Blvd & Alameda Blvd	Complete (if necessary) the bike/trail over the Rio Grande and resurface and/or reconstruct the Bosque Trail between Bridge Blvd and Alameda Blvd. Funds are from savings from ESO2689 letting adjustment.	Bike/Ped	bp	CoA-DMD	$1,425,000	Early
La Orilla Bike Trail (Eastern Sect)	Coors Blvd	Rio Grande Bosque	Construct Bike Trail	Bike/Ped	bp	Private	$198,000	Early
Leon Grande Sidewalks	NM 528	Villa Verde Dr	Construct pedestrian facility.	Bike/Ped	bp	Rio Rancho	$666,667	Early
Lisbon Ave Sidewalk Project Phase II	Southern Blvd	Tarpon Ave	Construct Sidewalks. Project cost total includes $100,000 from FY 2009.	Bike/Ped	bp	Rio Rancho	$540,000	Early
Meadowlark & Prairie Sage Bike/Trail	Rio Rancho-Corrales Boundary	Sara Rd	Widen the existing pavement on Meadowlark Lane approx 1/4 mile completing the bike lanes to the city line. In addition install retaining/garden walls for erosion control on adjacent Prairie Sage trail.	Bike/Ped	bp	Rio Rancho	$261,437	Early
Morris Rd Bike Lanes	Western Village Bdry	Los Lentes Rd	Build Bike Lanes	Bike/Ped	bp	Los Lunas	$1,303,500	Early
NM 314 Bike Lanes & Enhancements	Morris Rd	NM 6 (Main St)	Construct sidewalks, bicycle lanes, lighting, medians and outer curbs to manage access. Signage and other appurtenances included. Former CN=L3313.	Bike/Ped	bp	Los Lunas	$2,885,618	Early
NM 6 in Los Lunas Sidewalk Improvements	various locations		Sidewalk improvements and ADA compliance.	Bike/Ped	bp	NMDOT D-3	$400,000	Early

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
North Diversion Channel Trail Undercrossings	Menaul, Candelaria, Comanche		Construct Grade Separated Trail Crossings at three locations: Menaul Blvd, Candelaria Rd & Comanche Rd.	Bike/Ped	bp	CoA-DMD	$2,200,000	Early
Paradise Blvd Feasibility Study & Trail	City Limits west of La Paz	Golf Course Rd	Complete feasibility study and construct trail to connect existing trails. Former CN=L3413	Bike/Ped	bp	Bern Co	$819,288	Early
Paseo del Norte Bike Trail Rehab	4th St	North Diversion Channel	Rehabilitate/resurface trail including subgrade preparation, shoulder improvements, erosion control, signage, striping & markings as needed.	Bike/Ped	bp	CoA-P&R	$200,000	Early
Primera Agua Pedestrain Improvements/Trail Enhancements Phase 1	Tijeras Village Line (2,500' S of NM 333)	NM 333 (Rt 66)	Install lighting, improve pedestrain access, ADA compliance.	Bike/Ped	bp	Tijeras	$280,000	Early
Primera Agua Pedestrain Improvements/Trail Enhancements Phase 2	Tijeras Village Line (2,500' S of NM 333)	NM 333 (Rt 66)	Install lighting, improve pedestrain access, ADA compliance.	Bike/Ped	bp	Tijeras	$170,000	Early
Regional East-West Trail & Bikeway			Plan, design, rights-of-way acquisition and construction of trail improvements on the designated east-west trail facility	Bike/Ped	bp	CoA-DMD	$1,139,981	Early
Rotary Park Bike Trail (Bernalillo)	Maria Elena Rd	Malinche Court	Construct Bike Trail	Bike/Ped	bp	Bern Twn	$346,500	Early
Saratoga Drive Sidewalks	Rockaway Blvd	Northern Blvd	Construct sidewalks which are ADA compliant on the north side of Saratoga. Includes work on several driveways to maintain adequate slope, and construction of retaining walls as necessary.	Bike/Ped	bp	Rio Rancho	$426,000	Early
Sheriff's Posse Rd Bike Trail	Arroyo Venada	US 550	Construct Bike Trail	Bike/Ped	bp	Bern Twn	$1,155,000	Early
Singer Blvd Bike Lanes	Chappel Dr	Jefferson St	Build Bike Lanes.	Bike/Ped	bp	CoA-DMD	$825,000	Early
Sky View Channel Bike Trail	Black Arroyo	NM 528, Rio Rancho Blvd	Construct Bike Trail	Bike/Ped	bp	Private	$618,750	Early
West Meadowlark Lane Bicycle Trail	Village line	Loma Larga Rd	Design and construct 1.6 miles of bicycle trail 5' wide on both sides of Meadowlark Lane. State Severance Tax funds programmed as part of required federal match.	Bike/Ped	bp	Corrales	$214,000	Early
AMPA Wide ADA Enhancements (Early Time Frame)	AMPA Wide		Design & construction of new and current deficient pedestrian facilities at various locations to better comply with the Americans with Disabilities Act (ADA).	Bike/Ped	bp	Various/Joint Effort	$3,000,000	Mid

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
AMPA Wide Minor Bike Lane & Bike Route Projects	AMPA Wide	Selected locations t.b.d. by municipalities	Provide bike lanes/routes on roadways as part of a repaving/restriping project or stand-alone minor project. Formerly CN=L3411.	Bike/Ped	bp	MRMPO	$1,270,000	Mid
98th St Bike Lanes (SW ABQ)	Sen Dennis Chavez Blvd	Blake Rd	Build Bike Lanes	Bike/Ped	bp	Private	$1,815,000	Mid
Alameda Drain & 2nd St Bike/Ped Facitilies	Matthew Ave	Osuna Rd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	CoA-DMD	$6,311,250	Mid
Alameda Drain & 2nd St Bike/Ped Trail	Paseo del Norte	4th St	Construct a multi-use trail.	Bike/Ped	bp	Bern Co	$629,832	Mid
Albuquerque City Trails Resurfacing & Reconstruction	Albuquerque City Wide		Resurface, rehabilitate and/or reconstruct (as needed) various bike and pedestrian trails including portions of the Paseo del Bosque Trail. Project to be implemented in stages over several years. Separate CN to be issued later for each FY.	Bike/Ped	bp	CoA-P&R	$491,666	Mid
AMPA Wide ADA Enhancements (Mid Time Frame)	AMPA Wide		Design & construction of new and current deficient pedestrian facilities at various locations to better comply with the Americans with Disabilities Act (ADA).	Bike/Ped	bp	Various/Joint Effort	$5,000,000	Mid
AMPA Wide Bicycle Education Program for Adults (Placeholder)	AMPA Wide		Increase cycling and safety by addressing public education for adults. Separate CN will be issued later for each FY	Bike/Ped	bp	CoA-P&R	$163,040	Mid
AMPA Wide Bicycle/Pedestrian Safety Educ. Program (FY 2013-2017)	AMPA wide		Bicycle & Pedestrian Safety Education Program. Separate CN will be issued later for each FY.	Bike/Ped	bp	CoA-P&R	$373,334	Mid
AMPA Wide Pedestrian Projects (Mid Time Frame)	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	Bike/Ped	bp	Various/Joint Effort	$2,500,000	Mid
Baranca Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	Bike/Ped	bp	Rio Rancho	$5,849,250	Mid
Corrales Rd Bike & Ped Pathway	Meadowlark Lane	Old Church Rd	Construct Bicycle & Pedestrian Pathway	Bike/Ped	bp	Corrales	$990,000	Mid
Eubank Blvd Bike Lanes	Southern Blvd	Central Ave	Implement bike lanes	Bike/Ped	bp	CoA-DMD	$561,000	Mid
Golf Course Rd Bike Lanes, Stage I	Taylor Ranch Rd	Paseo del Norte	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$2,640,000	Mid
I-40 Bike Trail Connection Through the Big "I" Feasibility Study	6th St	University Ave	Environmental documentation and preliminary design to determine the feasibility of providing a multi-use trail within this corridor.	Bike/Ped	bp	CoA-P&R	$702,247	Mid

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Irving Blvd Bike Lanes (B)	Universe Blvd	La Paz Dr	Build Bike Lanes.	Bike/Ped	bp	Private	$1,072,500	Mid
Ladera Drive Bike Lanes	Unser Blvd	Ouray Rd	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$1,732,500	Mid
Menaul Blvd Bike Lanes, Stage II	Morris St	Tramway Blvd	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$2,541,000	Mid
Mesa del Sol Streets Bicycle/Ped Trails Construction Stage I			Construct bicycle/pedestrain trails.	Bike/Ped	bp	Private	$5,000,000	Mid
Montoyas Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	Bike/Ped	bp	Rio Rancho	$3,630,000	Mid
NM 333 Pedestrian/Bike Enhancements	NM 333 Mile Marker 6.45	NM 333 Mile Marker 7.25	Construction of new sidewalks, bike facilities, median landscaping, and ADA upgrades along NM 333 frontage.	Bike/Ped	bp	Tijeras	$1,350,000	Mid
North Pino Arroyo Bike Trail	North Diversion Channel Trail	Tiburon St	Construct Bike Trail	Bike/Ped	bp	CoA-DMD	$519,750	Mid
Osuna Rd North Diversion Channel Trail Undercrossing	Osuna Rd at N. Diversion Ch. Trail		Construct undercrossing for trail	Bike/Ped	bp	CoA-DMD	$4,500,000	Mid
Pajarito Rd Bike Trail/Lanes	118th St	Isleta Drainage Channel	Construct Bike Trail/Lanes	Bike/Ped	bp	Bern Co	$5,346,000	Mid
Paseo del Norte Corridor Bikeways Stage I	Golf Course Rd	Paseo del Norte Trail (west of the Rio Grande)	Construct bike lanes and trail between Golf Course Rd & Eagle Ranch Rd. Construct a grade separated crossing between Eagle Ranch Rd to the western terminus of the existing Paseo del Norte Trail (west of the Rio Grande). Project will be built in stages.	Bike/Ped	bp	CoA-P&R	$1,000,000	Mid
Pecos Loop Sidewalk (Rio Rancho)	Rainbow Blvd	Baltic Ave	Construct a 5' wide sidewalk with ADA ramps as necessary. Partial reconstruction of approx. 37 driveway aprons to meet ADA standards.	Bike/Ped	bp	Rio Rancho	$400,000	Mid
Region Wide Bicycle/Pedestrian Safety Educ (Mid Time Frame)	Benalillo, Sandoval and Valencia Counties		Increase bicycling and pedestrian safety awareness and promote shift to alternate modes of travel.	Bike/Ped	bp	Various/Joint Effort	$2,700,000	Mid
Rio Grande Blvd Bike Facility (North End in Village)	Paseo del Norte	Ortega Rd	Construct Bike facility	Bike/Ped	bp	Los Ranchos	$125,000	Mid
University Blvd Bikeway Improvements	NM 500, Rio Bravo Blvd	Lomas Blvd	Construct missing bike lanes and improve existing segments as necessary.	Bike/Ped	bp	CoA-DMD	$2,640,824	Mid
10th St Bike Lanes	Lead Ave	Marquette Ave	Implement Bike Lanes	Bike/Ped	bp	CoA-DMD	$742,500	Late
2nd St Bike/Ped Facilities	Desert Rd	Woodward Rd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$2,000,000	Late
Alameda Drain & 2nd St Bike/Ped Facilities	Osuna Rd	Paseo del Norte	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$1,500,000	Late

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Amole Arroyo del Norte Bike Trail	Sage Road	San Ygnacio Rd	Construct Bike Trail	Bike/Ped	bp	CoA-DMD	$330,000	Late
Amole Arroyo Trail	Atrisco Vista Blvd (PdV)	98th St	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$2,200,000	Late
AMPA Wide ADA Enhancements (Late Time Frame)	AMPA Wide		Design & construction of new and current deficient pedestrian facilities at various locations to better comply with the Americans with Disabilities Act (ADA).	Bike/Ped	bp	Various/Joint Effort	$5,000,000	Late
AMPA Wide Pedestrian Projects (Late Time Frame)	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	Bike/Ped	bp	Various/Joint Effort	$2,500,000	Late
Avenida Cesar Chavez Bike Lanes	Broadway	Yale Blvd	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$2,310,000	Late
Bluewater Rd Bike Lanes	98th St	90th St	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$825,000	Late
Broadway Blvd Bike/Ped Facilities	I-25	Woodward Rd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$3,150,000	Late
Calabacillas Arroyo Bike Trail	Golf Course Rd	Rio Grande	Construct Bike Trail	Bike/Ped	bp	CoA-DMD	$1,526,250	Late
Calabcillas Arroyo Trail	Atrisco Vista Blvd (Double Eagle II Rd)	Rainbow Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$2,000,000	Late
Camino del Pueblo North Bike Lanes	US 550	Northern Bernalillo Town Boundary	Build Bike Lanes	Bike/Ped	bp	Bern Twn	$907,500	Late
Castillo St Bike Lanes	Los Lentes Rd	Carson Dr	Build Bike Lanes	Bike/Ped	bp	Los Lunas	$231,000	Late
Coors Blvd Bike/Ped Facilities	I-25	Arenal Rd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$8,150,000	Late
Edith Blvd Bike/Ped Facilities	Osuna Rd	Alameda Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$1,300,000	Late
Eubank Blvd Bear Arroyo Trail Overcrossing	Eubank Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	Bike/Ped	bp	CoA-DMD	$3,000,000	Late
Eubank Blvd Bike Lanes (NE)	Osuna Rd	Academy Blvd	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$2,310,000	Late
Eubank Blvd Bike/Ped Facilities	Paseo del Norte	Alameda Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$350,000	Late
Frost Rd Shoulder Improvements	Vallecitos Dr	Mountain Valley Rd	Pave and improve shoulders for motorist, bicycle and pedestrian safety.	Bike/Ped	bp	Bern Co	$350,000	Late
Gibson Blvd West Bike Facilities	Paseo del Volcan	western Albuquerque City Limits	Construct bike facilities. (Bike lanes if road is built)	Bike/Ped	bp	Bern Co	$1,608,750	Late
Gibson Blvd West Bike Trail	98th St	Unser Blvd	Construct bike/multi-purpose trail	Bike/Ped	bp	CoA-DMD	$700,000	Late

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Golf Course Rd Bike Lanes, Stage II	Paseo del Norte	Paradise Blvd	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$1,204,500	Late
Gun Club Rd Bike Lanes/Trail	118th St	NM 314, Isleta Blvd	Build Bike Lanes/Trail	Bike/Ped	bp	Bern Co	$9,058,500	Late
Harvey Jones Channel Bridge	Loma Larga	Paseo Cesar Chavez	Construct a bridge over the Harvey Jones Channel.	Bike/Ped	bp	Corrales	$1,073,800	Late
High Mesa Dr Bike/Ped Facilities	Ladera Dr	98th St	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$225,000	Late
Huning Lateral Multi-Use Trail	Southern Village Bdry	Northern Village Bdry	Construct Unpaved Trail	Bike/Ped	bp	Los Lunas	$3,300,000	Late
Isleta Drain Trail	I-25	Bridge Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$7,600,000	Late
Juan Tabo Blvd Bear Arroyo Trail Overcrossing	Juan Tabo Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	Bike/Ped	bp	CoA-DMD	$4,500,000	Late
La Cueva Trail	Eubank Blvd	Tramway Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$695,000	Late
La Orilla Bike Trail (Western Sect)	Villa Corta Del Sur	Coors Blvd	Construct Bike Trail	Bike/Ped	bp	Private	$175,000	Late
Los Lentes Rd Bike Lanes	Morris Rd	Castillo St	Buiild Bike Lanes	Bike/Ped	bp	Los Lunas	$412,500	Late
Menaul Blvd Bike Lanes, Stage I	Tramway Blvd	Monte Largo Dr	Implement Bike Lanes	Bike/Ped	bp	CoA-DMD	$825,000	Late
Mesa del Sol Streets Bicycle/Ped Trails Construction Stage II			Construct bicycle/pedestrain trails.	Bike/Ped	bp	Private	$5,000,000	Late
Morris St Bike Lanes	Lomas Blvd	Constitution Ave	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$2,475,000	Late
Mountain Valley Rd Shoulder Improvements	I-40	section with existing shoulders	Improve & Widen Shoulders to accommodate bicycles and improve safety	Bike/Ped	bp	Bern Co	$250,000	Late
NM 14 Trail (in San Antonito)	Frost Rd	La Madera Rd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$700,000	Late
NM 333 (Old Rt 66) Trail	Tramway Blvd	NM 14	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$4,800,000	Late
North Diversion Channel Trail	Balloon Fiesta Park	4th St	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$1,260,000	Late
Osuna Rd Bike Lanes/Trail	2nd St	Edith Blvd	Build Bike Lanes/Trail.	Bike/Ped	bp	CoA-DMD	$3,069,000	Late
Piedras Marcadas Arroyo Bike Trail	Paseo del Norte	Dam	Construct Bike Trail	Bike/Ped	bp	CoA-DMD	$511,500	Late
Region Wide Bicycle/Pedestrian Safety Educ (Late Time Frame)	Benalillo, Sandoval and Valencia Counties		Increase bicycling and pedestrian safety awareness and promote shift to alternate modes of travel.	Bike/Ped	bp	Various/Joint Effort	$2,700,000	Late
Rio Grande Blvd Bike Lanes & Sidewalks	Ortega Rd	Alameda Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$470,000	Late
South Diversion Channel Trail	Rio Bravo Blvd	Gibson Blvd	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$1,760,000	Late
Spain Rd Bike Lanes	Juan Tabo Blvd	Tramway Blvd	Build Bike Lanes	Bike/Ped	bp	CoA-DMD	$1,881,000	Late

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Sun Ranch Village Rd Bike Lanes	Bachelors Street	NM 6	Build Bike Lanes	Bike/Ped	bp	Los Lunas	$1,254,000	Late
Tijeras Arroyo Bike & Pedestrian Trail, Stage II	South Diversion Channel	University Blvd	Construct Bike/Pedestrian Trail	Bike/Ped	bp	Bern Co	$1,800,000	Late
Upper St Bike/Ped Facilities	Middle St	Atrisco Vista Blvd (Double Eagle II Rd)	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$3,500,000	Late
Utility Easement Trail	County Line	Paseo del Volcan	Construct Bike Trail	Bike/Ped	bp	Rio Rancho	$6,839,250	Late
Venado Arroyo Trail	Unser Blvd	Utility Easement	Construct Bike Trail	Bike/Ped	bp	Rio Rancho	$3,828,000	Late
Woodward/Sunport Bike/Ped Facilities	2nd St	Broadway	Construct bicycle/pedestrain facilities.	Bike/Ped	bp	Bern Co	$300,000	Late
			Total Bicycle/Pedestrain Projects			**4.35%**	**$257,161,354**	
98th St Extension (SW ABQ Stage I)	Blake Rd	North of 86th St	Construct New 4 lane Roadway. Project COMPLETED.	Cap	..	Private	$3,952,000	C-Uw
Arenal Rd Reconstruction & Widening	Rayo Del Sol	Coors Blvd	Reconstruct & Widen to 4 lane Roadway. Project COMPLETED per Bern Co update 1-7-2010.	Cap	..	Private	$3,040,000	C-Uw
El Pueblo Rd	2nd St	Edith Blvd.	Reconstruct from 2 to 4 lanes & Safety improvements. Project COMPLETED 2009 per Bern Co.	Cap	..	Bern Co	$4,560,000	C-Uw
Ladera Drive Extension (Eastern Section)	98th St	90th St	Construct New 2 lane Roadway & Bike Lanes. Project COMPLETED.	Cap	bp	Private	$3,153,500	C-Uw
Montano Rd Reconstruction (County)	Railroad Tracks	Edith Blvd	Reconstruct & Widen from 4 to 6 lanes. Project COMPLETED.	Cap	bp	Bern Co	$3,418,750	C-Uw
Paradise Blvd Widening, Stage I	La Paz Dr/Coneflower Dr	Justin Dr	Widen from 2 to 4 lanes, on-street bike lanes and rebuild mult-purpose trail. Project COMPLETED.	Cap	bp	CoA-DMD	$6,000,000	C-Uw
Rainbow Blvd Extension	Unser Blvd	Paseo del Norte	Construct New 2 lanes. Project COMPLETED with local funds.	Cap	..	CoA-DMD	$7,740,000	C-Uw
Unser Blvd Improvements (SW ABQ)	Southern City Limits (S of S D Chavez)	Central Ave	Widen from 2 to 4 lanes those portions not 4 lanes; includes bike lanes. GRIP-2 funds will be used for the Dennis Chavez Blvd to San Ygnacio segment. COMPLETED.	Cap	bp	CoA-DMD	$11,427,871	C-Uw
Unser Blvd Widening and Improvements (Lyons Blvd)	Paradise Blvd	Irving Blvd	Reconstruct & Widen from 2 to 4 lanes. Project COMPLETED per Bern Co update 1-7-2010.	Cap	..	Bern Co	$2,300,000	C-Uw
Cabezon Blvd Construction (19th Ave)	Unser Blvd	Golf Course Rd	Construct New 2 lane Roadway. Add bike lanes. Project COMPLETED.	Cap	bp	Private	$5,719,000	C-Uw

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Edith Blvd Reconstruction & Widening	Candelaria Rd	Montano Rd	Reconstruct & Widen from 2 to 5 lanes. COMPLETED.	Cap	..	Bern Co	$17,752,248	C-Uw
Gibson Blvd West Extension	118th St	98th St	Construct New 4 lane Roadway & Bike Lanes & Trail. Project COMPLETED.	Cap	bp	Private	$11,517,500	C-Uw
I-25 Widening (Southside)	Rio Bravo Blvd	Gibson Blvd	Reconstruct & Widen from 4 to 6 lanes. COMPLETED.	Cap	..	NMDOT CRDC	$13,040,219	C-Uw
I-40, San Mateo to Pennsylvania	San Mateo Blvd	Pennslyvania St	Reconstruct, Widen & Add one lane in each direction. COMPLETED.	Cap	..	NMDOT D-3	$32,746,877	C-Uw
Wyoming Blvd Widening Stage I	Academy Blvd	San Antonio Dr	Widen Roadway from 4 to 6 lanes includes bike lanes and trail improvements as necessary. UNDER CONSTRUCTION.	Cap	bp	CoA-DMD	$1,400,000	C-Uw
I-25, Tramway Rd to Bernalillo Reconstruction & Widening	Tramway Rd	South Bernalillo Interchange, Exit 240	Reconstruct & Widen from 4 to 6 lanes	Cap	..	NMDOT CRDC	$45,571,415	Early
Paseo del Volcan (NM 347) - Rio Rancho Section - Construction Stage II	Iris Rd	US 550	Construct New 2 lane Roadway. UNDER CONSTR July 2010.	Cap	..	Rio Rancho	$30,353,596	Early
Lead Ave & Coal Ave Lane Reduction	Broadway Blvd	Washington St	Reduce Lanes, move curb, gutter, sidewalk, drainage inlets, etc. and add bike lanes. UNDER CONSTRUCTION.	Cap	bp	CoA-DMD	$30,021,067	Early
34th Ave/Campus Ave Construction	Center Blvd	Broadmoor Blvd	Construct new 2 lane roadway.	Cap	..	Private	$770,000	Early
86th Street Widening	Sapphire St/Arenal Rd	San Ygnacio Rd	Widen from 2 to 3 lanes and add on-street bike lanes.	Cap	bp	CoA-DMD	$1,750,000	Early
Alameda Blvd Reconstruction, Stage I	San Pedro Dr	Louisiana Blvd	Reconstruct to permanent 2 lane roadway with bike lanes.	Cap	bp	CoA-DMD	$2,700,000	Early
Alameda Blvd Reconstruction, Stage II	Louisiana Blvd	Wyoming Blvd	Widen to 4 lane roadway with bike lanes.	Cap	bp	CoA-DMD	$5,250,000	Early
Bernalillo Rail Runner Station Entrance Rd	NM 313, Camino del Pueblo	Rail Runner Station	Construct (incl Design) new 2 lane roadway, gutters, sidewalks, parking lot, etc.	Cap	bp	Bern Twn	$654,108	Early
Broadmoor Blvd Extension (30th St) - Middle Section, Phase 1	Paseo del Volcan	34th Ave/Campus Ave	Construct New 2 lane Roadway with bicycle facilities.	Cap	bp	Private	$6,800,000	Early
Broadmoor Blvd Extension (30th St) - Southern Section	Idalia Rd	Paseo del Volcan	Construct New 2 lane Roadway with shoulders as Stage I. Corridor study, ED, PE, DE for entire 4 lane section. Includes sidewalks, medians, curb, gutters, bike lanes, storm drainage & appurtenances.	Cap	bp	Rio Rancho	$11,000,000	Early

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Central Ave Improvements (Old Town - Downtown)	Rio Grande Blvd	8th Street	Lane Reductions from 4 to 3 or 2 lanes and streetscape improvements. May include reconfiguration of Central & Lomas intersection. (Also see projects "Albuquerque Great Streets")	Cap	bp	CoA-DMD	$4,780,000	Early
Chayote Rd Extension	Idalia Rd	Lincoln Ave	Construct New 2 lane roadway	Cap	..	Rio Rancho	$4,945,000	Early
Colorado Mountain Rd Construction	Idalia Rd	Gazelle Rd	Construct short roadway to improve access to a neighborhood.	Cap	..	Rio Rancho	$150,000	Early
Double Eagle II Rd (PdV) Rehabilitation	I-40	DE II Airport	Reconstruct the 2 lane highway; project includes bike lanes. (AKA Paseo del Volcan East)	Cap	bp	CoA-Aviation	$13,922,643	Early
Eubank Blvd Improvements (North End)	San Antonio Dr	Wilshire Ave (S of Alameda)	Reconstruct & Widen from to 4 lanes including drainage work and bike/multi-use trail. NOTE: $5,200,000 of the funding is for ROW. Phase I is from San Antonio to PdN; Phase II PdN to Wilshire.	Cap	bp	Bern Co	$22,347,846	Early
I-25 Rio Bravo Interchange Reconstruction	NM 500, Rio Bravo Blvd Exit #220		Reconstruct interchange with possible changes in configuration. Project cost of $26,149,941 includes FY 2011 funding.	Cap	..	NMDOT CRDC	$26,632,678	Early
I-25, Bernalillo to US 550 Reconstruction & Widening	NM 473, Exit #240 (approx 1/2 mile south)	US 550	Reconstruction & widening. Project is the next phase in the I-25 widening project.	Cap	..	NMDOT CRDC	$22,800,000	Early
Idalia Rd Reconstruction & Widening	Iris Rd	NM 528	Widen from 2 undivided to 4 lane divided roadway. Includes: turn lanes, intersection improvements, curbs, gutter, storm drains, bike lanes, etc. Project t.b.d. concurrently with sewer project.	Cap	bp	Rio Rancho	$13,378,780	Early
Loma Colorado Blvd Extension - Middle Section	Idalia Rd	Paseo del Volcan	Construct New 2 lane Roadway	Cap	..	Rio Rancho	$5,848,000	Early
McMahon Blvd & Universe Blvd Extensions	Universe Blvd (incl. section of Universe)	Unser Blvd	Extend McMahon to Universe Blvd. and construct new Universe Blvd. between McMahon & CNM campus and widen from 2 to 4 lanes Irving to McMahon. Includes bike lanes. Also see project #368.8.	Cap	bp	CoA-DMD	$3,252,000	Early
Moonlight Drive Extension to NM 314	Current eastern terminus	NM 314	Construct extension from end of SP023 southeasterly to NM 314 approx. 1 mile.	Cap	..	Pueblo of Isleta	$1,870,000	Early

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
NM 528 Rio Rancho Blvd Improvements	Southern Blvd	Northern Blvd	Pavement overlay and widening from 4 to 6 lanes including pavement markings, signage, and other appurtenances as necessary.	Cap	..	NMDOT D-3	$6,021,420	Early
NM 6 Widening	approx. 4 miles west of I-25	I-25 & NM 6 Interchange	Widen Roadway, Add 2 lanes	Cap	..	NMDOT D-3	$23,823,800	Early
Northern Blvd Expansion - Phase 2	Acorn Loop	Broadmoor Blvd	Widen from 2 to 4 lanes divided. Add bike lanes.	Cap	bp	Rio Rancho	$6,323,632	Early
Northern Blvd Expansion Phase 1	Broadmoor Blvd	34th St	Widen from 2 to 4 lanes divided. Add bike lanes. (Some funds in FY 2007 & FY 2009)	Cap	bp	Rio Rancho	$6,332,521	Early
Osuna Blvd Widening Phase I	North Diversion Channel	Jefferson St	Widen from 4 to 6 lanes, divided.	Cap	bp	CoA-DMD	$8,300,000	Early
Roy Ave Improvements (East Sect.)	Mile Marker #1.26	I-25 Interchange	Reconstruct & Widen from 2 to 4 lanes	Cap	..	Pueblo of Sandia	$2,082,000	Early
Singer Blvd Bridge Widening	Bridge over North Diversion Channel		Widen and rehab bridge and approach roadway from 2 to 4 lanes.	Cap	..	CoA-DMD	$4,000,000	Early
Sunport Blvd Extension	Broadway	I-25 Exit 221 at Sunport Blvd	Construct new 4 lane divided facility with bike lanes includes signage, drainage, and other necessary appurtenances.	Cap	bp	Bern Co	$17,115,873	Early
Tierra Pintada Blvd (Old 98th St) Extension	98th St	end of existing Old 98th St	Construct New 4 lane Roadway & Bike Lanes	Cap	bp	Private	$13,875,000	Early
Unser Blvd Connection	Atrisco Blvd (end of existing 4-lane sect.)	Paradise Blvd.	PE, design & ROW for new 4 lane roadway & bike lanes/trail & construction for first phase. ($2,00,000 Loc Imp Funds in FY 2009.) First phase will construct a 2 lane roadway from Atrisco to Paradise. Some ROW to be acquired from landowners by transfer.	Cap	bp	CoA-DMD	$11,750,000	Early
Unser Blvd Extension (SW ABQ) Northern Section	Sen Dennis Chavez Blvd	Blake Road	Construct New 4 lane Roadway.	Cap	..	CoA-DMD	$7,372,000	Early
Unser Blvd Widening	I-40	Ouray Rd	Widen from 4 to 6 lanes, add on-street bike lanes and multi-purpose trail.	Cap	bp	CoA-DMD	$12,600,000	Early
Unser Blvd Widening Middle Section	Farol Rd	Progress Blvd	Reconstruct & Widen from 2 to 4 lanes, divided. Add bike lanes. The project is divided into 3 segments for construction purposes: 2a-PdV to King, 2b-Farol to Pdv and 2c-King to Progress	Cap	bp	Rio Rancho	$27,000,000	Early
Westphalia Blvd (Northern Section)	Hella Rd	Possible Future NW Loop Rd	Construct New 4 lane Roadway	Cap	..	Private	$6,840,000	Early

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Westphalia Blvd (Southern Section)	Paseo del Volcan	Progress Blvd	Construct New 4 lane Roadway	Cap	..	Private	$8,360,000	Early
Westside Blvd Construction	Unser Blvd	Golf Course Rd	Construct New 2 lane Roadway. Add bike lanes.	Cap	bp	Private	$5,375,000	Early
Westside Blvd Reconstruction & Widening	Unser Blvd	Golf Course Rd	Reconstruct & Widen from 2 to 4 lanes and 1 Bike Lane.	Cap	bp	Private	$10,531,250	Early
Wyoming Blvd Widening Stage II	San Antonio Dr	Paseo del Norte	Widen Roadway from 4 to 6 lanes includes bike lanes and trail improvements as necessary. Project UNDER CONSTRUCTION.	Cap	bp	CoA-DMD	$5,993,305	Early
106th St Extension & I-40 Bridge Crossing	Eucariz Ave	Ladera Dr	Construct new 2 lane road and crossing over I-40; includes bike lanes.	Cap	bp	CoA-DMD	$1,368,500	Mid
118th Street (Lower Section)	Sen Dennis Chavez Blvd	Amole Arroyo	Construct new 2 lane roadway; includes bike lanes & trail.	Cap	bp	Bern Co	$8,130,000	Mid
118th Street (Middle Section)	Amole Arroyo	Eucariz Ave	Construct new 4 lane roadway; includes bike lanes and trail	Cap	bp	Private	$2,805,000	Mid
118th Street (Southern Section)	Pajarito Rd	Sen Dennis Chavez Blvd	Construct new 2 lane roadway with bike lanes	Cap	bp	Private	$1,980,000	Mid
118th Street (Upper Section)	Eucariz Ave	I-40	Construct new roadway with bike lanes	Cap	bp	Bern Co	$430,000	Mid
118th Street Ext (Northern Section)	I-40	Ladera Dr	Construct new roadway and bike lanes	Cap	bp	Private	$2,150,000	Mid
118th Street Ext (Northwest Section)	Ladera St	Lower St	Construct New 2 lane Roadway; includes Bike Lanes & Trail	Cap	bp	Private	$6,639,500	Mid
19th Ave NE/Montezuma Rd Construction	Unser Blvd	Loma Colorado Blvd	Construct new 2 lane roadway.	Cap	..	Private	$4,600,000	Mid
2nd Street NW Reconstruction	Paseo del Norte	4th St	Reconstruct as 4 lane divided facility between Paseo del Norte and Alameda Blvd and as a 2 lane with center turn lane facility between Alameda and 4th St. Includes new signals, multi-use trail, bike lanes, sidewalks, and landscaping.	Cap	bp	Bern Co	$9,209,121	Mid
34th Ave/Campus Ave Construction	Unser Blvd	Center Blvd	Construct new 2 lane roadway.	Cap	..	Rio Rancho	$1,725,000	Mid
4th St Improvements Stage II (ED, PE & Design)	Shulte Rd	Ortega Road	Reconstruct 4th St from 4 to 3 lanes, including drainage, bike lanes, transit amenities, improved pedestrian access, ADA compliance and landscaping.	Cap	bp	Los Ranchos	$12,870,000	Mid
90th St Crossing of I-40	90th St over I-40		Restore/construct street connection across I-40 without access to expressway.	Cap	..	CoA-DMD	$5,000,000	Mid

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98th St Extension (SW ABQ Stage II)	Sen Dennis Chavez Blvd	Blake Rd	Construct New (missing) 4 lane roadway segments.	Cap	..	Private	$9,250,000	Mid
Alameda Blvd Reconstruction & Widening, Stage III	San Pedro Dr	Louisiana Blvd	Widen from 2 to 4 lanes	Cap	bp	Private	$2,700,000	Mid
Alameda Blvd Widening, Stage I	Jefferson St	I-25	Widen from 4 to 6 lanes, including on-street bike lanes.	Cap	bp	CoA-DMD	$3,250,000	Mid
Alameda Blvd Widening, Stage II	Edith Blvd	Jefferson St	Widen from 4 to 6 lanes, including on-street bike lanes.	Cap	bp	CoA-DMD	$7,100,000	Mid
Arroyo Vista Blvd (98th St) Stage I	I-40 Interchange	Lower St	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Cap	bp	Private	$3,425,500	Mid
Black Arroyo Blvd Western Extension Construction	Rainbow Blvd	10th St (approx.)	Construct 2 lane roadway.	Cap	..	Private	$4,300,000	Mid
Blake Rd Reconstruction & Widening	City Limits	Coors Blvd	Reconstruct and widen from 2 to 4 lanes with bike lanes.	Cap	bp	Bern Co	$2,100,000	Mid
Broadmoor Blvd Extension (30th St) - Middle Section, Phase II	34th Ave/Campus Ave	Progress Blvd	Construct new 2 lane roadway with bicycle facilities.	Cap	bp	Private	$2,500,000	Mid
Broadmoor Blvd Widening (30th St) - Southern Section	Idalia Rd	Paseo del Volcan	Widen Roadway from 2 to 4 lanes. ED, PE & DE done under #490.	Cap	bp	Rio Rancho	$10,000,000	Mid
Chayote Rd Extension	Lincoln Ave	Enchanted Hills Blvd	Construct New 2 lane Roadway; includes Bike Lanes.	Cap	bp	Rio Rancho	$10,412,500	Mid
Coors Corridor Improvements Stage I	Bridge Blvd	NM 528 (Alameda Blvd)	Implement improvements consistent with the Coors Corridor Plan Update (CN=L3210). Includes Coors Bypass.	Cap	..	CoA-DMD	$3,000,000	Mid
Coors Corridor Improvements Stage II	Bridge Blvd	NM 528 (Alameda Blvd)	Implement improvements consistent with the Coors Corridor Plan Update (CN=L3210). Includes Coors Bypass.	Cap	..	CoA-DMD	$12,000,000	Mid
Cross St Extension	Ladera Dr	Arroyo Vista Blvd (98th St)	Construct New 2 lane Roadway; includes Bike Lanes	Cap	bp	Private	$4,403,000	Mid
Double Eagle II Rd (PdV) Connection	Paseo del Norte	Southern Blvd & Paseo del Volcan	Construct New 2 lane Roadway; includes Bike Lanes & Trail	Cap	bp	Private	$24,389,999	Mid
Eubank Blvd & Montgomery Blvd Intersection Improvements	Eubank Blvd	Montgomery Blvd	Add 3rd northbound through lane, modify median access, add additional turning movement capacity and improve pedestrian accessibility.	Cap	bp	CoA-DMD	$1,000,000	Mid
I-25 & Mesa del Sol Interchange	I-25 New Exit	Mesa del Sol Interchange	Construct New Interchange	Cap	..	NMDOT D-3	$26,000,000	Mid

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I-25 & Paseo del Norte Interchange Reconstruction	(see description)		Construct free-flow ramp EB PdN to SB I-25, flyover NB I-25 to WB PdN, grade-separation/interchange at Jefferson St, bike/ped improvements, I-25 mainline improv. btwn Jefferson & Alameda and roadway rehabilitation/reconstruction & improved freeway access.	Cap	bp	NMDOT CRDC	$93,000,000	Mid
I-25 & Paseo del Norte Area Roadway Improvements	vicinity of I-25 & Paseo del Norte	I-25 from Osuna to Alameda & PdN from 2nd to San Pedro and ramps & frontage roads.	Roadway improvements including: ITS improvements, roadway & bridge rehabilitation/reconstruction, intersection improvements at N. Diversion Channel Rd & San Pedro, transit guideway construction, roadway improvements on El Pueblo Rd & Jefferson St, access roadway at Domingo Baca Arroyo, safety improvements, RRxing improvements, frontage road improvements.	Cap	bp	NMDOT or Other Agency	$257,000,000	Mid
I-25 Frontage Rd Construction (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the east side of I-25	Cap	..	NMDOT D-3	$30,263,400	Mid
I-25 Frontage Rd Construction (West Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the west side of I-25	Cap	bp	NMDOT D-3	$30,263,400	Mid
I-25 Improvements at Comanche-Montgomery	Comanche Rd	Montano-Montgomery	Restrip for 4 thru lanes. Add new auxiliary lane between Comanch & Montgomery. Braid the Montgomery off-ramp with Comanche NB on-ramp. Modify other ramps for improved traffic flow.	Cap	..	NMDOT D-3	$20,000,000	Mid
I-25 Reconstruction (Southside of ABQ)	Broadway	Rio Bravo Blvd	Rehabilitate the existing lanes and add a 3rd NB & SB lane.	Cap	..	NMDOT D-3	$12,212,065	Mid
I-40 Construction (Westside) Frontage Road	118th St	98th St	Construct a new 2 lane frontage road (to serve proposed Sun Cal Town Center development).	Cap	..	Private	$2,240,000	Mid
Iris Rd Reconstruction & Widening	Idalia Rd	Paseo del Volcan	Reconstruct & Widen from 2 to 3 lanes	Cap	..	Rio Rancho	$2,737,000	Mid
Irving Blvd Extension, Phase 2	Del Oeste Dr	Ventana Ridge Rd	Construct New 2 lane Roadway.	Cap	..	Private	$3,200,000	Mid
Irving Blvd Reconstruction & Widening (A)	Rainbow Blvd	Universe Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes	Cap	bp	Private	$3,800,000	Mid

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Irving Blvd Reconstruction & Widening (B)	Universe Blvd	La Paz Dr	Reconstruct & Widen from 2 to 4 lanes	Cap	..	Private	$4,940,000	Mid
Irving Blvd Widening	Unser Blvd	Rio Los Pinos Dr	Widen roadway from 2 to 4 lanes, divided; includes bike lanes between Unser Blvd and Eagle Ranch Rd. Former CN-L3039.	Cap	bp	CoA-DMD	$4,085,206	Mid
Ladera Drive Extension (Middle Section)	Lower St	Arroyo Vista Blvd (98th St)	Construct New 2 lane Roadway; includes Bike Lanes	Cap	bp	Private	$8,151,500	Mid
Ladera Drive Widening	118th St	98th St	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Cap	bp	Private	$12,950,000	Mid
Lincoln Ave Extension	Chayote Rd	Adams Lane	Construct roadway	Cap	..	Rio Rancho	$5,500,000	Mid
Loma Colorado Extension - Upper Section	Paseo del Volcan	Progress Blvd	Construct New 4 lane Roadway; includes Bike Lanes.	Cap	bp	Private	$9,880,000	Mid
Los Lunas Corridor-New Interchange, Arterial & River Crossing Stage I	I-25	NM 47	ROW preservation to build a new interchange on I-25 south of the village with a new roadway easterly across the Rio Grande to NM 47. Alignment/alternatives per the Los Lunas Corridor Study. Some Env & PE done under G2S7602.	Cap	bp	NMDOT D-3	$200,000	Mid
Los Lunas Corridor-New Interchange, Arterial & River Crossing Stage II	I-25	NM 47	Construction to build a new interchange on I-25 south of the village with a new roadway easterly across the Rio Grande to NM 47. Alignment/alternatives per the Los Lunas Corridor Study. Some Env, PE & ROW done under G2S7602. & A300960	Cap	bp	NMDOT D-3	$55,000,000	Mid
Lower St Construction	Ladera Dr	Arroyo Vista Blvd (98th St)	Construct New 2 lane Roadway; includes Bike Lanes	Cap	bp	Private	$5,950,000	Mid
McMahon Blvd Extension	Rainbow Blvd	Universe Blvd	Construct New 2 lane Roadway. Includes bike lanes.	Cap	bp	Private	$3,213,000	Mid
McMahon Blvd Widening	Universe Blvd	Unser Blvd	Widen from 2 to 4 lanes with bike lanes and/or trail.	Cap	bp	Private	$8,200,000	Mid
Menaul Boulevard Improvements	Carlisle Blvd	Tramway Blvd	Provide for a uniform 6 lane roadway, add bicycle lanes as appropriate, implement multi-modal improvements consistent with the planning principles for increasing person-trip capacity in a heavily congested arterial corridor.	Cap	bp	CoA-DMD	$6,170,412	Mid

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Mesa Del Sol Parkway	I-25 Future Exit	Mesa del Sol Loop Rd	Construct New 4 lane, divided & Bike Lanes	Cap	bp	Private	$8,325,000	Mid
Mesa del Sol Streets and Roadways Construction Stage I	various roadways in Mesa del Sol		Construct collector roads, minor arterial roadways and major arterial roadways in Mesa del Sol.	Cap	..	Private	$80,000,000	Mid
NM 528 Rio Rancho Blvd Improvements (Upper Section)	Ridgecrest Dr/Leon Grande Ave	Northern Blvd	Pavement overlay and widening from 4 to 6 lanes including pavement markings, bike path, drainage improvements, shoulders, signage, and other appurtenances as necessary. ED, PE & Design under A300180.	Cap	bp	NMDOT CRDC	$8,819,659	Mid
North Diversion Channel Road Construction	Osuna Blvd	Alameda Blvd	Construct new 2 lane roadway with east-west connection(s). Some funds in FY 2010.	Cap	bp	CoA-DMD	$17,060,937	Mid
Northwest Loop - Northern Blvd Connection	Northwest Loop	Northern Blvd at Rio Rancho City Line	Improve (as necessary) Northern Blvd from Rio Rancho City Line westward to Northwest Loop ROW and construct new 2 lane roadway northerly approximately 1.5 miles. $1,000,000 is for improvements to Northern Blvd only which is on AMPA boundary.	Cap	..	County of Sandoval	$1,000,000	Mid
Osuna Blvd Widening Phase II	Edith Blvd	North Diversion Channel	Widen from 4 to 6 lanes, divided. Includes bike lanes and multi-purpose trail.	Cap	bp	CoA-DMD	$12,250,000	Mid
Paradise Blvd Widening (County Segment)	Justin Dr	Golf Course Rd	Widen from 2 to 4 lanes, on-street bike lanes and rebuild mult-purpose trail.	Cap	bp	Bern Co	$5,000,000	Mid
Paradise Blvd Widening, Eastern Section	Golf Course Rd	Eagle Ranch Rd	Widen from 3 to 4 lanes, on-street bike lanes and rebuild mult-purpose trail.	Cap	bp	CoA-DMD	$2,250,000	Mid
Paseo del Norte (Westside) Improvements & Widening Stage I	Rainbow Blvd	Escarpment end of current 4 lane	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Cap	bp	CoA-DMD	$1,400,000	Mid
Paseo del Norte (Westside) Improvements & Widening Stage II	Double Eagle II Rd (PdV)	Rainbow Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Cap	bp	Private	$23,125,000	Mid
Paseo del Volcan (NM 347) NW Curve Section - Construction	Southern Blvd	Unser Blvd	Construct 2 lane roadway.	Cap	..	NMDOT D-3	$16,000,000	Mid
Paseo del Volcan (NM 347) Rio Rancho Sect - Widening Stage I	Unser Blvd	Iris Rd	Widen Roadway from 2 to 4 lanes	Cap	bp	Rio Rancho	$16,000,000	Mid
Paseo del Volcan (NM 347) Rio Rancho Sect - Widening Stage II	Iris Rd	US 550	Widen Roadway from 2 to 4 lanes	Cap	bp	Rio Rancho	$30,353,600	Mid
Progress Blvd - City Center Area	Unser Blvd	Broadmoor Blvd	Construct New 2 lane Roadway	Cap	..	Private	$21,930,000	Mid

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Progress Blvd - Eastern Section	Loma Colorado Blvd	Paseo del Volcan	Construct new 2 lane roadway	Cap	..	Rio Rancho	$12,000,000	Mid
Progress Blvd - Middle Section	Broadmoor Blvd	Loma Colorado Blvd	Construct new 2 lane roadway.	Cap	..	Rio Rancho	$4,000,000	Mid
Rainbow Blvd Connection	McMahon Blvd	Southern Blvd	Construct 2 lane roadway with bike lane.	Cap	bp	Rio Rancho	$4,600,000	Mid
Rainbow Blvd Extension	Irving Blvd	McMahon Blvd	Construct New 2 lane Roadway. Includes Bike Lanes & Trail	Cap	bp	Private	$3,867,500	Mid
Rainbow Blvd Extension (Rio Rancho)	Northern Blvd	King Blvd	Construct New 2 lanes; includes Bike Lanes.	Cap	bp	Rio Rancho	$33,275,000	Mid
Rainbow Blvd Reconstruction & Widening	Unser Blvd	Woodmont Ave (near Volcano Vista HS)	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Cap	bp	Private	$18,135,000	Mid
Rio Grande Blvd Improvements	Indian School Rd	Griegos Rd	Rehabilitate roadway, reducing from 4 to 2 lanes and implementation of the Rio Grande Corridor Master Plan (Oct. 2010)	Cap	bp	CoA-DMD	$1,750,000	Mid
Roy Ave Improvements (West Sect.)	NM 313, 4th Street	Mile Marker #1.26	Reconstruct & Widen from 2 to 4 lanes	Cap	..	Pueblo of Sandia	$6,482,800	Mid
Sage Rd Reconstruction & Widening	Unser Blvd	Coors Blvd	Reconstruct and widen from 2 to 4 lanes with bike lanes.	Cap	bp	Bern Co	$3,655,000	Mid
Sen. Dennis Chavez Blvd Widening and Improvements	Paseo del Volcan	Coors Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Cap	bp	Bern Co	$14,105,000	Mid
Southern Blvd Expansion	Idalia Rd	15th St	Reconstruct & Widen to 4 lane road.	Cap	..	Rio Rancho	$11,279,000	Mid
Tierra Pintada Blvd (Old 98th St) Extension	118th St	98th St	Construct New 2 lane Roadway & Bike Lanes	Cap	bp	Private	$4,998,000	Mid
Tower Rd Widening	Unser Blvd	Coors Blvd	Widen from 2 to 4 lanes.	Cap	..	CoA-DMD	$4,500,000	Mid
Universe Blvd Connection Construction	McMahon Blvd	Westside Blvd	Construct 2 lane roadway with 1 bike lane & sidewalk.	Cap	..	Private	$4,380,000	Mid
Universe Blvd Reconstruction & Widening (B)	Irving Blvd	McMahon Blvd	Reconstruct & Widen from 2 to 4 lanes	Cap	..	Private	$4,940,000	Mid
University Blvd & Lomas Blvd Intersection Improvements	University Blvd	Lomas Blvd	Add additional turning movement capacity at key approaches and other improvements as necessary.	Cap	..	CoA-DMD	$2,000,000	Mid
University Blvd Widening	Mesa del Sol	Rio Bravo Blvd	Widen the two lane section in the Los Picaros area from 2 to 4 lanes to provide lane continuity.	Cap	..	CoA-DMD	$5,000,000	Mid

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Unser Blvd & Ladera Dr Intersection Improvements	Unser Blvd	Ladera Dr	Intersection improvements and possible grade separation of one or more movements.	Cap	..	CoA-DMD	$25,000,000	Mid
Unser Blvd Connection Widening	Atrisco Blvd (end of existing 4-lane sect.)	Paradise Blvd	Widen from 2 to 4 lanes, including on-street bike lanes and multi-purpose trail. (Some PE, Design and ROW done under A300300) Also see A300301.	Cap	bp	CoA-DMD	$15,000,000	Mid
Unser Blvd Corridor Improvements Stage I	Central Ave	Bernalillo-Sandoval County Line	Complete a uniform 4 and/or 6 lane roadway facility and implement multi-modal improvements consistent with the planning principles for increasing person-trip capacity in a heavily congested arterial corridor. (Some PE, Design and ROW done under A300300)	Cap	bp	CoA-DMD	$9,405,971	Mid
Unser Blvd Corridor Improvements Stage II	Central Ave	Bernalillo-Sandoval County Line	Complete a uniform 4 and/or 6 lane roadway facility and implement multi-modal improvements consistent with the planning principles for increasing person-trip capacity in a heavily congested arterial corridor. (Some PE, Design and ROW done under A300300)	Cap	bp	CoA-DMD	$15,000,000	Mid
Unser Blvd Improvements (NW ABQ)	Irving Blvd	Bernalillo-Sandoval County Line	Reconstruct & Widen Roadway from 2 to 4 lanes including bike lanes and trail.	Cap	bp	CoA-DMD	$6,800,625	Mid
Unser Blvd Widening Middle Section 2B	Cherry Road	Paseo del Volcan	Reconstruct & Widen from 2 to 4 lanes, divided. Add bike lanes. The project is divided into 3 segments for construction purposes: 2a-PdV to King, 2b-Farol to Pdv and 2c-King to Progress. ED, PE, Design under CN=L3111.	Cap	..	Rio Rancho	$12,485,369	Mid
Unser Blvd Widening Upper Section	Progress Blvd	US 550	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.3)	Cap	bp	Rio Rancho	$63,168,000	Mid
West Mesa (Sun Cal) Streets & Roadway Construction Stage I	various roadways on the west mesa		Construct collector roads, minor arterial roadways and major arterial roadways on the west mesa.	Cap	..	Private	$50,000,000	Mid
Westside Blvd Western Extension Construction	Rainbow Blvd	Unser Blvd	Construct 2 lane roadway with 1 bike lane & sidewalk	Cap	bp	Private	$8,600,000	Mid
Westside Blvd Widening	Golf Course Rd	NM 528	Rehab & widen from 2 to 4 lanes, bike lanes, pedestrian enhancements and other improvements per the Westside-McMahon Corridor Study. Total cost includes est of future construction costs.	Cap	bp	CoA-DMD	$5,702,247	Mid

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Winrock Redevelopment Area Streets Construction	between Louisiana and Wyoming Blvds		Construct collector roads, minor arterial roadways and major arterial roadways in the Winrock redevelopment area.	Cap	..	Private	$7,000,000	Mid
10th St (Rio Rancho) Construction	Black Arroyo Blvd	Southern Blvd	Construct 2 lane roadway with 1 bike lane and sidewalk.	Cap	..	Private	$4,300,000	Late
118th Street - New I-40 Interchange	Future 118th Street Ext at I-40		Construct full interchange with I-40	Cap	..	Private	$25,000,000	Late
2nd St Corridor Improvements	I-40	Montano Rd	Widen from 4 to 6 lanes, divided and add bike lanes and multi purpose trail from Alameda Drain to Montano Rd. Former CN=L3030.	Cap	bp	CoA-DMD	$9,971,700	Late
2nd Street Improvements (South Valley)	Desert Rd	Woodward Ave.	Reconstruct & Widen from 2 to 4 lanes & intersection improvements	Cap	..	Bern Co	$6,460,000	Late
Alameda Blvd Reconstruction & Widening, Stage IV	Barstow St	Ventura St	Reconstruct and widen to a 4 lane roadway (2 lanes approved in EA)	Cap	bp	Private	$2,700,000	Late
Arroyo Vista Blvd (98th St) Stage II	Lower St	Double Eagle II Rd (PdV)	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Cap	bp	Private	$21,157,499	Late
Broadmoor Blvd Extension (30th St) - Northern Section	Progress Blvd	Unser Blvd	Construct New 2 lane Roadway	Cap	..	Private	$4,730,000	Late
Coors Blvd & Quail Rd Intersection	Coors Blvd at Quail Rd		Reconstruct intersection with grade separation. Project includes $10,290,043 HPP obligated in FY 2008. Project PENDING results of Coors Corridor Plan Update.	Cap	..	CoA-DMD	$24,475,046	Late
Double Eagle II Rd (PdV) Connection Widening	Paseo del Norte	Southern Blvd & Paseo del Volcan	Widen roadway from 2 to 4 lanes	Cap	..	CoA-DMD	$7,000,000	Late
Double Eagle II Rd (PdV) Widening	I-40	Paseo del Norte	Widen from 2 to 4 lanes	Cap	..	CoA-Aviation	$15,640,000	Late
I-25 Expansion I-40 to Paseo del Norte	I-40	Paseo del Norte	Reconstruct from 3 to 4 Lanes & Add Auxiliary lane. Reconstruct/reconfigure interchanges to be determined.	Cap	..	NMDOT D-3	$195,000,000	Late
I-25 Frontage Rd Northbound Side	Sunport Blvd, Exit 221	Gibson Blvd, Exit 222	Construction of Frontage Road on Northbound side. Project POSTPONED.	Cap	..	NMDOT CRDC	$5,200,000	Late
I-25 Frontage Road Construction	Exit #240 (Bernalillo)	Exit #242 (US 550)	Construct a two-way frontage road on the eastside of I-25	Cap	..	NMDOT D-3	$7,000,000	Late
Irving Blvd Reconstruction & Widening (C)	La Paz Dr	Unser Blvd	Reconstruct & Widen from 3 to 4 lanes, includes Bike Lanes	Cap	bp	CoA-DMD	$6,937,500	Late
Irving Blvd Widening (Far Western Section)	Del Oeste Dr	Rainbow Blvd	Widen from 2 to 4 lanes with bike lanes.	Cap	bp	Private	$7,500,000	Late

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Ladera Drive Extension (Western Section)	Double Eagle II Rd (PdV)	Lower St	Construct new 2 lane roadway; includes bike lanes.	Cap	bp	Private	$9,520,000	Late
Lincoln Ave Extension	Paseo del Volan	Chayote Blvd	Construct new 4 lane roadway	Cap	..	Rio Rancho	$2,000,000	Late
Los Lunas New Street Connection (S of Courthouse Rd)	Rail Runner Station Area	Los Lentes Rd	Purchase property and construct new street from the Rail Runner station area to Los Lentes Road.	Cap	..	Los Lunas	$500,000	Late
McMahon Blvd Extension	Ventana Parkway West	Rainbow Blvd	Construct 2 lane Roadway, includes Bike Lanes	Cap	bp	Private	$5,950,000	Late
Mesa del Sol Streets and Roadways Construction Stage II	various roadways in Mesa del Sol		Construct collector roads, minor arterial roadways and major arterial roadways in Mesa del Sol.	Cap	..	Private	$100,000,000	Late
Middle St Construction	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Cap	bp	Private	$5,950,000	Late
NM 528 Rio Rancho Blvd Reconstruction & Widening (D)	Northern Blvd	US 550	Reconstruct to 6 lanes	Cap	..	NMDOT D-3	$73,489,999	Late
Paseo del Norte (Far Westside) Extension	Future PdV Western Alignment	Double Eagle II Rd	Construct New 2 lane Roadway. Add bike lanes.	Cap	bp	Private	$8,600,000	Late
Paseo del Norte (Far Westside) Reconstruction & Widening	Future PdV Western Alignment	Double Eagle II Rd	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes.	Cap	bp	Private	$15,200,000	Late
Paseo del Norte Improvements	Rainbow Blvd	Calle Nortena	Reconstruct & Widen from 2 to 4 lanes as Stage II. Includes Bike Lanes & Trail	Cap	bp	Private	$19,142,500	Late
Paseo del Volcan (NM 347) NW Curve Section - Widening	Southern Blvd	Unser Blvd	Widen roadway from 2 to 4 lanes with new interchange at Southern & Double Eagle II Rd; add bike trail	Cap	bp	NMDOT D-3	$41,000,000	Late
Paseo del Volcan (NM 347) Western Alignment - Construction	I-40	Southern Blvd	Construct 2 lane roadway, Interchange at I-40 & bike lanes.	Cap	bp	NMDOT D-3	$160,590,005	Late
Paseo del Volcan (NM 347) Western Alignment - Widening	I-40	Southern Blvd	Widen roadway from 2 to 4 lanes.	Cap	..	NMDOT D-3	$160,600,000	Late
Progress Blvd - Western Section	Rainbow Blvd	Unser Blvd	Construct New 2 lane Roadway, include Bike Route.	Cap	bp	Rio Rancho	$11,567,000	Late
Rainbow Blvd Connection Widening	McMahon Blvd	Southern Blvd	Widen from 2 to 4 lanes with additional bike lane and sidewalks.	Cap	bp	Rio Rancho	$4,600,000	Late
Rainbow Blvd Extension Reconstruction & Widening	Irving Blvd	McMahon Blvd	Reconstruct & Widen from 2 to 4 lanes	Cap	..	Private	$5,476,250	Late

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Tierra Pintada Blvd (Old 98th St) Reconstruction	98th St	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes. Includes Bike Lanes	Cap	bp	Private	$16,650,000	Late
Universe Blvd Connection Widening	McMahon Blvd	Westside Blvd	Widen from 2 to 4 lanes with additonal bike lane & sidewalk	Cap	bp	Private	$4,380,000	Late
University Blvd & Los Picaros Rd Grade Separation	University Blvd	Los Picaros Rd	Construct grade separated interchange.	Cap	bp	CoA-DMD	$25,000,000	Late
Unser Blvd Extension (SW ABQ) Middle Section	Gun Club Rd	Sen Dennis Chavez Blvd	Construct new 2 lane roadway with bike lanes, sidewalks and trail	Cap	bp	Private	$3,612,000	Late
Unser Blvd Extension (SW ABQ) Southern Section	Pajarito Rd	Gun Club Road	Construct new 2 lane roadway with bike lanes, sidewalks and trail.	Cap	bp	Bern Co	$9,880,000	Late
Ventana Parkway West Construction	Irving Blvd	McMahon Blvd (future)	Construct 2 lane Roadway, includes Bike Lanes	Cap	bp	Private	$4,760,000	Late
West Mesa (Sun Cal) Streets & Roadway Construction Stage II	various roadways on the west mesa		Construct collector roads, minor arterial roadways and major arterial roadways on the west mesa.	Cap	..	Private	$50,000,000	Late
Westside Blvd Western Extension Widening	Rainbow Blvd	Unser Blvd	Widen from 2 to 4 lanes and add 1 bike lane & sidewalk.	Cap	bp	Private	$8,600,000	Late
			Total Capacity Projects			**51.11%**	**$3,018,738,209**	
Double Eagle II Rd (PdV) Road Realignment at Airport Access Road	vicinity of DE II Airport Access Rd		Reconstruct roadway (possible widening) and straighten curve section and "T-in" entrance road to DE II Airport. Also reconstruct/realign DE II entrance road. Project COMPLETED with local funds.	H&BP	..	CoA-Aviation	$1,500,000	C-Uw
Coors Blvd: Rio Bravo to Old Coors	Rio Bravo Blvd	Old Coors Blvd	Reconstruct Roadway. Project #416.3 is split from this project.	H&BP	..	NMDOT D-3	$20,000,000	C-Uw
District 3 Bridge Rehab/Repl Program (FY 2007-2009)	District 3 Wide		Rehabilitate and/or replace several Federal-Aid bridges to be selected. FUNDS UTILIZED.	H&BP	..	NMDOT D-3	$4,723,714	C-Uw
District 3 Pavement Preservation (FY 2007-2009)	District Wide	AMPA Wide	Pavement Preservation on various roadways to be selected. Formerly CN=D3059. Funds UTILIZED.	H&BP	..	NMDOT D-3	$3,404,597	C-Uw
I-25: Comanche-Jefferson Pavement Preservation	Comanche Rd	Jefferson St	Resurfacing I-25 by mill & inlay. COMPLETED.	H&BP	..	NMDOT D-3	$2,560,576	C-Uw
I-40, 98th St to Coors Blvd	98th Street Exit 153	Coors Blvd Exit 155	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane. COMPLETED.	H&BP	..	NMDOT D-3	$15,700,000	C-Uw
I-40, Zuzax to Sedillo	Zuzax interchange	Sedillo (MP 180.5)	Reconstruct Highway. COMPLETED.	H&BP	..	NMDOT D-3	$24,500,000	C-Uw
Arenal Rd Reconstruction	Coors Blvd	Tapia Blvd	Reconstruct Roadway	H&BP	..	Bern Co	$5,940,000	C-Uw

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Camino Don Tomas (ARRA)	Calle Don Francisco	US 550	Reconstruct 2 lanes & add/improve sidewalks. Add center double left turn lanes & add deceleration lane for new school bus access. Project UNDER CONSTRUCTION.	H&BP	bp	Bern Twn	$2,914,579	C-Uw
Camino Don Tomas (ARRA) Phase II	Calle Don Francisco	US 550	Implement cost savings from orig ARRA project including: paving trail, additional street lighting, water line relocation & additional landscaping. In existing ROW & orig proj limits. Project split from ESL3310 funds from letting adjustment. UNDER CONSTR.	H&BP	bp	Bern Twn	$1,039,528	C-Uw
I-25 Belen Segment & Isleta Pueblo Segment Pavement Preservation	MP 195 to MP 196 (approx.)	MP 207 to MP 209 (approx.)	Pavement preservation (mill and inlay and open-graded friction course) including pavement markings, signage, and other appurtenances as necessary. COMPLETED.	H&BP	..	NMDOT D-3	$2,100,000	C-Uw
I-25 Ramp Pavement Preservation	I-25 SB off-ramp at Commanche		Pavement preservation. COMPLETED.	H&BP	..	NMDOT D-3	$819,288	C-Uw
I-25, Jefferson to PdN - Pavement Preservation	MP 229 near Jefferson Blvd	MP 232 near Paseo del Norte	Pavement preservation (mill and inlay and open-graded friction course) including pavement markings, signage, and other appurtenances as necessary. COMPLETED.	H&BP	..	NMDOT D-3	$3,660,380	C-Uw
I-25, NM 317 Isleta Pueblo to Broadway - Pavement Preservation	MP 207 (approx.)	MP 217 (approx.) near Broadway Blvd	Pavement preservation (mill and inlay and open-graded friction course) including pavement markings, signage, and other appurtenances as necessary. NOTE: MP 207-209 tbd under A300361. COMPLETED.	H&BP	..	NMDOT D-3	$3,967,655	C-Uw
I-40 Rio Puerco Ramp Modifications	Rio Puerco Interchange Exit 140		Construct ramp modifications. COMPLETED.	H&BP	..	NMDOT D-3	$6,061,575	C-Uw
I-40, Route 66 Casino Ramps & Access Rd Improvements	I-40 Westbound Ramps		Road Improvements. UNDER CONSTRUCTION.	H&BP	..	Pueblo of Laguna	$2,900,000	C-Uw
I-40, San Mateo Interchange	Carlisle Blvd	San Mateo Blvd	Reconstruct Interchange and Reconstruct I-40 from Carlisle Blvd to San Mateo Blvd. COMPLETED.	H&BP	..	NMDOT D-3	$45,443,588	C-Uw
I-40, Tijeras to Zuzax	Tijeras interchange	Zuzax interchange	Reconstruct Highway. COMPLETED.	H&BP	..	NMDOT CRDC	$25,050,453	C-Uw
NM 313 & NM 556 Intersection Improvements	NM 313 & NM 556, Roy Ave		Intersection Improvements. This is a joint project of Sandia Pueblo and NMDOT. COMPLETED.	H&BP	..	NMDOT D-3	$3,979,635	C-Uw

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NM 313 in Town of Bernalillo - Pavement Rehabilitation	NM 473	US 550	Pavement rehabilitation including signage, pavement markings and other appurtenances as necessary.	H&BP	..	NMDOT CRDC	$1,400,595	C-Uw
NM 556/313 bridge over North Diversion Channel	NM 556/313 over North Diversion Channel		Bridge Rehabilitation & Deck Replacement. COMPLETED.	H&BP	..	NMDOT CRDC	$2,700,000	C-Uw
Petroglyph National Monument Road Rehab.	Unser Blvd	visitor center	Rehabilitate roadway. Project COMPLETED.	H&BP	..	US National Park Service	$600,000	C-Uw
AMPA Wide Bridge & Structure Painting	AMPA Wide locations t.b.d.		Painting of selected bridges and structures	H&BP	..	NMDOT D-3	$898,851	Early
AMPA Wide Intersection Improvements (1st Six Fiscal Years)	various intersections	AMPA Wide	Intersection improvements @ $700,000 per year by various local agenices. Old CN=D3211.	H&BP	..	MRMPO	$4,200,000	Early
Atrisco Dr Improvements	Hooper Rd	Central Ave	Resurface roadway, install/rehab. storm drainage, curbs, gutters, sidewalks, etc.	H&BP	..	CoA-DMD	$3,100,000	Early
Central Ave & Eubank Blvd Intersection Improvements	Central Ave at Eubank Blvd		Construct Intersection improvements and improve pedestrian accessibility.	H&BP	bp	CoA-DMD	$2,500,000	Early
Cherry Rd Reconstruction	10th St NE	Unser Blvd	Reconstruct roadway	H&BP	..	Rio Rancho	$3,500,000	Early
District 3 - Three Bridges Rehab	Brg #7653 NM333 @ I-40, #8793 Lomas @ I-40	#9942 I-25 @ Candelaria	Rehabilitation of bridges to include as necessary: deck and joint repair, slab lifting work and other appurentances	H&BP	..	NMDOT D-3	$430,148	Early
District 3 Pavement Preservation (FY 2013)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$1,400,000	Early
District 3 Pavement Preservation (FY 2014)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$1,400,000	Early
District 3 Pavement Preservation (FY 2015)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$1,400,000	Early
District 3 Wide Bridge Rehab/Repl Program (Placeholder)	District 3 Wide		Rehabilitate and/or replace several Federal-Aid bridges to be selected. Old CN was BR003. New CN will be issued as specific bridges/projects are identified.	H&BP	..	NMDOT D-3	$5,849,010	Early
Fortuna Rd	west of 76th St	Coors Blvd	Resurface roadway, install/rehab. storm drainage, curbs, gutters, sidewalks, bike lanes, etc.	H&BP	bp	CoA-DMD	$3,600,000	Early

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I-25 & US 550 Interchange Reconstruction	I-25 Exit 242 at US 550		Reconstruct and reconfigure Interchange (includes approaches from both routes). Some funds obligated in FY 2009.	H&BP	..	NMDOT CRDC	$23,304,334	Early
I-25 Bernalillo - Algodones Pavement Preservation	MP 242	MP 248.7	Pavement preservation. (Project is mostly within the AMPA.). Total cost of $4,692,158 includes FY 2011 funds.	H&BP	..	NMDOT D-3	$4,692,158	Early
I-25 NB Lane Relocation	Comanche Rd	Montgomery Blvd	Pavement preservation and relocation of northbound "drop-lane".	H&BP	..	NMDOT D-3	$4,225,071	Early
I-25 Rio Bravo Interchange Improvements Stage I	I-25 Exit 220 at NM 500, Rio Bravo Blvd		Interchange improvements such as turn lanes. Stage II for further improvements (if any) pending recommendation from the I-25 Southern Corr. Study. Includes bike facilities thru interchange on Rio Bravo Blvd from Broadway to University Blvd.	H&BP	bp	CoA-DMD	$5,288,462	Early
I-40 & I-25 Bridge Rehabilitation	I-40 & Eubank, I-40 & Pennsylvania, I-40 & Juan Tabo	I-40 over Rio Grande, I-25 & Montgomery	Bridge rehabilitation	H&BP	..	NMDOT CRDC	$2,520,430	Early
I-40 Eastbound Bridge over Rio Puerco	I-40 Eastbound over Rio Puerco		Bridge Rehab & Deck Replacement	H&BP	..	NMDOT CRDC	$3,175,712	Early
I-40 Pavement Reconstruction at Nine Mile Hill	MP 138.9	MP 145.1	Pavement reconstruction and preservation.	H&BP	..	NMDOT D-3	$11,789,448	Early
I-40 Rio Puerco Area Interchange Reconstruction	Exit #140 Rio Puerco Interchange		Reconstruct interchange and associated bridge rehab/replacement as needed. (Formerly CN G1513.) Breakdown of the FY 2012 BRR funding is $1,037,739=BRR Maint + $268,435 and $2,278,457=BRR On + $569,614 match.	H&BP	..	NMDOT CRDC	$5,873,230	Early
I-40 West of West Central - Pavement Preservation	MP 147	MP 149	Pavement preservation with mill and inlay including pavement markings, signage and other appurtenances as necessary.	H&BP	..	NMDOT CRDC	$1,400,000	Early
I-40, West Central to 98th St (SIB Repayment FY 2011-2013)	Central Ave Exit 149	98th St Exit 153	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane. Local Non-Match Funds are AMAFCA funds.	H&BP	..	NMDOT D-3	$27,764,957	Early
Isleta Blvd (NM 314) Reconstruction	Isleta Pueblo Boundary	Rio Bravo Blvd	Reconstruct roadway, intersection improvements and safety improvements with bike lanes.	H&BP	bp	Bern Co	$4,260,000	Early
NM 314 bridge over Highline Canal	NM 314 over Highline Canal		Replace Bridge	H&BP	..	NMDOT CRDC	$1,848,071	Early

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NM 314 over BNSF RR - Bridge Deck Replacement	NM 314 Bridge over BNSF RR		Replace Bridge Deck. $3,600 + match = $4,500 will be used for ROW.	H&BP	..	NMDOT CRDC	$4,747,473	Early
NM 314 Reconstruction in Los Lunas	NM 6, Main St	Northern Village/Pueblo Boundary	Reconstruct Roadway	H&BP	..	Los Lunas	$12,837,000	Early
NM 337 MP 19.1 - MP 26.4 Pavement Preservation	MP 19.1	MP 26.4	Pavement preservation	H&BP	..	NMDOT D-3	$976,798	Early
NM 500 Rio Bravo Blvd Roadway & Intersection Reconstruction	2nd Street (MP 3.16)	Broadway (MP 3.84)	Reconstruction of roadway sections and intersections. Intersections are: Rio Bravo & Broadway, Rio Bravo & Isleta Blvd, and Rio Bravo & 2nd St.	H&BP	..	NMDOT D-3	$3,188,035	Early
NM 528, Alameda Blvd MP 0.0 - 1.5 Pavement Preservation	North Diversion Channel	San Pedro Dr	Pavement preservation.	H&BP	..	NMDOT D-3	$1,211,508	Early
NM 556 Roy Ave Bridge Replacements on Sandia Pueblo	Bridge #5703 NM 556 over Edith Blvd	Bridge #5704 NM 556 over NMRRX	Replacement of existing bridges; includes signage, striping, guardrail and other appurtenances.	H&BP	bp	NMDOT D-3	$1,100,000	Early
NM 6 Bridge Replacement	MP 27.4 - MP 32.6 (AMPA Portion)	MP 19.5 - MP 27.4 (non-AMPA portion)	Replacment of bridges # 210, 212, 213, 214, 6290 & 6291. Funding is listed in STIP under 3100250. Project approved by MTB for AMPA portion.	H&BP	..	NMDOT D-3	$3,798,689	Early
NM 6 Los Lunas Intersection Improvements	various locations in Los Lunas		Construct intersection improvements. NM 6 at: Los Morros, Desert Willow/S. Ranch, Emilio Lopez, Grant, Los Cerritos, Canal, Don Pasquale, Sichler, Sandoval, Munoz, NM314, Luna, Carson, Wences, Los Lentes, River Pk Rd, Blue Bonnet, NM263, (cont'd below)	H&BP	..	Los Lunas	$2,106,742	Early
NM 6 West Side of Los Lunas - Pavement Preservation	MP 18.2	MP 32.5	Pavement preservation including pavement markings, signage, and other appurtenances as necessary.	H&BP	..	NMDOT CRDC	$3,383,695	Early
Ouray Rd & Ladera Dr Intersection Improvements	Ouray Rd at Ladera Dr		Construct intersection improvements. Project UNDER CONSTR. 1-27-10.	H&BP	..	CoA-DMD	$1,000,000	Early
South Hill Rd	NM 473	US 550	Adv. Constr. to Reconstruct 2 lanes & Add Shoulders. Former CN=L3123.	H&BP	..	Bern Twn	$1,256,430	Early

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Sunport Area Roads Improvements	various roads in the Sunport Area		Rehabilitate and/or resurface: Sunport Blvd Airport Loop, Girard Blvd from Sunport to Gibson, sections of University Blvd between Sunport & Rio Bravo, Spirit Dr and Clark Carr Blvd.	H&BP	..	CoA-Aviation	$7,000,000	Early
Sunport Blvd Pavement Rehabilitation	I-25	Girard Blvd	Mill & repave (or other pavement rehab.)	H&BP	..	CoA-Aviation	$2,000,000	Early
Tribal Road #2 Extension Reconstruction	Tribal Road #26 southerly to	Tribal Road #30	Reconstruct with roadway widening, paving, and drainage.	H&BP	..	Pueblo of Isleta	$583,000	Early
Tribal Road 90 Reconstruction	Township 8 North, Range 2 East	Sections 2 and 11 within Isleta Indian Reservation	Grading, drainage, place aggregate base course and hot minor asphalt pavement.	H&BP	..	Pueblo of Isleta	$1,470,000	Early
Unser Blvd Reconstruction (Improvement of Geometrics)	Dellyne Ave	Montano Rd	Reconstruct Roadway; includes bike lanes & trail.	H&BP	bp	CoA-DMD	$4,991,250	Early
Alameda Blvd Reconstruction	Ventura Blvd	Eubank Blvd	Reconstruct 2 lane Roadway and Bike Lanes & Trail	H&BP	bp	Bern Co	$5,950,000	Mid
AMPA Wide Intersection Improvements (Mid Time Frame)	AMPA Wide		Intersection improvements @ $700,000 per year by various local agenices.	H&BP	..	MRCOG	$7,000,000	Mid
Bridge Blvd Reconstruction	NM 45, Coors Blvd	Barelas Bridge over the Rio Grande	Reconstruct roadway including sidewalks, medians and other enhancements. Includes widening of Tower Rd btwn Coors & Bridge and Bridge from Tower to Old Coors with roundabout at Bridge & Tower.	H&BP	bp	Bern Co	$23,000,000	Mid
Central Ave & Juan Tabo Blvd Intersection Improvements	Central at Juan Tabo	and Juan Tabo fr Central to Southern	Reconstruct Intersection and Improve Safety and pedestrian accessibility. Add turn lanes & improvements on Juan Tabo to Southern Blvd.	H&BP	bp	CoA-DMD	$5,000,000	Mid
Corrales Access "A" Intersection	NM 528	Northern Blvd	Construct full intersection from NM 528 & Northern Blvd to Don Julio Road	H&BP	..	Corrales	$1,000,000	Mid
Courthouse Road Improvements Stage II	NM 314	Los Lentes Rd	Construct street improvements including: pavement, on-street parking, sidewalks, curbs, bike lanes, crosswalks, drainage, signage, signal improvements and intersection improvements at side streets as needed.	H&BP	..	Los Lunas	$772,472	Mid
District 3 Bridge Rehab/Repl Program (Mid Time Frame)	District 3 Wide		Rehabilitate and/or replace federal-aid bridges.	H&BP	..	NMDOT D-3	$10,000,000	Mid
District 3 Pavement Preservation (FY 2016)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$2,000,000	Mid

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District 3 Pavement Preservation (FY 2017)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$1,150,000	Mid
District 3 Pavement Preservation (FY 2018)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$1,400,000	Mid
District 3 Pavement Preservation (FY 2019)	District 3 Wide		Pavement Preservation on various roadways to be selected.	H&BP	..	NMDOT D-3	$1,400,000	Mid
District 3 Pavement Preservation (Mid Time Frame)	District 3 Wide		Pavement preservation on various highways.	H&BP	..	NMDOT D-3	$20,000,000	Mid
Double Eagle II Rd (PdV) Rehabilitation	DE II Airport Access Road	Paseo del Norte	Rehabiliatate and resurface roadway.	H&BP	..	CoA-Aviation	$3,000,000	Mid
Fed Aid Hwys Rehab/Reconst (Mid Time Frame): Bernalillo County	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	Bern Co	$10,300,000	Mid
Fed Aid Hwys Rehab/Reconst (Mid Time Frame): City of Albuquerque	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	CoA-DMD	$78,000,000	Mid
Fed Aid Hwys Rehab/Reconst (Mid Time Frame): City of Rio Rancho	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	Rio Rancho	$20,600,000	Mid
Fed Aid Hwys Rehab/Reconst (Mid Time Frame): Smaller Municip.	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	Various/Joint Effort	$5,000,000	Mid
Five Points Rd Reconstruction, Stage II	Atrisco Dr	Gatewood Ave	Reconstruct roadway	H&BP	..	Bern Co	$4,160,000	Mid
Frost Rd Reconstruction	NM 14	Valle Hermosa Rd	Reconstruct roadway	H&BP	..	Bern Co	$6,963,900	Mid
Idalia Rd Reconstruction	Loma Colorado Blvd	Iris Rd	Reconstruct Highway and Build Bike Lanes	H&BP	bp	Rio Rancho	$10,197,000	Mid
NM 333 East Mountatins Area - Pavement Preservation	Tramway Blvd	Sedillo	Pavement preservation including pavement markings, signage, and other appurtenances as necessary.	H&BP	..	NMDOT CRDC	$3,850,000	Mid
NM 448 Corrales Road & Meadowlark Lane Intersection Improvements	NM 448 at Meadowlark Lane		Redesign intersection and construct improvements to improve safety. Includes: storm water control, bicycle & pedestrian facilities and delineation of commercial driveways and other improvements.	H&BP	..	Corrales	$1,711,000	Mid
NM 47 Resurfacing	Isleta-Bosque Farms Boundary	I-25 Interchange	Resurface roadway	H&BP	..	Pueblo of Isleta	$800,000	Mid

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
NM 500 Rio Bravo EB Bridge Replacement (Bridge #6204)	NM 500 MM 2.39	NM 500 MM 2.43	Replace bridge.	H&BP	..	NMDOT D-3	$5,626,427	Mid
NM 556 Tramway Blvd Pavement Preservation	Central Ave	Montgomery Blvd	Pavement preservation including pavement markings, signage, and other appurtenances as necessary.	H&BP	..	NMDOT CRDC	$5,880,000	Mid
Old NM 44 Bridge Improvements	Old NM 44 over channel	Bridge #8698	Analyze and design the repair or replacement of the bridge to remove bridge from the Deficient Bridge List. Project POSTPONED.	H&BP	..	Bern Twn	$437,500	Mid
Paseo del Norte PCCP Intersection Reconstruction	I-25	Tramway Blvd	Reconstruct the PCCP intersections on NM 423 (PdN) between I-25 and Tramway Blvd.	H&BP	..	NMDOT D-3	$1,200,000	Mid
Paseo del Volcan Rehabilitation	Sen. Dennis Chavez Blvd	I-40	Rehabilitate roadway, shoulders, etc. includes bike lanes and trail.	H&BP	bp	Bern Co	$1,147,900	Mid
Roadway Improvements on Road #N-57 & N-58	beg. from west N-56	easterly to N-57	Road improvements: includes roadbed, drainage, blacktop with bridge/culvert work as needed & signage, etc.	H&BP	..	To'hajiilee-Navajo Gov't.	$3,500,000	Mid
Tribal Road #80 Construction	Township 8 North, Range 2 East	Sections 14 & 23 withing Isleta Indian Reservation	Hot minor asphalt concrete pavement.	H&BP	..	Pueblo of Isleta	$701,000	Mid
Tribal Roads Rehab (Mid Time Frame)	various locations		Repair and rehabilitate eligible roads on Indian Reservations using IRR funds.	H&BP	..	Various/Joint Effort	$1,000,000	Mid
AMPA Wide Intersection Improvements (Late Time Frame)	AMPA Wide		Intersection improvements @ $700,000 per year by various local agenices.	H&BP	..	MRCOG	$7,000,000	Late
District 3 Bridge Rehab/Repl Program (Late Time Frame)	District 3 Wide		Rehabilitate and/or replace federal-aid bridges.	H&BP	..	NMDOT D-3	$10,000,000	Late
District 3 Pavement Preservation (Late Time Frame)	District 3 Wide		Pavement preservation on various highways.	H&BP	..	NMDOT D-3	$20,000,000	Late
Fed Aid Hwys Rehab/Reconst (Late Time Frame): Bernalillo County	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	Bern Co	$12,400,000	Late
Fed Aid Hwys Rehab/Reconst (Late Time Frame): City of Albuquerque	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	CoA-DMD	$93,400,000	Late
Fed Aid Hwys Rehab/Reconst (Late Time Frame): City of Rio Rancho	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	Rio Rancho	$24,600,000	Late

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Fed Aid Hwys Rehab/Reconst (Late Time Frame): Smaller Municip.	various locations annually		Rehabilitate and/or reconstruct roadways to maintain and preserve the infrastructure.	H&BP	..	Various/Joint Effort	$5,000,000	Late
I-25 Interchange Reconstruction (Los Lunas)	Exit 203, Los Lunas Interchange		Reconstruct Interchange	H&BP	..	NMDOT D-3	$28,500,000	Late
Major Bridge Rehabilitation: Bridge Blvd over Rio Grande	Bridge Blvd over Rio Grande		Major rehabilitation of the bridge. Possible widening.	H&BP	..	NMDOT D-3	$10,000,000	Late
Major Bridge Rehabilitation: Central Avenue over Rio Grande	Central Ave over Rio Grande		Major rehabilitation of the bridge. Possible widening.	H&BP	..	CoA-DMD	$10,000,000	Late
Major Bridge Rehabilitation: I-25 over Rio Grande	I-25 over Rio Grande		Major rehabilitation of the bridge. Possible widening.	H&BP	..	NMDOT D-3	$40,000,000	Late
Major Bridge Rehabilitation: I-40 over Rio Grande	I-40 over Rio Grande		Major rehabilitation of the bridge. Possible widening.	H&BP	..	NMDOT D-3	$40,000,000	Late
Major Bridge Rehabilitation: Montano over Rio Grande	Montano Blvd over Rio Grande		Major rehabilitation of the bridge.	H&BP	..	CoA-DMD	$10,000,000	Late
Major Bridge Rehabilitation: NM 528, Alameda Blvd over Rio Grande	NM 528, Alameda Blvd over Rio Grande		Major rehabilitation of the bridge. Possible widening.	H&BP	..	NMDOT D-3	$15,000,000	Late
Major Bridge Rehabilitation: NM 6 over Rio Grande	NM 6 over Rio Grande		Major rehabilitation of the bridge.	H&BP	..	NMDOT D-3	$5,000,000	Late
Major Bridge Rehabilitation: US 550 over Rio Grande	US 550 over Rio Grande		Major rehabilitation of the bridge. Possible widening.	H&BP	..	NMDOT D-3	$30,000,000	Late
NM 448, Corrales Road Reconstruction	NM 528, Alameda Blvd	NM 528 Rio Rancho Blvd	Reconstruct roadway. This is proposed by the village to be in cooperation with NMDOT.	H&BP	..	Corrales	$25,000,000	Late
Tribal Roads Rehab (Late Time Frame)	various locations		Repair and rehabilitate eligible roads on Indian Reservations using IRR funds.	H&BP	..	Various/Joint Effort	$1,500,000	Late
			Total Highway & Bridge Preservation Projects			**16.71%**	**$987,183,864**	
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2008-2010)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles). Funds UTILIZED.	ITS-TSM	..	NMDOT D-3	$3,546,658	C-Uw
CMP Travel Time Program (FY 2010)	Region wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$140,449	C-Uw

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Downtown Core Area Conversions: 2nd Street & 3rd Street	Bridge Blvd	Coal Ave	Convert existing one-way streets into two, two-way streets. The cumulative number of northbound and southbound through lanes remains the same. Project includes: pavement markings, signage and pavement repairs and signalization revisions as necessary.	ITS-TSM	..	CoA-DMD	$500,000	C-Uw
ITS - District 3 Deployment (FY 2010)	I-40 locations	I-25 locations, Rio Bravo locations	Implement ITS improvements in conformance to the Regional ITS Architecture. Includes: trenching, conduit, manhole install, pull-boxes, mircoloop installation, fiber optics, message sign installation, etc.	ITS-TSM	..	NMDOT Oper./ITS	$1,948,020	C-Uw
ITS-Albuquerque Traffic Management System (FY 2006-2010)	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	..	CoA-DMD	$11,877,388	C-Uw
Regional Traffic Surveillance (Traffic Count) Program (FY 2006-2010)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel. Also ref CN=MP329 and 7688. COMPLETED.	ITS-TSM	..	MRCOG	$1,207,865	C-Uw
AMPA Wide Comprehensive Regional Travel Survey	AMPA Wide		Conduct a data collection effort that includes a household survey, commercial vehicle survey, external station survey, transit on-board survey, and intergration of survey results into the travel demand model.	ITS-TSM	..	MRMPO	$1,170,412	Early
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2011)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$400,000	Early
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2012)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$400,000	Early
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2013)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$400,000	Early
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2014)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$1,200,000	Early
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2015)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$1,200,000	Early

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
CMP Travel Time Program (FY 2011)	Region wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$154,494	Early
CMP Travel Time Program (FY 2012)	Region wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$169,944	Early
CMP Travel Time Program (FY 2013)	Region wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$186,938	Early
CMP Travel Time Program (FY 2014)	Region wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$205,632	Early
CMP Travel Time Program (FY 2015)	Region wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$226,195	Early
ITS - District 3 Deployment of ITS (FY 2011)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$485,630	Early
ITS - District 3 Deployment of ITS (FY 2012)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$1,484,081	Early
ITS - District 3 Deployment of ITS (FY 2013)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$1,484,081	Early
ITS - District 3 Deployment of ITS (FY 2014)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$1,367,040	Early
ITS - District 3 Deployment of ITS (FY 2015)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$1,367,040	Early
ITS-Albuquerque Traffic Management System (FY 2011)	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	..	CoA-DMD	$998,736	Early

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ITS-Albuquerque Traffic Management System (FY 2012)	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	..	CoA-DMD	$2,933,427	Early
ITS-Albuquerque Traffic Management System (FY 2013)	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	..	CoA-DMD	$2,640,824	Early
ITS-Albuquerque Traffic Management System (FY 2014-2017)	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS. Separate CNs will be issued later for each FY as needed.	ITS-TSM	..	CoA-DMD	$5,459,176	Early
Regional Traffic Surveillance (Traffic Count) Program (FY 2011)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel. Also ref CN=MP329 and 7688	ITS-TSM	..	MRCOG	$238,764	Early
Regional Traffic Surveillance (Traffic Count) Program (FY 2012)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	..	MRCOG	$275,625	Early
Regional Traffic Surveillance (Traffic Count) Program (FY 2013)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	..	MRCOG	$289,405	Early
Regional Traffic Surveillance (Traffic Count) Program (FY 2014)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	..	MRCOG	$303,875	Early
Regional Traffic Surveillance (Traffic Count) Program (FY 2015)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	..	MRCOG	$319,070	Early
Traffic Signal Coordination at River Crossings	AMPA Wide river crossing routes	various locations	Collect turning movement counts and traffic data and develop optimum signal timing plans.	ITS-TSM	..	Bern Co	$73,000	Early
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2016)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$400,000	Mid
AMPA Wide Motorist Assistance Courtesy Patrols (FY 2017)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$800,000	Mid
AMPA Wide Motorist Assistance Courtesy Patrols (Mid Time Frame)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$4,000,000	Mid

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Central Ave Improvements (98th - Rio Grande)	98th St	Rio Grande Blvd	Implement mult-modal improvements consistent with the planning principles for increasing person-trip capacity in a heavily congested river crossing corridor. Total Project Cost includes future phasing.	ITS-TSM	..	CoA-DMD	$16,096,442	Mid
CMP Travel Time Program (Mid Time Frame)	Region Wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$1,000,000	Mid
ITS - District 3 Deployment of ITS (FY 2016)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$500,000	Mid
ITS - District 3 Deployment of ITS (FY 2017)	I-25 & I-40 & other State Hwys	AMPA Wide	Implement ITS Improvements in conformance to the Regional ITS Architecture	ITS-TSM	..	NMDOT D-3	$500,000	Mid
ITS - Regional ITS Expansion (Mid Time Frame)	AMPA Wide		Implement ITS irmprovements.	ITS-TSM	..	Various/Joint Effort	$32,000,000	Mid
ITS Operational Enhancements on CMP Corridors	AMPA Wide		Implement ITS on CMP corridors to improve operational efficiency. Implementation priority to be based on operational analysis & CMP strategies matrix. Includes: signal timing enhancements & other ITS improvements & active corridor management.	ITS-TSM	..	MRCOG	$3,950,139	Mid
ITS Regional Operations & Incident Management Enhancements (FY 2016-2025)	AMPA Wide		Enhance operations and incident managment programs and facilities as needed.	ITS-TSM	..	NMDOT Oper./ITS	$10,000,000	Mid
ITS Regional Transportation Management Center (TMC)	location t.b.d.		Design & construct a regional transportation management center (TMC) for all ITS stakeholders. TMC will integrate multi-agency ITS components, signal systems, & interstate/arterial monitoring systems for real-time transportation & incident management.	ITS-TSM	..	NMDOT Oper./ITS	$8,681,648	Mid
Regional Traffic Surveillance (Traffic Count) Program (FY 2016)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel. In addition there is available $100,000 of SPR funds for the rural program.	ITS-TSM	..	MRCOG	$217,982	Mid

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Regional Traffic Surveillance (Traffic Count) Program (FY 2017)	Bernalillo, Valencia, Sandoval & Torrance		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel. In addition there is available $100,000 of SPR funds for the rural program.	ITS-TSM	..	MRCOG	$234,733	Mid
AMPA Wide Motorist Assistance Courtesy Patrols (Mid Time Frame)	AMPA Wide		Operate courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	..	NMDOT D-3	$4,000,000	Late
CMP Travel Time Program (Late Time Frame)	Region Wide		Collect travel time data on the roads and interstate system identified in the congested network of the AMPA. Data will be used for the congestion management process (CMP) among other uses.	ITS-TSM	..	MRMPO	$1,000,000	Late
Coors Corridor Traffic Flow Improvements for Commuter Routes	Bridge Blvd	NM 528 (Alameda Blvd)	Construct improvements to existing signals and roadways to improve commuter travel	ITS-TSM	..	CoA-DMD	$18,000,000	Late
ITS - Regional ITS Expansion (Late Time Frame)	AMPA Wide		Implement ITS irmprovements.	ITS-TSM	..	Various/Joint Effort	$38,500,000	Late
ITS Regional Operations & Incident Management Enhancements (FY 2026-2035)	AMPA Wide		Enhance operations and incident managment programs and facilities as needed.	ITS-TSM	..	NMDOT Oper./ITS	$10,000,000	Late
			Total Intelligent Transportation Systems & Transportation Systems Management Projects			**3.29%**	**$194,534,713**	
TOD Program	various locations		Conduct land use and transportation feasibility study (including use of roundabouts). Funds UTILIZED.	Misc	bp	CoA-Planning	$100,000	C-Uw
Albuquerque City Great Streets (FY 2008-2009)	Refer to project description for termini		Implement design concepts from Great Facility Street Plan. Termini: Central Ave from Coors Blvd to 8th St, and from Girard to Tramway (West Central, Nob Hill & East Central) and the vicinity of 12th St & Menaul Blvd; other loations may be included.	Misc	bp	CoA-DMD	$3,850,000	C-Uw
Coors Blvd: NM 45 & Barcelona Intersection Improvement	NM 45 & Barcelona Rd		Relocate signal from NM 45 & Rio Bravo Sq to NM 45 & Barcelona. This is in advance of the improvements under G2033 (#416.2). COMPLETED.	Misc	..	NMDOT CRDC	$707,816	C-Uw
I-25 & I-40: Big "I" Landscaping	I-25 & I-40 Interchange		Landscaping throughout Big "I" Interchange. Project COMPLETED.	Misc	..	CoA-DMD	$5,000,000	C-Uw

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
I-25 Southern Corridor Study	Isleta Pueblo Boundary	Big "I" (I-40)	Transportation Study. Study COMPLETED.	Misc	..	NMDOT D-3	$1,300,000	C-Uw
Interstate Landscaping (FY 2009)	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways. Cooperative effort with NMDOT D-3. Formerly CN D3037. COMPLETED.	Misc	..	CoA-DMD	$4,165,324	C-Uw
SRTS: APS Safe Routes to Schools Project #1	Wilson Middle Sch. & Emerson Elem. Sch.		Develop a Safe Routes to School Action Plan. Plan COMPLETED.	Misc	..	Albuq. Public Schools	$15,000	C-Uw
SRTS: APS Safe Routes to Schools Project #2	Monte Vista Elementary School		Develop a Safe Routes to School Action Plan. Plan COMPLETED.	Misc	..	Albuq. Public Schools	$15,000	C-Uw
SRTS: Rio Rancho Public Schools Safe Routes to Schools Project #1	various schools in the district		Develop a Safe Routes to School Action Plan for several schools. Plan COMPLETED.	Misc	..	Rio Rancho Public Schools	$15,000	C-Uw
ABQ Ride - Transit Enhancements (FY 2006-2010)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$535,919	C-Uw
District 3 On-Call Planning & Design Support (FY 2007-2010)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis. Formerly CN=D3047. Funds UTILIZED.	Misc	..	NMDOT D-3	$1,345,661	C-Uw
El Camino Real/RT 66 Nat Scenic Byway: Gateway 4th & Vineyard	Gateway at 4th Street & Vineyard Rd		Construct a gateway at 4th St. & Vineyard Rd. Project COMPLETED.	Misc	..	Los Ranchos	$72,200	C-Uw
I-40 Embudo Channel Improvements (FY 2010)	approx. San Mateo Blvd	approx. Juan Tabo Blvd	Reconstruction/rehabiliation of the Embudo Channel in the median of I-40. Project to be staged in sections and built over several years. Project is joint effort with AMAFCA. Funds OBLIGATED.	Misc	..	NMDOT D-3	$1,000,000	C-Uw
NM 528 Rio Rancho Blvd Street Lighting (ARRA)	Southern Blvd	US 500	Install street lighting to improve safety. Project UNDERWAY.	Misc	..	NMDOT D-3	$1,084,538	C-Uw
Albuquerque Comprehensive Bikeway/Trail Plan Update	Albuquerque City Wide		Update Comprehensive Bikeway/Trail Plan. Plan is in DRAFT.	Misc	bp	CoA-DMD	$500,000	Early
Orthophotography (FY 2012)	District 3 wide		Orthophotgraphic services provided by the Mid-Region Council of Governments per MOU.	Misc	..	NMDOT D-3	$50,000	Early
SRTS: Corrales Schools Phase 2	Corrales Elementary School	Cottonwood Montessori School	Educational programs for children on safety traveling to school.	Misc	..	Corrales	$25,000	Early

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12th St & Menaul Blvd Streetscape	12th St fr I-40 to Woodland Ave	Menaul Blvd fr 17th St to 9th St	Implement streetscape improvements and pedestrian amenities. Partially funded under Albuquerque Great Streets.	Misc	bp	CoA-DMD	$3,375,000	Early
ABQ City-Wide Median Landscaping & Interstate Enhancements	various locations in the City of Albuquerque		Install median landscaping and enhancements on various highways.	Misc	..	CoA-DMD	$36,000,000	Early
ABQ Ride - Transit Enhancements (FY 2011)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$4,450	Early
ABQ Ride - Transit Enhancements (FY 2012)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$299,950	Early
ABQ Ride - Transit Enhancements (FY 2013)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$109,200	Early
ABQ Ride - Transit Enhancements (FY 2014)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$110,000	Early
ABQ Ride - Transit Enhancements (FY 2015)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$112,500	Early
Albuquerque City Great Streets (FY 2011)	Refer to project description for termini		Implement design concepts from Great Facility Street Plan. Termini: Central Ave from 98th St to 8th St, and from Girard to Tramway (West Central, Nob Hill & East Central) and the vicinity of 12th St & Menaul Blvd; other loations may be included.	Misc	bp	CoA-DMD	$1,006,554	Early
Albuquerque City Great Streets (FY 2014)	Refer to project description for termini		Implement design concepts from Great Facility Street Plan. Termini: Central Ave from 98th St to 8th St, and from Girard to Tramway (West Central, Nob Hill & East Central) and the vicinity of 12th St & Menaul Blvd; other loations may be included.	Misc	bp	CoA-DMD	$3,511,326	Early
Albuquerque Eastern & Western Gateways	Central Ave & Unser Blvd Area	Cental Ave & Tramway Blvd Area & Central Ave & Wyoming Blvd Area	Design and construct gateway features on both sides of the city.	Misc	..	CoA-MRA	$2,186,667	Early
AMPA Wide Regional Bicycle Monitoring System	AMPA Wide	selected locations on regional bike trails	Establish a regional bicycle monitoring system with permanent data collection at intervals consistent with permanent monitoring for motor vehicles. Phase I up to 2 sites, Phase II 6+ sites.	Misc	..	Bern Co	$316,011	Early
Carlisle Blvd Bike Lane Study	Indian School Road	Cutler Ave	Conduct bike lane study	Misc	bp	CoA-DMD	$800,000	Early

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Ceja N/S Bike Trail Study	Paseo del Volcan	Sen. Dennis Chavez Blvd	Conduct bike trail study	Misc	bp	CoA-DMD	$800,000	Early
Central Ave Improvements (Safety Project)	Eubank Blvd	Tramway Blvd	Construct median and associated traffic and pedestrian improvements. Safety (HSIP) funds for median curbs and ADA improvements only.	Misc	bp	CoA-DMD	$2,245,000	Early
Coors Corridor Study	Bridge Blvd	NM 528	Identify Transportation Management strategies to implement in upcoming years and update the Coors Corridor Plan. Study UNDERWAY.	Misc	..	CoA-DMD	$819,288	Early
District 3 On-Call Planning & Design Support (FY 2011)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis. Formerly CN=D3047.	Misc	..	NMDOT D-3	$1,152,337	Early
District 3 On-Call Planning & Design Support (FY 2012)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis. Formerly CN=D3047.	Misc	..	NMDOT D-3	$1,152,337	Early
District 3 On-Call Planning & Design Support (FY 2013)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis.	Misc	..	NMDOT D-3	$1,152,337	Early
District 3 On-Call Planning & Design Support (FY 2014)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis.	Misc	..	NMDOT D-3	$301,037	Early
District 3 On-Call Planning & Design Support (FY 2015)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis.	Misc	..	NMDOT D-3	$301,037	Early
Eagle Ranch Rd Bike Lane Study	Coors Blvd	Irving Blvd	Conduct bike lane study	Misc	bp	CoA-DMD	$800,000	Early
Girard Blvd Bike Lane Study	Santa Clara Ave	Indian School Road	Conduct bike lane study	Misc	bp	CoA-DMD	$800,000	Early
I-25 Northern Corridor Study	Big "I"	San Mateo Blvd	Transportation Study	Misc	..	NMDOT D-3	$1,098,667	Early
I-40 Embudo Channel Improvements (FY 2011)	approx. San Mateo Blvd	approx. Juan Tabo Blvd	Reconstruction/rehabiliation of the Embudo Channel in the median of I-40. Project to be staged in sections and built over several years. Project is joint effort with AMAFCA.	Misc	..	NMDOT D-3	$1,000,000	Early
I-40 Embudo Channel Improvements (FY 2012)	approx. San Mateo Blvd	approx. Juan Tabo Blvd	Reconstruction/rehabiliation of the Embudo Channel in the median of I-40. Project to be staged in sections and built over several years. Project is joint effort with AMAFCA.	Misc	..	NMDOT D-3	$1,000,000	Early
I-40 Embudo Channel Improvements (FY 2013)	approx. San Mateo Blvd	approx. Juan Tabo Blvd	Reconstruction/rehabiliation of the Embudo Channel in the median of I-40. Project to be staged in sections and built over several years. Project is joint effort with AMAFCA.	Misc	..	NMDOT D-3	$1,000,000	Early

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
I-40 Embudo Channel Improvements (FY 2014)	approx. San Mateo Blvd	approx. Juan Tabo Blvd	Reconstruction/rehabiliation of the Embudo Channel in the median of I-40. Project to be staged in sections and built over several years. Project is joint effort with AMAFCA.	Misc	..	NMDOT D-3	$1,000,000	Early
I-40 Embudo Channel Improvements (FY 2015)	approx. San Mateo Blvd	approx. Juan Tabo Blvd	Reconstruction/rehabiliation of the Embudo Channel in the median of I-40. Project to be staged in sections and built over several years. Project is joint effort with AMAFCA.	Misc	..	NMDOT D-3	$1,000,000	Early
I-40 Interchange Location and Feasibility Study	Sedillo	Moriarty	Interchange(s) location and feasibility study - reference STIP CN CF834. Since the project is mostly outside the AMPA, funds are programmed in the STIP for bookkeeping purposes.	Misc	..	NMDOT D-3	$2,000,000	Early
Interstate Landscaping (FY 2011) I-40 West Side	98th St to Coors Blvd	Incl: interchanges at 98th, Unser & Coors	Landscaping on various sections of Interstate Highways. Cooperative effort with NMDOT D-3.	Misc	..	CoA-DMD	$1,757,461	Early
Interstate Landscaping (FY 2012)	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways. Cooperative effort with NMDOT D-3. Formerly CN D3037	Misc	..	CoA-DMD	$400,000	Early
Interstate Landscaping (Placeholder)	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways. Cooperative effort with NMDOT D-3.	Misc	..	CoA-DMD	$1,200,000	Early
Los Lunas Corridor Study	I-25 (New Interchange) Los Lunas Area	NM 47	Study & project development to build new bridge over river, build new I-25 Interchange. Project is partially or majority in AMPA depending on final alignment. INFORMATIONAL listing of project: $3,125,000 of GRIP-2 funds were programmed in FY 2007 & 2009	Misc	bp	Los Lunas	$3,125,000	Early
Orthophotography	District 3 wide		Orthophotgraphic services provided by the Mid-Region Council of Governments per MOU.	Misc	..	NMDOT D-3	$50,000	Early
Route 66 Museum & Visitor Center	Central Ave at Washington St		Rehabilitate DeAnza Motel to create Route 66 Heritage Center.	Misc	..	CoA-Planning	$324,000	Early
Salt Missions Trail Scenic Byway Organization	Salt Missions Trail Nat. Scenic Byway		Establish a sustainable byway organization. Project is partially in the AMPA.	Misc	..	MRCOG	$68,750	Early
Tijeras Pueblo Interpretive Center			Design, construct and install exhibits at the interpretive center. Reference SB-2009-NM-55415	Misc	..	Friends of Tijeras Pueblo	$125,000	Early

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Turquoise Trail Gateway Signage	NM 14 just north of I-40		Design, construct and install a gateway sign.	Misc	..	Turquoise Trail Preserv. Trust	$50,000	Early
University Blvd Bike Lanes/Trail Study	Gibson Blvd	Rio Bravo Blvd	Conduct bike lane/bike trail study	Misc	bp	CoA-DMD	$800,000	Early
ABQ Ride - Transit Enhancements (FY 2016)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$116,250	Mid
ABQ Ride - Transit Enhancements (FY 2017)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Misc	..	CoA-ABQ Ride	$118,750	Mid
Albuquerque Railyards - Wheels Museum - Establish Museum	1st Street & 2nd Street	old AT&SF Railyards	Establish transportation museum (Wheels Museum) in part of the old AT&SF rail yards	Misc	..	Private	$1,000,000	Mid
Albuquerque Railyards Structural Stabilization - Stage I	1st Street & 2nd Street	old AT&SF rail yards	Provide structural/condition analysis for existing buildings including engineering services, design and construction for repairs to stop deterioration of these historic transportation buildings.	Misc	..	CoA-F&CS	$200,000	Mid
Albuquerque Railyards Structural Stabilization - Stage II	1st Street & 2nd Street	old AT&SF rail yards	Provide structural/condition analysis for existing buildings including engineering services, design and construction for repairs to stop deterioration of these historic transportation buildings.	Misc	..	CoA-F&CS	$200,000	Mid
Albuqueruqe Visitor Center(s)	location(s) t.b.d.		Design and construct a visitor information center(s).	Misc	..	CoA-Planning	$250,000	Mid
AMPA Wide Ozone Conformity Program	AMPA Wide		Monitor traffic/highway emissions leading to ozone formation. Model ozone precursors, formation, breakdown, & transport. Evaluate conepts that lower ozone potential so the region is in compliance with the National Ozone Standard. Develop SIP measures.	Misc	..	CoA-Env Health	$1,000,000	Mid
Broadmoor Blvd (30th St) Expansion	Northern Blvd	Paseo del Volcan	First phase to complete a corridor study and prelim. design. Then complete final design & construction of a 2 lane roadway with accommodation for future widening. Total cost includes FY 2010 local funding.	Misc	..	Rio Rancho	$1,030,132	Mid
Central Ave, Rt 66 Enhanced Pedestrian Lighting Phase I	Girard Blvd	San Mateo Blvd	Install enhanced pedestrian lighting fixtures that reflect the style and scale characteristics of Historic Route 66. Per Nob Hill-Highland Sector Devel. Plan and other plans.	Misc	..	CoA-DMD	$185,000	Mid

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Central Ave, Rt 66 Enhanced Pedestrian Lighting Phase II	Girard Blvd	San Mateo Blvd	Install enhanced pedestrian lighting fixtures that reflect the style and scale characteristics of Historic Route 66. Per Nob Hill-Highland Sector Devel. Plan and other plans.	Misc	..	CoA-DMD	$185,000	Mid
District 3 On-Call Planning & Design Support (FY 2016)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis.	Misc	..	NMDOT D-3	$800,000	Mid
District 3 On-Call Planning & Design Support (FY 2017)	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis.	Misc	..	NMDOT D-3	$300,000	Mid
District 3 On-Call Planning & Design Support (Mid Time Frame)			Provide planning, engineering and design services by contract.	Misc	..	NMDOT D-3	$5,000,000	Mid
Eubank Blvd & Candelaria Blvd Median Landscaping	Eubank from Lomas to Montgomery	Candelaria from San Mateo to Eubank	Install and maintain landscaping improvements	Misc	..	CoA-DMD	$2,500,000	Mid
Hiland Theatre TOD	Central Ave & Monroe St Area		Acquisition and redevelopment for mixed use TOD (Transit Oriented Development)	Misc	..	Bern Co	$5,000,000	Mid
I-40 Embudo Channel Improvements (Mid Time Frame)	approx. San Mateo Blvd	approx. Juan Tabo Blvd.	Reconstruction/rehabilitation of the Embudo Channel.	Misc	..	NMDOT D-3	$10,000,000	Mid
Interstate Landscaping (Mid Time Frame)	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways. Cooperative effort with NMDOT D-3.	Misc	..	CoA-DMD	$2,000,000	Mid
Mountain Rd Pedestrian Lighting & Streetscape Improvements	Rio Grande Blvd	I-25	Construct pedestrian and lighting improvements	Misc	bp	CoA-DMD	$1,500,000	Mid
New Mexico Events Center Rd			Roadway and utility improvements in downtown Albuquerque	Misc	..	CoA-DMD	$10,900,000	Mid
NM 47 Medians & Landscaping	north of casino/hotel entrance	Isleta Pueblo Boundary	Desing and install center median with landscaping on NM 47. Includes: curbing, sidewalks, plantings, irrigation, water conservation measures, erosion control and appurtenances and beautification.	Misc	..	Pueblo of Isleta	$2,315,000	Mid
Orthophotography (FY 2014 & FY 2016)	District 3 wide		Orthophotgraphic services provided by the Mid-Region Council of Governments per MOU.	Misc	..	NMDOT D-3	$100,000	Mid
Paseo del Volcan (NM 347) ROW Acquisition	I-40	US 550	Acquire Right-of-Way.	Misc	..	NMDOT CRDC	$10,000,000	Mid
Rainbow Blvd Corridor Study	Rio Rancho/Albuquerque City Limits	Southern Blvd	Prepare a corridor study.	Misc	..	Rio Rancho	$588,206	Mid

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River Crossings Operations Study	AMPA Wide		Implement Managed Lanes at All River Crossings	Misc	..	NMDOT D-3	$1,000,000	Mid
Southern Blvd Corridor Study	Rainbow Blvd	NM 528	Prepare a corridor study	Misc	..	Rio Rancho	$994,850	Mid
UNM Transportation System Improvements (Mid Time Frame)	Main Campus		Construct and/or implement improvements to UNM area roadways and transit.	Misc	..	University of New Mexico	$5,000,000	Mid
Unser Blvd & Central Ave Intersection Reconstruction	Unser Blvd fr Bridge Bl to Bluewater Rd	Central Ave fr Volcano Rd to 76th St	Reconstruct & redesign to provide Transit Oriented Activity Center	Misc	bp	CoA-DMD	$6,000,000	Mid
4th St. Streetscape	Lomas Blvd	city line at Camino Espanol/Vineyard Rd	Implement streetscape improvements and pedestrian amenities.	Misc	..	CoA-DMD	$20,000,000	Late
Central Ave (East Central) Streetscape - Stage I	Girard Blvd	Louisiana Blvd	Implement streetscape improvements and pedestrian amenities.	Misc	bp	CoA-DMD	$20,000,000	Late
Central Ave (East Central) Streetscape - Stage II	Louisiana Blvd	Tramway Blvd	Implement streetscape improvements and pedestrian amenities.	Misc	bp	CoA-DMD	$20,000,000	Late
Central Ave (EDO) Streetscape	Railroad	I-25	Implement streetscape improvements and pedestrian amenities	Misc	bp	CoA-DMD	$1,350,000	Late
Central Ave (Far West Central) Streetscape	Western City Limits near 106th St	Coors Boulevard	Construct median streetscape improvements.	Misc	bp	CoA-DMD	$880,000	Late
Central Ave (West Central) Streetscape	Coors Blvd	8th St	Implement streetscape improvements and pedestrian amenities.	Misc	..	CoA-DMD	$900,000	Late
Central Ave, Nob Hill Parking & Pedestrian Improvements	Girard Blvd	San Mateo Blvd	Construct parking, pedestrian and lighting improvements.	Misc	..	CoA-DMD	$3,000,000	Late
Coors Blvd Streetscape Improvements	Montano Rd	Paseo del Norte	Construct median streetscape improvements	Misc	bp	CoA-DMD	$880,000	Late
District 3 On-Call Planning & Design Support (Late Time Frame)			Provide planning, engineering and design services by contract.	Misc	..	NMDOT D-3	$5,000,000	Late
Freeway Overpasses Study I-25 & I-40	Various locations on I-40 & I-25 t.b.d.		Freeway Overpasses to facilitate traffic flow. Poss loc: San Francisco/I-25, Morris/I-40, Midpt btwn Unser&Coors/I-40, 118th/I-40, Atrisco/I-40, San Diego/I-25. Cost is for EACH overpass. See proj #527.1	Misc	..	Various/Joint Effort	$1,500,000	Late
I-40 Embudo Channel Improvements (Late Time Frame)	approx. San Mateo Blvd	approx. Juan Tabo Blvd.	Reconstruction/rehabilitation of the Embudo Channel.	Misc	..	NMDOT D-3	$25,000,000	Late

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Interstate Landscaping (Late Time Frame)	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways. Cooperative effort with NMDOT D-3.	Misc	..	CoA-DMD	$2,000,000	Late
San Mateo Blvd Streetscape Improvements	I-40	Montgomery Blvd	Construct median streetscape improvements	Misc	bp	CoA-DMD	$880,000	Late
San Pedro Blvd Bike Lane Study	Zuni Ave	Lomas Blvd	Conduct bike lane study	Misc	bp	CoA-DMD	$800,000	Late
Southern Blvd Streetscape	Eubank Blvd	Juan Tabo Blvd	Construct roadway and streetscape improvements	Misc	..	CoA-DMD	$3,000,000	Late
UNM Transportation System Improvements (Late Time Frame)	Main Campus		Construct and/or implement improvements to UNM area roadways and transit.	Misc	..	University of New Mexico	$5,000,000	Late
			Total Miscellaneous Projects (studeis, enhancements, etc.)			**4.60%**	**$271,608,555**	
Commuter Rail: Albuquerque Crossing Installations	Alameda, Candelaria, Broadway	Desert Rd, Woodward	Install railroad crossing equipment at several locations. COMPLETED.	Safety	..	NM Rail Runner Exp.	$1,908,500	C-Uw
Mid-Block Bicycle/Pedestrian Crossings Phase I	5 Locations		Construct Safety Improvements at five (5) mid-block roadway/trail crossing locations on Carlisle, San Mateo, Wyoming, Eubank & Juan Tabo Blvds. Project COMPLETED for four crossings.	Safety	bp	CoA-DMD	$375,000	C-Uw
Commuter Rail: South Isleta Railroad Crossing Improvements	RRxing at Tirbal Road #40	DOT crossing #019446P	Install crossing gates and flasher. COMPLETED.	Safety	..	NM Rail Runner Exp.	$300,000	C-Uw
I-25 Median Barrier Safety Project, Stage I	NM 556, Tramway Rd	NM 315 AMPA Boundary	Install median barrier (cable barrier/guardrail) as needed to prevent cross-median crashes. This is the AMPA portion of the I-25 Tramway to Waldo project, so the exact amount in AMPA may vary per needs. Also ref. CN 4080 & A300021. COMPLETED.	Safety	..	NMDOT D-3	$2,000,000	C-Uw
I-25 Median Barrier Upgrade	Sunport Blvd (MP 222)	NM 556, Tramway Rd (MP 240)	Upgrade metal barrier, wall barrier and end treatments as needed to meet "length of need". COMPLETED.	Safety	..	NMDOT D-3	$500,000	C-Uw
Sandia RR xing Safety Improvements	RR xings @ N. Farm Rd, N. Sandia Loop, &	S. Sandia Loop	Safety Improvements. COMPLETED.	Safety	..	Pueblo of Sandia	$601,000	C-Uw

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Commuter Rail: North Valley RR-Xing Improvements	various locations		Install railroad FRA compliant crossing equipment and medians at various locations to meet "Quiet Zone" requirements. Includes CN-C8G588. COMPLETED.	Safety	..	NM Rail Runner Exp.	$1,867,778	C-Uw
I-40 Pavement Marking Safety Project	Tramwy Exit #167	Bernalillo-Santa Fe County Line, MP 184	Install high-refective pavement markings. COMPLETED.	Safety	..	NMDOT CRDC	$1,700,000	C-Uw
I-40 Wearing Course Safety Project	Carnuel, Exit #169	Bernalillo-Santa Fe County Line, MP 184	Apply a skid-resistant wearing course to reduce accidents resulting from adverse weather conditions. COMPLETED.	Safety	..	NMDOT CRDC	$2,000,000	C-Uw
ITS I-25 Safety Project	MP 215 near Broadway Interchange	MP 220 near Rio Bravo Interchange	Install ITS components to place this section under real-time traffic surveillance integrated into the region-wide system	Safety	..	NMDOT Oper./ITS	$580,000	C-Uw
NM 314 & Railroad Pedestrian/Bike Crossings "A" & "B" (ARRA)	NM 314 & RR at Otero Dr	NM 314 & RR at Daniel Fernandez Park	Construct an at-grade crossing of NM 314 and the railroad tracks to channel pedestrians and bicyclists to a safe crossing location. Projects "A" & "B" combined to be let together. COMPLETED.	Safety	bp	Los Lunas	$1,092,715	C-Uw
NM 47 & Tribal Service Center Intersection Improvements (ARRA)	NM 47 @ Tribal Service Center Rd		Intersection improvements. UNDER CONSTRUCTION.	Safety	..	Pueblo of Isleta	$878,722	C-Uw
Paseo del Norte Bike Trail Protection Safety Project	Rio Grande Bridge	Rio Grande Blvd	Install concrete barrier wall along south side of Paseo del Norte. Includes design. Local funds are from Bernalillo County. COMPLETED.	Safety	..	NMDOT D-3	$120,000	C-Uw
Coors Blvd Northbound Lane Addition	S.I.P.I. (MP 4.25)	Coors Bypass (Calabacillas Arroyo)	Build an Additional Northbound lane and realign PdN EB to north ramp. Project UNDERWAY.	Safety	..	NMDOT CRDC	$3,000,000	Early
2nd St Railroad Spur Crossing Improvements	2nd St @ Spur Xing south of South Valley Place	Crossing #019418L spur	Install/replace lights and gates and pavement markings and signage as necessary.	Safety	..	NMDOT Transit Rail	$333,333	Early
Alameda & Broadway Combined Intersection Project	NM 47, Broadway Bvd @ Prosperity Ave	NM 528, Alameda Blvd @ Alameda Park Dr.	Installation of a traffic signal & ITS components and various intersection improvements such as signage, street lighting, ADA compliance, drainage improvements, crosswalks and pavement markings	Safety	bp	NMDOT D-3	$1,170,412	Early
Alameda Blvd & Balloon Museum Dr Intersection Improvements	NM 528, Alameda Blvd at MM 0.913		Signal installation and related intersection improvements. State to provide matching funds.	Safety	..	CoA-DMD	$575,000	Early

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Arenal Rd and Atrisco Rd Intersection Safety Improvements	Arenal Rd & Atrisco Rd		Construct/implement road and safety improvements	Safety	..	Bern Co	$1,660,000	Early
Arenal Rd Safety Improvements	Coors Blvd	Tapia Blvd	Safety Improvements	Safety	..	Bern Co	$667,000	Early
Bernalillo (Town) Intersection Improvements	NM473 & NM313, NM313 & US550,	US550 & Don Tomas, US550 & Jemez Dam	Intersection improvements for pedestrian and vehicular safety and lighting.	Safety	..	Bern Twn	$4,390,964	Early
Bridge Blvd & Isleta Blvd Intersection Safety Project	NM 314, Isleta Blvd @ Bridge Blvd		Realign intersection geometry for pedestrian safety; reduce right-angle turning radii, decrease crosswalk length, curb extensions, new medians, new countdown ped signal, proper push-button locations, ADA compliance.	Safety	bp	Bern Co	$550,000	Early
Commuter Rail: Isleta Pueblo Quiet Zone & RR Crossing Consolidation	Xing #019452T, 019451L, 019450E,	019449K, 019445H, 019443U & 019442M	Project will permanently close some crossing to consolidate crossings, realign roadways at other crossings, install flashers, gates and other safety devices.	Safety	..	Rio Metro NMRRX	$1,700,000	Early
Coors Blvd & Blake Rd Intersection Improvements	NM 45, Coors Blvd @ Blake Rd		Construct additional lanes for both east & west bound approaches to improve operation of the intersection. Acquire ROW for realignment and improve sight distance.	Safety	bp	Bern Co	$200,000	Early
I-25 Median Barrier Installation	MP #242.6 (Bernalillo)	MP #250 (Algodones)	Design and installation of median barrier. Project is mostly within the AMPA with a small portion outside. This is a continuation of the previous median barrier project under CN 4080/A300020. COMPLETED.	Safety	..	NMDOT D-3	$800,000	Early
NM 337 and McGrane Public Safety Complex Intersection	NM 337 at McGrane Complex		Construct safety improvements at intersection	Safety	..	Bern Co	$1,432,900	Early
NM 556, Tramway Blvd Signal Coordination (Northern Segment)	San Rafael Ave	Cedar Hill Rd	Modify signal timing to improve traffic flow and safety; replace signal controllers if necessary. Intergovernmental coordination of signalization with remainder of Tramway and with PdN.	Safety	..	Bern Co	$133,000	Early
NM 6 & NM 263 Traffic Safety and Capacity Enhancements	NM 6 @ NM 263		Build new eastbound right-hand turn bay onto NM 263. Upgrade pedestrian facilities and related signal upgrades.	Safety	..	Los Lunas	$280,000	Early
Old Coors Rd & Sage Rd Intersection Improvements	Old Coors Rd @ Sage Rd		Realign intersection to eliminate skew and improve sight-distance and install permanent traffic signals.	Safety	..	Bern Co	$480,000	Early

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Prosperity Avenue Railroad Crossing Improvements	Prosperity Ave @ NMRRX (BNSF) Crossing	Crossing #019425W	Install acceleration/decleration lanes for school buses on 2nd Street & signalize the intersection with preemption. Project includes pavement markings and signage as necessary.	Safety	..	NMDOT Transit Rail	$500,000	Early
Rio Grande Blvd & Candalaria Blvd Intersection Safety Improvements	Rio Grande Blvd @ Candalaria Blvd		Install a roundabout at the intersection to mitigate the number and severtity of crashes; convert from signalized intersection.	Safety	bp	CoA-DMD	$1,150,000	Early
Unser Blvd Shoulders Upper Section	Progress Blvd	NW Loop/US 550 Connection	Construction of 8 ft shoulders (includes taper) on each side of roadway to eliminate drop-off and to provide for a safe pull-off area for vehicles and also to provide a safe route for bicyclists. Includes recessed pavement reflectors & pavement markings.	Safety	bp	Rio Rancho	$1,350,000	Early
Albuquerque Street Sign Safety Improvements	Albuquerque City Wide		Replace (as needed) regulatory, street, way-finding, and informational signs to be in compliance with new federal requirements and the MUTCD.	Safety	..	CoA-DMD	$6,118,340	Mid
Albuquerque Trail Edge Safety Railings	various locations		Installation of safety railings along shared-use trail facilities located immediately adjacent to storm drainage channels.	Safety	bp	CoA-DMD	$800,000	Mid
Albuquerque Trail Safety Signage System	various locations		Formulation and installation of a city-wide trail milemarker system, major cross streets, etc.	Safety	..	CoA-DMD	$690,000	Mid
AMPA Wide Safety Projects (Mid Time Frame)	various locations t.b.d.		Construct safety improvements utilizing Highway Safety Improvement Program (HSIP) funding for eligible projects.	Safety	..	Various/Joint Effort	$2,816,510	Mid
Coors Blvd & S.I.P.I. Entrance Signal Improvement	NM 448, Coors Blvd @ SIPI Entrance		Removal of existing temporary signal and replace with a permanent signal and pedestrian improvements.	Safety	bp	NMDOT D-3	$450,000	Mid
Edith Blvd & El Pueblo Rd Intersection Improvements	Edith Blvd at El Pueblo Rd		Construct right-turn bay from EB El Pueblo to SB Edith, implement signalization improvements and other necessary appurtenances.	Safety	..	NMDOT CRDC	$1,000,000	Mid
I-25 Auxiliary Lanes	Sunport Blvd	Gibson Blvd	Design and construct auxiliary lanes (northbound and southbound).	Safety	..	NMDOT CRDC	$3,000,000	Mid
Lomas Blvd & Louisiana Blvd Safety Improvements	Lomas Blvd at Louisiana Blvd		Construct intersection and roadway safety improvements consistent with the recommendations in the city's Citywide Intersection LOS (Level of Service) Study	Safety	..	CoA-DMD	$490,000	Mid

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Mid-Block Bicycle/Pedestrian Crossings Phase II	various locations		Construct safety improvements at mid-block roadway/trail crossings on San Mateo and other locations to be determined.	Safety	bp	CoA-DMD	$100,000	Mid
NM 314 & Courthouse Rd Railroad Crossinig Bike/Ped Safety Project	NM 314 @ Courthouse Rd & NMRRX		Install pedestrian gate-arms at all four approaches to the railroad crossing.	Safety	bp	Los Lunas	$650,000	Mid
NM 333 & Patricio Garcia Rd Intersection Safety Project	NM 333 @ Patricio Garcia Rd		Construct a right-turn lane from eastbound NM 333 to Patricio Garcia Rd, designate a school bus stop and install advance "School Bus Stop Ahead" signs, develop a separated pedestrian walkway to remove peds from driving lanes; pavement markings & signage.	Safety	bp	Tijeras	$625,000	Mid
NM 45 & NM 314 Intersection Improvements	NM 45 @ NM 314		Redesign intersection and construct improvements to improve safety.	Safety	..	Pueblo of Isleta	$1,430,000	Mid
NM 556 & NM 47 Intersection Improvements	NM 556 (Roy Ave) at NM 47 (2nd St)		Geometric improvements, lighting, striping and signage. Eliminate existing skew at the intersection and provide a more conventional geometry (possible T-intersection)	Safety	..	NMDOT D-3	$750,000	Mid
Northern Blvd & Rockaway Blvd Traffic Signal Installation	Northern Blvd @ Rockaway Blvd		Install traffic signal, upgrade ADA ramps, construct eastbound right-turn lane to Rockaway Blvd. Bring signal into coordination with Loma Colorador & Lowe's signals.	Safety	..	Rio Rancho	$280,000	Mid
Roundabout at 10th St and King Blvd	10th St & King Blvd		Construct roundabout to improve traffic circulation.	Safety	..	Rio Rancho	$500,000	Mid
Roundabout at Cabezon Blvd and Western Hills Dr	Cabezon Blvd @ Western Hills Dr		Construct roundabout to improve traffic circulation. Analysis and design done through a NMDOT project in FY 2010.	Safety	..	Rio Rancho	$700,000	Mid
Roundabout at Enchanted Hills Blvd and Sprint Blvd	Enchanted Hills Blvd & Sprint Blvd		Construct roundabout to improve traffic circulation.	Safety	..	Rio Rancho	$500,000	Mid
Roundabout at King Blvd and Wilpett Rd	Kiing Blvd & Wilpett Rd		Construct roundabout to improve traffic circulation.	Safety	..	Rio Rancho	$500,000	Mid
Southern Blvd & Western Hills Dr Intersection Safety Improvements	Southern Blvd at Western Hills Dr		Intersection improvements including: signal mastarm relocation, storm drain inlets relocated, turning lanes, approach widening and work for ADA compliance.	Safety	bp	Rio Rancho	$250,000	Mid

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
SRTS: Safe Routes to Schools Projects - AMPA Wide	AMPA Wide	various locations t.b.d.	Safe Routes to Schools projects at various locations throughout the AMPA. Specific locations to be determined. Estimated at $20,000 per year for 10 years.	Safety	..	Various/Joint Effort	$200,000	Mid
West Meadowlark Lane Safety Project	Village line	Loma Larga Rd	Remove 3,000 ft of speed bumps, some 10' in width on both sides of the street, and install four solar-powered digital "Slow Down" units.	Safety	..	Corrales	$100,000	Mid
AMPA Wide Safety Projects (Late Time Frame)	various locations t.b.d.		Construct safety improvements utilizing Highway Safety Improvement Program (HSIP) funding for eligible projects.	Safety	..	Various/Joint Effort	$6,542,965	Late
Paradise Blvd & Eagle Ranch Rd Safety Improvements	Paradise Rd at Eagle Ranch Rd		Construct intersection and roadway safety improvements consistent with the recommendations in the city's Citywide Intersection LOS (Level of Service) Study	Safety	..	CoA-DMD	$300,000	Late
SRTS: Safe Routes to Schools Projects - AMPA Wide	AMPA Wide	various locations t.b.d.	Safe Routes to Schools projects at various locations throughout the AMPA. Specific locations to be determined. Estimated at $20,000 per year for 10 years.	Safety	..	Various/Joint Effort	$200,000	Late
US 550 and Sheriff's Posse Rd Intersection	US 550 & Sheriff's Posse Rd		Realign intersection to mitigation safety hazard and relieve congestion.	Safety	..	Bern Twn	$500,000	Late
Zuni Rd & Alvarado Dr Safety Improvements	Zuni Rd at Alvarado Dr		Construct intersection and roadway safety improvements consistent with the recommendations in the city's Citywide Intersection LOS (Level of Service) Study	Safety	..	CoA-DMD	$600,000	Late
			Total Safety Projects			**1.09%**	**$64,389,139**	
PdN at Jefferson - Interim Proj	Paseo del Norte at Jefferson St		Add a new eastbound PdN to southbound Jefferson right-turn lane. Includes modifying the raised median and lengthening the inside left-turn lane from northbound Jefferson. Project COMPLETED.	TDM	..	CoA-DMD	$493,000	C-Uw
PdN Eastbound at I-25- Interim Proj	Paseo del Norte at I-25 Interchange		Reconfigure eastbound PdN to southbound I-25. Includes restriping eastbound inside right-turn only lane to an eastbound thru lane. Project COMPLETED.	TDM	..	CoA-DMD	$493,000	C-Uw

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
PdN Westbound Aux Lane - Interim Proj	Railroad Tracks	I-25	Convert existing PdN WB shoulder to an auxiliary lane and reduce existing thru lanes widths by 1' and convert WB right-turn lane on Jefferson to a thru/right-turn lane. Project COMPLETED.	TDM	..	CoA-DMD	$150,000	C-Uw
ABQ Ride - TDM-Travel Demand Management (FY 2006-2010)	AMPA Wide		Transportation Demand Management Program. Increase alternative modes of transportation at major traffic generators. NOTE: The "CMAQ-Mand" amount is split at 80% Fed & 20% match but the "CMAQ-Mand carryover" amount is split at 85.44% Fed & 14.56% match.	TDM	..	CoA-ABQ Ride	$5,006,343	C-Uw
Rio Metro TDM-Travel Demand Management (FY 2010)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$300,854	C-Uw
ABQ Ride - TDM-Travel Demand Management (FY 2011)	AMPA Wide		Transportation Demand Management Program. Increase alternative modes of transportation at major traffic generators.	TDM	..	CoA-ABQ Ride	$1,006,250	Early
ABQ Ride - TDM-Travel Demand Management (FY 2012)	AMPA Wide		Transportation Demand Management Program. Increase alternative modes of transportation at major traffic generators.	TDM	..	CoA-ABQ Ride	$1,006,250	Early
ABQ Ride - TDM-Travel Demand Management (FY 2013)	AMPA Wide		Transportation Demand Management Program. Increase alternative modes of transportation at major traffic generators.	TDM	..	CoA-ABQ Ride	$1,006,250	Early
ABQ Ride - TDM-Travel Demand Management (FY 2014)	AMPA Wide		Transportation Demand Management Program. Increase alternative modes of transportation at major traffic generators.	TDM	..	CoA-ABQ Ride	$945,166	Early
ABQ Ride - TDM-Travel Demand Management (FY 2015)	AMPA Wide		Transportation Demand Management Program. Increase alternative modes of transportation at major traffic generators.	TDM	..	CoA-ABQ Ride	$948,151	Early
Rio Metro TDM-Travel Demand Management (FY 2011)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$309,824	Early
Rio Metro TDM-Travel Demand Management (FY 2012)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$319,064	Early
Rio Metro TDM-Travel Demand Management (FY 2013)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$328,579	Early

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Rio Metro TDM-Travel Demand Management (FY 2014)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$338,381	Early
Rio Metro TDM-Travel Demand Management (FY 2015)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$348,477	Early
Region Wide TDM (Mid Time Frame)	Benalillo, Sandoval and Valencia Counties		Travel Demand Management programs and activities.	TDM	..	Various/Joint Effort	$10,000,000	Mid
Rio Metro TDM-Travel Demand Management (FY 2016)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$1,170,412	Mid
Rio Metro TDM-Travel Demand Management (FY 2017)	AMPA Wide		TDM program for Rail Runner and Rio Metro services to include public education, outreach, etc.	TDM	..	Rio Metro	$1,170,412	Mid
Region Wide TDM (Late Time Frame)	Benalillo, Sandoval and Valencia Counties		Travel Demand Management programs and activities.	TDM	..	Various/Joint Effort	$10,000,000	Late
			Total Travel Demand Management Projects			**0.60%**	**$35,340,413**	
Alvarado Transp. Ctr. Phase III	100 1st St NW		Renovate & Rehabilitate historic structures, including old Amtrak bldg, on the grounds of the ATC. Project COMPLETED.	Transit	..	CoA-ABQ Ride	$2,349,325	C-Uw
Sandoval Co. Deviated Fixed Route Service (TWO Routes)	Rt A: Jemez Springs; Rt B: Cochiti Lake	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service along two routes. IMPLEMENTED.	Transit	..	County of Sandoval	$1,199,411	C-Uw
ABQ Ride - Park & Ride: Southwest Mesa	Central Avenue at Unser Blvd		Construct park and ride facility. COMPLETED.	Transit	..	CoA-ABQ Ride	$3,391,874	C-Uw
ABQ Ride - Transit Planning (FY 2006 & 2009)	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities. IMPLEMENTED.	Transit	..	CoA-ABQ Ride	$6,233,750	C-Uw
Commuter Rail: O & M, Phase I	Belen	Bernalillo	Operations & Maintenance of Commuter Rail line. Includes transit service connections to commuter rail line. Costs are for Los Lunas-Bernalillo section only, after 2008. IMPLEMENTED.	Transit	..	NM Rail Runner Exp.	$42,928,360	C-Uw
Commuter Rail: UNM-Lobo Rail Runner Station	Rail Runner Station at Bridge Blvd		Construct Rail Runner station at vicinity of Bridge Blvd. Local Non-Match from UNM. COMPLETED.	Transit	..	Rio Metro NMRRX	$960,000	C-Uw

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Moriarty & East Mountains Park & Ride Service	Moriarty	Albuquerque	Connections from Moriarty Park & Ride to Uptown and ATC. Service to start as congestion mitigation for I-40 reconstruction project. Permanent service depends upon ridership and funding.	Transit	..	NMDOT D-3	$1,250,000	C-Uw
Sandoval Co. Deviated Fixed Route Service (Cuba Route)	Cuba	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service. IMPLEMENTED.	Transit	..	County of Sandoval	$600,000	C-Uw
Sandoval Co. Transit Facilities	US 550 Rail Runner Station	also La Plazuela de Sandoval	Construct Transit Facilities at US 550 Rail Runner Sta., at La Plazuela and other locations. Includes P&R lot at La Plazuela and bus stop development & structures/shelters. COMPLETED.	Transit	..	County of Sandoval	$3,600,000	C-Uw
ABQ Ride - Bus Stop Facilities Improvements (FY 2008-2010)	ABQ Ride System-wide		Rehabilitate, upgrade and/or construct New Bus Shelters and Equipment including maintenance support vehicles and prefabricated shelters. Refer to project #431.1 CN TA00060 for FY 2011 and later. Funds UTILIZED.	Transit	..	CoA-ABQ Ride	$12,992,327	C-Uw
ABQ Ride - Fixed Route Expansions & Revisions (FY 2008-2010)	ABQ Ride System Wide	selected routes t.b.d.	Expansion of Bus Service pending vehicle availability, funding and any necessary interagency and intermunicipal agreements. Funds UTILIZED.	Transit	..	CoA-ABQ Ride	$3,012,569	C-Uw
ABQ Ride - Park & Ride: Facility Development (FY 2010)	ABQ Ride Service Area	various locations	Develop park & ride facilities at various locations. Includes design, ROW, Env., & Construction.	Transit	..	CoA-ABQ Ride	$984,082	C-Uw
ABQ Ride - Transit Facility Rehabilitation (FY 2008 & 2010)	ABQ Ride System-wide		Rehabilitate & Remodel Transit Facilities. Funds UTILIZED.	Transit	..	CoA-ABQ Ride	$750,000	C-Uw
ABQ Ride - Transit Technology Upgrade (FY 2006 & 2010)	ABQ Ride System-wide		Rehabilitate, Upgrade & Expand transit technologies. Funds UTILIZED.	Transit	..	CoA-ABQ Ride	$3,460,500	C-Uw
ABQ Ride - Vehicles & Equip. Purchase (FY 2010 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$23,315,281	C-Uw
AMPA Wide JARC (FY 2007-2010)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$3,547,185	C-Uw
AMPA Wide New Freedom Program (FY 2007-2010)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$1,850,078	C-Uw

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Los Lunas Transit Bus Purchase Stage II (ARRA)			Vehicle purchase per fleet management plan. Purchase one 25 passenger bus with lift (approx. $65,000) and one 15 passenger van with lift (approx. $45,000). Funds UTILIZED.	Transit	..	Los Lunas	$110,000	C-Uw
Los Lunas Transit Bus Replacement Stage I			Vehicle purchase per fleet management plan. Los Lunas Transit is now part of Rio Metro. See Rio Metro for projects in FY 2011 and later.	Transit	..	Los Lunas	$137,029	C-Uw
Los Lunas Transit Operations & Administration	O & A		Operating & Administrative funds for bus service. Funds UTILIZED.	Transit	..	Los Lunas	$1,399,031	C-Uw
Sandoval County Bus Shelters I	3 bus shelters in Bernalillo	specific locations t.b.d.	Construct/install bus shelters, benches, information boards, signage, etc.	Transit	..	County of Sandoval	$150,000	C-Uw
Santa Ana Pueblo Transit Service			Project development and implementation for transit service from Santa Ana to Rail Runner station and other locations t.b.d. FY 2007 funds for planning & devel.	Transit	..	Pueblo of Santa Ana	$679,692	C-Uw
Rio Rancho Bus & Vehicle Purchase			Purchase vehicles. Reference Earmark ID: E2009-BUSP-589	Transit	..	Rio Rancho	$377,712	Early
Commuter Rail: O & M, Phase II	Bernalillo	Santa Fe	Operations & Maintenance for Commuter Rail, Phase II. The funding amount in this project is only part of the funding for Phase II; the rest is in STIP & Santa Fe MPO's TIP.	Transit	..	Rio Metro NMRRX	$13,342,698	Early
ABQ Ride - Bus Stop Facilities Improvements (FY 2011-2015)	ABQ Ride System-wide		Rehabilitate, upgrade and/or construct New Bus Shelters and Equipment including maintenance support vehicles and prefabricated shelters. New CN will be issued for each FY.	Transit	..	CoA-ABQ Ride	$3,494,851	Early
ABQ Ride - Fixed Route Expansions & Revisions (FY 2011-2017)	ABQ Ride System Wide	selected routes t.b.d.	Expansion of Bus Service pending vehicle availability, funding and any necessary interagency and intermunicipal agreements. Separate CN may be issued later for each FY if needed.	Transit	..	CoA-ABQ Ride	$3,770,996	Early
ABQ Ride - Transit Facility Rehabilitation (FY 2011-2016)	ABQ Ride System-wide		Rehabilitate & Remodel Transit Facilities. New CN will be issued for each FY as needed.	Transit	..	CoA-ABQ Ride	$3,000,000	Early
ABQ Ride - Transit Planning (FY 2011)	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	..	CoA-ABQ Ride	$3,331,250	Early
ABQ Ride - Transit Planning (FY 2013-2017)	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	..	CoA-ABQ Ride	$11,312,500	Early

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
ABQ Ride - Transit Security Equipment Upgrade	ABQ Ride System-wide		Acquisition & Installation of security-related equipment. New CN will be issued for each FY.	Transit	..	CoA-ABQ Ride	$1,250,000	Early
ABQ Ride - Transit Technology Upgrade (FY 2011)	ABQ Ride System Wide		Rehabilitate, upgrade and expand transit technologies. Formerly CN 7852.	Transit	..	CoA-ABQ Ride	$625,000	Early
ABQ Ride - Transit Technology Upgrade (FY 2012)	ABQ Ride System Wide		Rehabilitate, upgrade and expand transit technologies.	Transit	..	CoA-ABQ Ride	$1,250,000	Early
ABQ Ride - Transit Technology Upgrade (Placeholder)	ABQ Ride System Wide		Rehabilitate, upgrade and expand transit technologies. Formerly CN 7852.	Transit	..	CoA-ABQ Ride	$4,375,000	Early
ABQ Ride - Vehicles & Equip. Purchase (FY 2011 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$7,793,750	Early
ABQ Ride - Vehicles & Equip. Purchase (FY 2012 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$2,500,000	Early
ABQ Ride - Vehicles & Equip. Purchase (FY 2013 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$14,097,500	Early
ABQ Ride - Vehicles & Equip. Purchase (FY 2014 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$9,265,000	Early
ABQ Ride - Vehicles & Equip. Purchase (FY 2015 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$7,512,500	Early
AMPA Wide JARC (FY 2011)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$702,493	Early
AMPA Wide JARC (FY 2012)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$554,499	Early
AMPA Wide JARC (FY 2013)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$571,134	Early
AMPA Wide JARC (FY 2014)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$588,269	Early
AMPA Wide JARC (FY 2015)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$605,916	Early
AMPA Wide New Freedom Program (FY 2011)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$512,085	Early
AMPA Wide New Freedom Program (FY 2012)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$296,135	Early

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Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
AMPA Wide New Freedom Program (FY 2013)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$305,019	Early
AMPA Wide New Freedom Program (FY 2014)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$314,170	Early
AMPA Wide New Freedom Program (FY 2015)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$323,595	Early
Commuter Rail: Balloon Fiesta Park Spur & Station	Existing Rail Line	Balloon Fiesta Park	Assess the feasibility of constructing a railroad spur and station to serve Balloon Fiesta Park	Transit	..	Rio Metro NMRRX	$500,000	Early
Commuter Rail: Montano Rail Runner Station & Transit Center	Rail Runner Station at Montano Rd		Construct new station: property purchase, planning, design for the station &necessary rail work, bus & transfer station, park & ride lot, ped/bike access, landscaping, etc. Part of match is $1,447,120 used for ROW purchase + $250,000 for PE/Env Doc.	Transit	..	CoA-ABQ Ride	$8,650,000	Early
Commuter Rail: Railroad Track Improvements (1st Six Fiscal Years)	various locations		Repair, replace and/or reconstruct railroad tracks, rail ties, rail bed, signals, etc. as necessary. Also construction of sidings, railyard improvements, etc. as necessary.	Transit	..	Rio Metro NMRRX	$2,000,000	Early
Commuter Rail: Sandia Rail Runner Station	vicinity of Roy Ave & NM 313		Construct new Rail Runner Station. Includes property acquisition, planning, and design for the station and necessary rail work. UNDER CONSTRUCTION.	Transit	..	NM Rail Runner Exp.	$3,000,000	Early
Los Lunas Transportation Center Stage II	Transportation Center at Rail Runner Sta.		Complete phase II of intermodal transportation facility. Reference: E2009-BUSP-590.	Transit	..	Los Lunas	$1,187,500	Early
NW Metro Area Unser Blvd/PdN Bus Rapid Transit Feasibility Study	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Feasibility study and design for BRT (Bus Rapid Transit) including study of dedicated rights-of-way, etc. This is a Joint Effort with ABQ Ride.	Transit	..	Rio Metro	$787,500	Early
Rio Metro Bus Purchase (State of Good Repair Funds)	Rio Metrorict Wide		Purchase replacement vehicle(s).	Transit	..	Rio Metro	$640,000	Early
Rio Metro Transit 5311 Operations & Administration (FY 2011)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$1,961,416	Early
Rio Metro Transit 5311 Operations & Administration (FY 2012)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$2,083,255	Early

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Rio Metro Transit 5311 Operations & Administration (FY 2013)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$2,166,584	Early
Rio Metro Transit 5311 Operations & Administration (FY 2014)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$2,253,246	Early
Rio Metro Transit 5311 Operations & Administration (FY 2015)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$2,253,246	Early
Rio Metro Transit Bus Purchase (FY 2011)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$188,257	Early
Rio Metro Transit Bus Purchase (FY 2012)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$161,000	Early
Rio Metro Transit Bus Purchase (FY 2013)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$161,000	Early
Rio Metro Transit Bus Purchase (FY 2014)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$161,000	Early
Rio Metro Transit Bus Purchase (FY 2015)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$161,000	Early
Rio Metro Transit Facilities (FY 2011)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$179,073	Early
Rio Metro Transit Facilities (FY 2012)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$179,073	Early
Rio Metro Transit Facilities (FY 2013)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$175,562	Early
Rio Metro Transit Facilities (FY 2014)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$179,073	Early
Rio Metro Transit Facilities (FY 2015)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$266,854	Early
Rio Metro Transit Rural JARC (FY 2012)	Rio Metrorict Wide	outside Albuquerque Census Defined Urban Area	Fund and/or provide Job Access Reverse Commute programs.	Transit	..	Rio Metro	$316,608	Early
Rio Metro Transit Rural JARC (FY 2013)	Rio Metrorict Wide	outside Albuquerque Census Defined Urban Area	Fund and/or provide Job Access Reverse Commute programs.	Transit	..	Rio Metro	$329,272	Early

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Rio Metro Transit Rural JARC (FY 2014)	Rio Metrorict Wide	outside Albuquerque Census Defined Urban Area	Fund and/or provide Job Access Reverse Commute programs.	Transit	..	Rio Metro	$342,442	Early
Rio Metro Transit Rural JARC (FY 2015)	Rio Metrorict Wide	outside Albuquerque Census Defined Urban Area	Fund and/or provide Job Access Reverse Commute programs.	Transit	..	Rio Metro	$356,145	Early
Sandia Pueblo Transit Project			Implement tribal transit project. Reference: D2009-TRTR-034 as "Sandoval County Transit Enhancements"	Transit	..	Pueblo of Sandia	$549,375	Early
Santa Ana Pueblo Transit Service			Implementation of transit service in pueblo on east side of river and to the Rail Runner station and other locations. Older funds under CN=T3718.	Transit	..	Pueblo of Santa Ana	$193,000	Early
ABQ Ride - Bus Stop Facilities Improvements (Mid Time Frame)	ABQ Ride System Wide		Construct improvements to bus stops and stations.	Transit	..	CoA-ABQ Ride	$12,500,000	Mid
ABQ Ride - Fixed Route Expansions & Revisions (Mid Time Frame)	ABQ Ride System Wide		Expansion of bus service.	Transit	..	CoA-ABQ Ride	$10,000,000	Mid
ABQ Ride - Park & Ride Eagle Ranch & Coors	Coors Blvd & Eagle Ranch Rd		Construct park & ride facility in the vicinity of Coors Blvd & Eagle Ranch Rd. (Planned in cooperation with AMAFCA as primary property owner)	Transit	..	CoA-ABQ Ride	$3,750,000	Mid
ABQ Ride - Park & Ride NW ABQ/Southern Rio Rancho	exact location t.b.d.		Construction of a park & ride facility in the northwest Albuquerque or southern Rio Rancho, most likely in the Unser Corridor. Total cost includes est of projected future construction costs.	Transit	..	CoA-ABQ Ride	$5,000,000	Mid
ABQ Ride - Park & Ride: Central & Tramway (Singing Arrow)	vicinity of Central and Tramway		Construct a park and ride lot.	Transit	..	CoA-ABQ Ride	$3,000,000	Mid
ABQ Ride - Park & Ride: Facility Development (FY 2013-2017)	ABQ Ride Service Area	various locations	Develop park & ride facilities at various locations. Includes design, ROW, Env., & Construction.	Transit	..	CoA-ABQ Ride	$3,670,412	Mid
ABQ Ride - Staionary Fare Collection Equipment	ABQ Ride System Wide		Purchase and install stationary fare collection equipment and related structural improvements	Transit	..	CoA-ABQ Ride	$3,000,000	Mid
ABQ Ride - Transit Facilities Rehabilitation (Mid Time Frame)	various facilities and garages		Rehabilitate and/or repairs to bus garages and other transit facilities.	Transit	..	CoA-ABQ Ride	$10,000,000	Mid

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ABQ Ride - Vehicles & Equip. Purchase (FY 2016 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$10,008,750	Mid
ABQ Ride - Vehicles & Equip. Purchase (FY 2017 Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	..	CoA-ABQ Ride	$8,568,750	Mid
ABQ Ride - Vehicles & Equip. Purchase (Mid Time Frame Revenue Vehicles)			Replace buses and associated equipment.	Transit	..	CoA-ABQ Ride	$104,000,000	Mid
Alvarado Transp. Ctr.: Santa Fe Freight Bldg Renovation	Old Santa Fe Freight Bldg	1st Street SW, Albuquerque, NM	Renovate the building to house NM Rail Runner Express offices and dispatch and the Mid-Regionrict (Rio Metro) offices.	Transit	..	Rio Metro	$11,000,000	Mid
AMPA Wide JARC (FY 2016)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$624,094	Mid
AMPA Wide JARC (FY 2017)	AMPA Wide		Fund eligible Job Access Reverse Commute Programs.	Transit	..	MRCOG	$642,816	Mid
AMPA Wide JARC (Mid Time Frame)	AMPA Wide		Provide and/or fund eligible Job Access Reverse Commute programs	Transit	..	MRCOG	$6,000,000	Mid
AMPA Wide New Freedom Program (FY 2016)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$333,303	Mid
AMPA Wide New Freedom Program (FY 2017)	AMPA Wide		Fund eligible New Freedom programs.	Transit	..	MRCOG	$343,303	Mid
AMPA Wide New Freedom Program (Mid Time Frame)	AMPA Wide		Provide and/or fund eligible New Freedom programs.	Transit	..	MRCOG	$3,200,000	Mid
AMPA Wide Park & Ride Lot Construction & Expansion (Mid Time Frame)	various locations t.b.d.		Construct and/or expand park and ride lots throughout the AMPA. Est. = $200,000 per 100 spaces.	Transit	..	Various/Joint Effort	$5,000,000	Mid
Central Ave High Capcity Transit System Improvements Stage I	I-40 & West Central Interchange	Tramway Blvd	Implement next level of transit with connections to major activity centers. Possibile modes include: improved BRT, dedicated transit lanes, light-rail, streetcar, expanded local bus service, etc. to be determined and phased.	Transit	..	ABQ Ride	$45,000,000	Mid

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Central Ave High Capcity Transit System Improvements Stage II	I-40 & West Central Interchange	Tramway Blvd	Continue implementation of higher level of transit with connections to major activity centers. Possibile modes include: improved BRT, dedicated tranist lanes, light-rail, streetcar, expanded local bus service, etc. to be determined and phased.	Transit	..	ABQ Ride	$85,000,000	Mid
Commuter Rail: Double Track Construction I	Los Ranchos	North Diversion Channel	Construct railroad track to double track this section	Transit	..	Rio Metro NMRRX	$8,000,000	Mid
Commuter Rail: Double Track Construction II	Abajo	Bern Co-International Sunport Station	Construct railroad track to double track this section	Transit	..	Rio Metro NMRRX	$11,000,000	Mid
Commuter Rail: Jointed Rail Replacement	Hahn	Bernalillo	Replace jointed rail with continuous welded rail	Transit	..	Rio Metro NMRRX	$13,000,000	Mid
Commuter Rail: Positive Train Control System	Belen	Santa Fe	Add controls and safety equipment to the rail line.	Transit	..	Rio Metro NMRRX	$5,000,000	Mid
Commuter Rail: Railroad Sidings Improvements-Chloe	Chloe Siding		Upgrade and/or reconstruct the, now defunct, sidings	Transit	..	Rio Metro NMRRX	$3,500,000	Mid
Commuter Rail: Railroad Sidings Improvements-Los Lunas	Los Lunas Siding		Upgrade and/or reconstruct the, now defunct, sidings	Transit	..	Rio Metro NMRRX	$3,500,000	Mid
Commuter Rail: RR Tie Replacement Program	Bernalillo	Waldo	Replace wood ties with concrete ties	Transit	..	Rio Metro NMRRX	$6,000,000	Mid
Commuter Rail: Albuquerque Downtown Railyard Improvements	Albuquerque Downtown Railyard		Construct new track and rail infrastructure and rehabiliate as necessary.	Transit	..	Rio Metro NMRRX	$11,000,000	Mid
Commuter Rail: Railroad Track Improvements (Mid Time Frame)	AMPA Wide		Repair, replace and/or reconstruct railroad tracks, rail ties, rail bed, signals, etc. as necessary. Also construction of sidings, railyard improvements, etc. as necessary.	Transit	..	Rio Metro NMRRX	$10,000,000	Mid
Commuter Rail: Service Expansion 3 Years O & M (Mid Time Frame)	Belen	Santa Fe	3 Years of O 7 M for service expansion. (estimated amount for AMPA portion only)	Transit	..	Rio Metro NMRRX	$12,000,000	Mid
Los Lunas Park & Ride Lot Expansion	vicinity of NM Rail Runner Station		Construct/Expand park & ride lots in vicinity of NM Rail Runner Station: south, east and north of the station.	Transit	..	Los Lunas	$1,650,000	Mid
Mesa del Sol Streets Transit Facilities Construction Stage I			Construct transit guideeways and other facilities in Mesa del Sol.	Transit	..	Private	$10,625,000	Mid

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Metro Area BRT Network Improvements (Mid Time Frame)	Region Wide		Expand, enhance and improve the Bus Rapid Transit system throughout the metropolitan area.	Transit	..	Rio Metro	$30,000,000	Mid
NW Metro Area Bus Rapid Transit Implementation Phase I	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Final design, ROW & construction on the Minimum Operable Segment produced by the BRT Alternatives Analysis (CN=TA00010) and subsequent environmental work.	Transit	..	Rio Metro	$11,358,622	Mid
NW Metro Area Bus Rapid Transit Implementation Phase II	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Expand and/or enhance BRT from the NW metro area to the I-25 corridor.	Transit	..	Rio Metro	$30,000,000	Mid
NW Metro Area Bus Rapid Transit Implementation Phase III	NW Albuquerque & Rio Rancho Areas	PdN & I-25 Corridors	Expand and/or enhance BRT from the NW metro area to the I-25 corridor.	Transit	..	Rio Metro	$30,000,000	Mid
Rio Metro Transit 5311 Operations & Administration (FY 2016)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$2,347,374	Mid
Rio Metro Transit 5311 Operations & Administration (FY 2017)	Rio Metro Regionalrict	outside ABQ Urban Area	Operating & administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$2,347,374	Mid
Rio Metro Transit 5311 Operations & Administration (Mid Time Frame)	Rio Metro Regionalrict	outside Albuquerque census designated urban area	Operating and administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$19,000,000	Mid
Rio Metro Transit Bus Purchase (FY 2016)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$161,000	Mid
Rio Metro Transit Bus Purchase (FY 2017)			Vehicle purchase per fleet management plan.	Transit	..	Rio Metro	$161,000	Mid
Rio Metro Transit Facilities (FY 2016)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$50,000	Mid
Rio Metro Transit Facilities (FY 2017)	Rio Metro Service Area Wide		Construct bus stops, access to bus stops, park & ride lots, shelters and associated equipment.	Transit	..	Rio Metro	$50,000	Mid
Rio Metro Transit Facilities (Mid Time Frame)			Rehabilitate and/or repairs to bus garages and other transit facilities.	Transit	..	Rio Metro	$1,000,000	Mid
Rio Metro Transit Rural JARC (FY 2016)	Rio Metrorict Wide	outside Albuquerque Census Defined Urban Area	Fund and/or provide Job Access Reverse Commute programs.	Transit	..	Rio Metro	$356,145	Mid

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Rio Metro Transit Rural JARC (FY 2017)	Rio Metrorict Wide	outside Albuquerque Census Defined Urban Area	Fund and/or provide Job Access Reverse Commute programs.	Transit	..	Rio Metro	$356,145	Mid
Rio Metro Transit Rural JARC (Mid Time Frame)	Rio Metrorict	outside Albuquerque census designated urban area	Provide and/or fund eligible Job Access Reverse Commute programs	Transit	..	Rio Metro	$3,200,000	Mid
Rio Metro Transit Vehicles & Equip. Purchase (Mid Time Frame Revenue Vehicles)			Replace buses and associated equipment.	Transit	..	Rio Metro	$5,000,000	Mid
Shaa'skr'a Transit Shuttle to Albuquerque			Purchase vehicle & implement shuttle service to Albuquerque	Transit	..	Pueblo of Laguna	$45,000	Mid
ABQ Ride - Bus Stop Facilities Improvements (Late Time Frame)	ABQ Ride System Wide		Construct improvements to bus stops and stations.	Transit	..	CoA-ABQ Ride	$12,500,000	Late
ABQ Ride - Fixed Route Expansions & Revisions (Late Time Frame)	ABQ Ride System Wide		Expansion of bus service.	Transit	..	CoA-ABQ Ride	$10,000,000	Late
ABQ Ride - Transit Facilities Rehabilitation (Late Time Frame)	various facilities and garages		Rehabilitate and/or repairs to bus garages and other transit facilities.	Transit	..	CoA-ABQ Ride	$10,000,000	Late
ABQ Ride - Vehicles & Equip. Purchase (Late Time Frame Revenue Vehicles)			Replace buses and associated equipment.	Transit	..	CoA-ABQ Ride	$127,000,000	Late
Albuquerque Modern Rail System - (Study and some PE)	Central Ave Line: 4th St to Yale Blvd	Sunport Line: Univ, Yale & C. Chavez Blvds.	Study, and some PE and Env. Doc. for a streetcar line. Other phases (final des. & constr.) will be amended into TIP only if funding is secured.	Transit	..	CoA-DMD	$3,900,000	Late
AMPA Wide JARC (Late Time Frame)	AMPA Wide		Provide and/or fund eligible Job Access Reverse Commute programs	Transit	..	MRCOG	$6,000,000	Late
AMPA Wide New Freedom Program (Late Time Frame)	AMPA Wide		Provide and/or fund eligible New Freedom programs.	Transit	..	MRCOG	$3,200,000	Late
AMPA Wide Park & Ride Lot Construction & Expansion (Late Time Frame)	various locations t.b.d.		Construct and/or expand park and ride lots throughout the AMPA. Est. = $200,000 per 100 spaces.	Transit	..	Various/Joint Effort	$5,000,000	Late
Commuter Rail: Locomotive & Car Rehab			Major rehabilitation of locomotives and cars.	Transit	..	Rio Metro NMRRX	$5,000,000	Late

Appendix F: Project Listing by Project Type and Time Frame

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
Commuter Rail: Railroad Track Improvements (Late Time Frame)	AMPA Wide		Repair, replace and/or reconstruct railroad tracks, rail ties, rail bed, signals, etc. as necessary. Also construction of sidings, railyard improvements, etc. as necessary.	Transit	..	Rio Metro NMRRX	$10,000,000	Late
Commuter Rail: Service Expansion 3 Years O & M (Late Time Frame)	Belen	Santa Fe	3 Years of O 7 M for service expansion. (estimated amount for AMPA portion only)	Transit	..	Rio Metro NMRRX	$12,000,000	Late
Mesa del Sol Streets Transit Facilities Construction Stage II			Construct transit guideeways and other facilities in Mesa del Sol.	Transit	..	Private	$15,000,000	Late
Metro Area BRT Network Improvements (Late Time Frame)	Region Wide		Expand, enhance and improve the Bus Rapid Transit system throughout the metropolitan area.	Transit	..	Rio Metro	$30,000,000	Late
Rio Metro Transit 5311 Operations & Administration (Late Time Frame)	Rio Metro Regionalrict	outside Albuquerque census designated urban area	Operating and administrative funds for bus service in areas outside the census defined Albuquerque Urban Area.	Transit	..	Rio Metro	$19,000,000	Late
Rio Metro Transit Facilities (Late Time Frame)			Rehabilitate and/or repairs to bus garages and other transit facilities.	Transit	..	Rio Metro	$1,000,000	Late
Rio Metro Transit Rural JARC (Late Time Frame)	Rio Metrorict	outside Albuquerque census designated urban area	Provide and/or fund eligible Job Access Reverse Commute programs	Transit	..	Rio Metro	$3,200,000	Late
Rio Metro Transit Vehicles & Equip. Purchase (Late Time Frame Revenue Vehicles)			Replace buses and associated equipment.	Transit	..	Rio Metro	$5,000,000	Late
			Total Transit Projects			**18.24%**	**$1,077,503,135**	
			GRAND TOTAL of ALL PROJECT COSTS			**100.00%**	**$5,906,459,382**	

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Appendix G: Summary of Financial Resources

Table G-1: Projections of Federal and State Capital Funding

Fund Source	TOTAL FEDERAL FY 2008-2020	TOTAL FEDERAL FY 2021-2025	TOTAL FEDERAL FY 2026-2030	TOTAL FEDERAL FY 2031-2035	ESTIMATED TOTAL Federal FY 2008-2035	EST. TOTAL AVAILABLE with Matching Funds
Bridge RR (All categories)	$39,500,605	$10,773,025	$14,392,761	$16,805,919	$81,472,310	$101,840,388
CMAQ-Flex	$21,400,000	$0	$0	$0	$21,400,000	$25,046,815
CMAQ-Mand	$73,741,214	$30,707,095	$41,024,679	$47,903,068	$193,376,056	$226,329,637
Equity Bonus	$98,973,218	$26,194,300	$34,995,585	$40,863,108	$201,026,211	$235,283,469
IM	$144,410,990	$56,566,285	$75,572,557	$88,243,405	$364,793,236	$393,775,074
NHS	$25,289,383	$14,900,885	$19,907,582	$23,245,381	$83,343,231	$97,545,909
STP-E	$19,523,251	$4,935,250	$6,593,494	$7,698,990	$38,750,985	$51,667,979
STP-Flex	$19,871,008	$8,330,400	$11,129,414	$12,995,424	$52,326,246	$61,243,261
STP-Sm Urb	$5,090,144	$500,000	$668,000	$780,000	$7,038,144	$8,237,527
STP-Rural	$2,016,405	$500,000	$668,000	$780,000	$3,964,405	$4,639,987
STP-U	$186,428,807	$75,025,000	$100,233,400	$117,039,000	$478,726,207	$560,306,850
TOTAL Federal Hwy	$636,245,025	$228,432,240	$305,185,473	$356,354,294	$1,526,217,032	$1,765,916,897
FLHP-Forest Hwy	$0	$0	$0	$0	$0	$0
FLHP-IRR	$4,924,000	$500,000	$500,000	$500,000	$6,424,000	$6,424,000
FLHP-Park Roads	$600,000	$0	$0	$0	$600,000	$600,000
TOTAL Fed Lands Hwy Prog	$5,524,000	$500,000	$500,000	$500,000	$7,024,000	$7,024,000
HPP	$54,341,025	$0	$0	$0	$54,341,025	$63,601,382
IM-Disc	$2,372,889	$0	$0	$0	$2,372,889	$2,777,258
STP-Disc	$5,938,195	$0	$0	$0	$5,938,195	$6,103,386
TOTAL Federal Priority	$62,652,109	$0	$0	$0	$62,652,109	$72,482,026
Sect. 130 Railroad Crossing	$3,875,000	$0	$0	$0	$3,875,000	$4,305,556
Safe Routes to Schools	$70,000	$0	$0	$0	$70,000	$70,000
HSIP	$20,252,089	$2,500,000	$2,500,000	$2,500,000	$27,752,089	$29,956,918
Recreational Trails	$69,461	$0	$0	$0	$69,461	$71,198
Scenic Byw ays	$209,900	$0	$0	$0	$209,900	$215,148
TCSP	$95,000	$0	$0	$0	$95,000	$114,000
WIPP/DOE	$2,564,377	$0	$0	$0	$2,564,377	$2,564,377
TOTAL Fed. Special Prog.	$27,135,827	$2,500,000	$2,500,000	$2,500,000	$34,635,827	$37,297,195
ARRA FHWA Categories	$47,417,329	$0	$0	$0	$47,417,329	$47,417,329
ARRA FTA Categories	$11,498,245	$0	$0	$0	$11,498,245	$11,498,245
TOTAL ARRA	$58,915,574	$0	$0	$0	$58,915,574	$58,915,574
FTA 5307 (Urban)	$118,727,786	$51,468,590	$51,468,590	$51,468,590	$273,133,556	$293,502,655
FTA 5308 (Clean Fuels)	$6,000,000	$0	$0	$0	$6,000,000	$6,447,454
FTA 5309 (Bus/Facil)	$37,312,375	$1,500,000	$1,000,000	$1,500,000	$41,312,375	$44,393,270
FTA 5310 (Hum Services)	$629,320	$0	$0	$0	$629,320	$786,650
FTA 5311 (Capital)	$1,419,139	$644,000	$644,000	$644,000	$3,351,139	$4,188,924
FTA 5311 (Admin)	$3,706,479	$1,735,160	$1,735,160	$1,735,160	$8,911,959	$11,139,949
FTA 5311 (Operating)	$11,381,160	$5,718,900	$5,718,900	$5,718,900	$28,537,860	$47,744,528
FTA 5311(c) (Tribal)	$1,227,137	$0	$0	$0	$1,227,137	$1,227,137
FTA 5316 (JARC)	$9,326,650	$3,630,340	$3,630,340	$3,630,340	$20,217,670	$25,272,088
FTA 5317 (New Freedom)	$4,063,885	$1,373,210	$1,373,210	$1,373,210	$8,183,515	$10,229,394
TOTAL FTA	$193,793,931	$66,070,200	$65,570,200	$66,070,200	$391,504,531	$444,932,047
GRIP 1	$149,291,018	$0	$0	$0	$149,291,018	$174,731,984
GRIP 2	$19,997,600	$0	$0	$0	$19,997,600	$23,405,429
TOTAL GRIP 1 & GRIP 2	$169,288,618	$0	$0	$0	$169,288,618	$198,137,413
State General Fund	$10,110,700	$0	$0	$0	$10,110,700	$10,110,700
State Capital Outlay	$5,325,000	$0	$0	$0	$5,325,000	$5,325,000
State Severance Tax	$303,150	$0	$0	$0	$303,150	$303,150
State M.A.P.	$121,826	$0	$0	$0	$121,826	$121,826
TOTAL State Funding	$15,860,676	$0	$0	$0	$15,860,676	$15,860,676
GRAND TOTAL FEDERAL & STATE CAPITAL FUNDS	$1,169,415,760	$297,502,440	$373,755,673	$425,424,494	$2,266,098,367	$2,600,565,827

NOTE 1: Amounts for Federal Highw ay categories in FY 2012 through 2017 w ere provided by NMDOT.
NOTE 2: Amounts of FTA 5307, 5308 and 5309 funds are from estimates by ABQ Ride in consultation w ith FTA Region VI.
NOTE 3: Amounts of FTA 5311, 5316 & 5317 funds are from estimates by Rio Metro in consultation w ith NMDOT Rail and Transit Div.
NOTE 4: Zero percent grow th is maintained for all federal & state categories from FY 2018 through 2035.
NOTE 5: Estimates of federal funds use FY 2011 obligation rate for all fiscal years.
NOTE 6: Reduction of funds due to debt service is reflected in all Federal Highw ay categories through 2027 but restored 2028 - 2035.

Table G-2: Detailed Projections of Federal and State Capital Funding by Category (page 1 of 2)

Fund Source	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL FEDERAL FY 2008-2020
Bridge RR (All categories)	$4,020,919	$4,236,049	$5,676,435	$3,412,386	$3,352,196	$3,756,435	$1,597,591	$1,477,978	$3,352,196	$2,154,605	$2,154,605	$2,154,605	$2,154,605	**$39,500,605**
CMAQ-Flex	$10,000,000	$3,800,000	$3,800,000	$3,800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$21,400,000**
CMAQ-Mand	**$4,497,782**	**$6,201,860**	**$6,896,466**	**$2,632,101**	**$5,562,472**	**$5,673,722**	**$5,787,196**	**$5,902,940**	**$6,020,999**	**$6,141,419**	**$6,141,419**	**$6,141,419**	**$6,141,419**	**$73,741,214**
Equity Bonus	$15,243,974	$5,046,750	$28,033,120	$1,728,221	$5,021,541	$5,315,581	$3,554,941	$8,814,090	$5,259,560	$5,238,860	$5,238,860	$5,238,860	$5,238,860	**$98,973,218**
IM	$14,419,493	$7,497,890	$11,235,412	$11,313,257	$11,313,257	$11,112,016	$10,476,690	$10,476,690	$11,313,257	$11,313,257	$11,313,257	$11,313,257	$11,313,257	**$144,410,990**
NHS	$2,211,265	$2,206,656	$0	$2,980,177	$0	$2,990,400	$0	$0	$2,980,177	$2,980,177	$2,980,177	$2,980,177	$2,980,177	**$25,289,383**
STP-E	**$502,790**	**$4,796,410**	**$1,993,000**	**$2,730,429**	**$894,002**	**$1,211,882**	**$1,230,120**	**$1,248,722**	**$967,696**	**$987,050**	**$987,050**	**$987,050**	**$987,050**	**$19,523,251**
STP-Flex	$1,521,369	$989,583	$353,237	$2,190,549	$728,237	$899,117	$3,455,806	$721,726	$2,347,064	$1,666,080	$1,666,080	$1,666,080	$1,666,080	**$19,871,008**
STP-Sm Urb	$427,200	$702,944	$0	$1,800,000	$0	$2,160,000	$0	$0	$0	$0	$0	$0	$0	**$5,090,144**
STP-Rural	$0	$0	$0	$834,176	$1,182,229	$0	$0	$0	$0	$0	$0	$0	$0	**$2,016,405**
STP-U	**$6,879,799**	**$15,034,064**	**$20,895,903**	**$13,073,580**	**$13,590,491**	**$13,862,301**	**$14,139,547**	**$14,222,338**	**$14,710,784**	**$15,005,000**	**$15,005,000**	**$15,005,000**	**$15,005,000**	**$186,428,807**
TOTAL Federal Hwy	**$59,724,591**	**$50,512,206**	**$78,883,573**	**$46,494,876**	**$41,644,425**	**$46,981,454**	**$40,241,891**	**$42,864,484**	**$46,951,733**	**$45,486,448**	**$45,486,448**	**$45,486,448**	**$45,486,448**	$636,245,025
FLHP-Forest Hwy	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**
FLHP-IRR	$0	$0	$0	$0	$1,470,000	$583,000	$1,870,000	$701,000	$0	$0	$100,000	$100,000	$100,000	**$4,924,000**
FLHP-Park Roads	$0	$0	$600,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$600,000**
TOTAL Fed Lands Hwy Prog	**$0**	**$0**	**$600,000**	**$0**	**$1,470,000**	**$583,000**	**$1,870,000**	**$701,000**	**$0**	**$0**	**$100,000**	**$100,000**	**$100,000**	$5,524,000
HPP	$2,530,408	$14,203,901	$8,729,838	$15,896,596	$12,980,282	$0	$0	$0	$0	$0	$0	$0	$0	**$54,341,025**
IM-Disc	$1,953,452	$0	$0	$0	$419,437	$0	$0	$0	$0	$0	$0	$0	$0	**$2,372,889**
STP-Disc	$799,451	$0	$0	$5,138,744	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$5,938,195**
TOTAL Federal Priority	**$5,283,311**	**$14,203,901**	**$8,729,838**	**$21,035,340**	**$13,399,719**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$62,652,109
Sect. 130 Railroad Crossing	$1,735,000	$1,390,000	$0	$750,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$3,875,000**
Safe Routes to Schools	$0	$45,000	$0	$25,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$70,000**
HSIP	$1,400,000	$6,583,830	$3,421,334	$2,345,645	$2,501,280	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	**$20,252,089**
Recreational Trails	$69,461	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$69,461**
Scenic Byways	$54,900	$0	$155,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$209,900**
TCSP	$0	$0	$95,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$95,000**
WIPP/DOE	$0	$0	$0	$2,564,377	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,564,377**
TOTAL Fed. Special Prog.	**$3,259,361**	**$8,018,830**	**$3,671,334**	**$5,685,022**	**$2,501,280**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	$27,135,827
ARRA FHWA Categories	$0	$39,724,537	$7,692,792	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$47,417,329**
ARRA FTA Categories	$0	$11,498,245	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$11,498,245**
TOTAL ARRA	**$0**	**$51,222,782**	**$7,692,792**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$58,915,574
FTA 5307 (Urban)	$15,223,013	$5,048,925	$6,426,250	$8,050,000	$2,737,000	$13,963,000	$8,800,000	$9,100,000	$9,400,000	$9,700,000	$9,894,000	$10,091,880	$10,293,718	**$118,727,786**
FTA 5308 (Clean Fuels)	$0	$0	$0	$0	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$0	$0	$0	**$6,000,000**
FTA 5309 (Bus/Facil)	$8,611,450	$0	$15,214,625	$9,486,300	$1,000,000	$1,500,000	$0	$500,000	$0	$500,000	$0	$500,000	$0	**$37,312,375**
FTA 5310 (Hum Services)	$209,320	$210,000	$210,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$629,320**
FTA 5311 (Capital)	$32,590	$35,120	$41,623	$150,606	$128,800	$128,800	$128,800	$128,800	$128,800	$128,800	$128,800	$128,800	$128,800	**$1,419,139**
FTA 5311 (Admin)	$119,420	$121,819	$124,556	$295,445	$308,511	$320,851	$333,685	$347,032	$347,032	$347,032	$347,032	$347,032	$347,032	**$3,706,479**
FTA 5311 (Operating)	$120,864	$131,199	$134,717	$957,603	$1,016,818	$1,057,490	$1,099,789	$1,143,780	$1,143,780	$1,143,780	$1,143,780	$1,143,780	$1,143,780	**$11,381,160**
FTA 5311(c) (Tribal)	$240,221	$171,651	$182,765	$632,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,227,137**
FTA 5316 (JARC)	$1,010,143	$392,861	$1,090,812	$561,994	$631,903	$652,743	$674,284	$696,548	$711,090	$726,068	$726,068	$726,068	$726,068	**$9,326,650**
FTA 5317 (New Freedom)	$482,596	$176,675	$638,061	$409,668	$236,908	$244,015	$251,876	$258,876	$266,642	$274,642	$274,642	$274,642	$274,642	**$4,063,885**
TOTAL FTA	**$26,049,617**	**$6,288,250**	**$24,063,409**	**$20,544,116**	**$7,059,940**	**$18,866,899**	**$12,288,434**	**$13,175,036**	**$12,997,344**	**$13,820,322**	**$12,514,322**	**$13,212,202**	**$12,914,040**	$193,793,931
GRIP 1	$89,748,700	$36,742,318	$22,800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$149,291,018**
GRIP 2	$13,060,900	$1,874,200	$5,062,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$19,997,600**
TOTAL GRIP 1 & GRIP 2	**$102,809,600**	**$38,616,518**	**$27,862,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$169,288,618
State General Fund	$1,275,000	$8,835,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$10,110,700**
State Capital Outlay	$2,500,000	$2,425,000	$0	$400,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$5,325,000**
State Severance Tax	$50,000	$202,150	$0	$51,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$303,150**
State M.A.P.	$0	$0	$121,826	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$121,826**
TOTAL State Funding	**$3,825,000**	**$11,462,850**	**$121,826**	**$451,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$15,860,676
GRAND TOTAL FEDERAL & STATE CAPITAL FUNDS	**$200,951,480**	**$180,325,337**	**$151,625,272**	**$94,210,354**	**$66,075,364**	**$66,931,353**	**$54,900,325**	**$57,240,520**	**$60,449,077**	**$59,806,770**	**$58,600,770**	**$59,298,650**	**$59,000,488**	$1,169,415,760

NOTE 1: Amounts for Federal Highway categories in FY 2012 through 2017 were provided by NMDOT.
NOTE 2: Amounts of FTA 5307, 5308 and 5309 funds are from estimates by ABQ Ride in consultation with FTA Region VI.
NOTE 3: Amounts of FTA 5311, 5316 & 5317 funds are from estimates by Rio Metro in consultation with NMDOT Rail and Transit Div.
NOTE 4: Zero percent growth is maintained for all federal & state categories from FY 2018 through 2035.
NOTE 5: Estimates of federal funds use FY 2011 obligation rate for all fiscal years.
NOTE 6: Reduction of funds due to debt service is reflected in all Federal Highway categories through 2027 but restored 2028 - 2035.

Table G-2 (continued): Detailed Projections of Federal and State Capital Funding by Category (page 2 of 2)

FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL FEDERAL FY 2021-2025	FY 2026	FY 2027	FY 2028 Debt Service "Restored"	FY 2029	FY 2030	TOTAL FEDERAL FY 2026-2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	TOTAL FEDERAL FY 2031-2035	ESTIMATED TOTAL Federal FY 2008-2035	EST. TOTAL AVAILABLE with Matching Funds
$2,154,605	$2,154,605	$2,154,605	$2,154,605	$2,154,605	**$10,773,025**	$2,154,605	$2,154,605	$3,361,184	$3,361,184	$3,361,184	**$14,392,761**	$3,361,184	$3,361,184	$3,361,184	$3,361,184	$3,361,184	**$16,805,919**	**$81,472,310**	**$101,840,388**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$21,400,000**	**$25,046,815**
$6,141,419	$6,141,419	$6,141,419	$6,141,419	$6,141,419	**$30,707,095**	$6,141,419	$6,141,419	$9,580,614	$9,580,614	$9,580,614	**$41,024,679**	$9,580,614	$9,580,614	$9,580,614	$9,580,614	$9,580,614	**$47,903,068**	**$193,376,056**	**$226,329,637**
$5,238,860	$5,238,860	$5,238,860	$5,238,860	$5,238,860	**$26,194,300**	$5,238,860	$5,238,860	$8,172,622	$8,172,622	$8,172,622	**$34,995,585**	$8,172,622	$8,172,622	$8,172,622	$8,172,622	$8,172,622	**$40,863,108**	**$201,026,211**	**$235,283,469**
$11,313,257	$11,313,257	$11,313,257	$11,313,257	$11,313,257	**$56,566,285**	$11,313,257	$11,313,257	$17,648,681	$17,648,681	$17,648,681	**$75,572,557**	$17,648,681	$17,648,681	$17,648,681	$17,648,681	$17,648,681	**$88,243,405**	**$364,793,236**	**$393,775,074**
$2,980,177	$2,980,177	$2,980,177	$2,980,177	$2,980,177	**$14,900,885**	$2,980,177	$2,980,177	$4,649,076	$4,649,076	$4,649,076	**$19,907,582**	$4,649,076	$4,649,076	$4,649,076	$4,649,076	$4,649,076	**$23,245,381**	**$83,343,231**	**$97,545,909**
$987,050	$987,050	$987,050	$987,050	$987,050	**$4,935,250**	$987,050	$987,050	$1,539,798	$1,539,798	$1,539,798	**$6,593,494**	$1,539,798	$1,539,798	$1,539,798	$1,539,798	$1,539,798	**$7,698,990**	**$38,750,985**	**$51,667,979**
$1,666,080	$1,666,080	$1,666,080	$1,666,080	$1,666,080	**$8,330,400**	$1,666,080	$1,666,080	$2,599,085	$2,599,085	$2,599,085	**$11,129,414**	$2,599,085	$2,599,085	$2,599,085	$2,599,085	$2,599,085	**$12,995,424**	**$52,326,246**	**$61,243,261**
$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**	$100,000	$100,000	$156,000	$156,000	$156,000	**$668,000**	$156,000	$156,000	$156,000	$156,000	$156,000	**$780,000**	**$7,038,144**	**$8,237,527**
$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**	$100,000	$100,000	$156,000	$156,000	$156,000	**$668,000**	$156,000	$156,000	$156,000	$156,000	$156,000	**$780,000**	**$3,964,405**	**$4,639,987**
$15,005,000	$15,005,000	$15,005,000	$15,005,000	$15,005,000	**$75,025,000**	$15,005,000	$15,005,000	$23,407,800	$23,407,800	$23,407,800	**$100,233,400**	$23,407,800	$23,407,800	$23,407,800	$23,407,800	$23,407,800	**$117,039,000**	**$478,726,207**	**$560,306,850**
$45,686,448	**$45,686,448**	**$45,686,448**	**$45,686,448**	**$45,686,448**	**$228,432,240**	**$45,686,448**	**$45,686,448**	**$71,270,859**	**$71,270,859**	**$71,270,859**	**$305,185,473**	**$71,270,859**	**$71,270,859**	**$71,270,859**	**$71,270,859**	**$71,270,859**	**$356,354,294**	**$1,526,217,032**	**$1,765,916,897**
							diff 2027to 2028=	$25,584,411											
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$0**	**$0**
$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**	$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**	$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**	**$6,424,000**	**$6,424,000**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$600,000**	**$600,000**
$100,000	**$100,000**	**$100,000**	**$100,000**	**$100,000**	$500,000	**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$100,000**	$500,000	**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$100,000**	$500,000	$7,024,000	**$7,024,000**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$54,341,025**	**$63,601,382**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$2,372,889**	**$2,777,258**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$5,938,195**	**$6,103,386**
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$62,652,109**	**$72,482,026**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$3,875,000**	**$4,305,556**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$70,000**	**$70,000**
$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**	$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**	$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**	**$27,752,089**	**$29,956,918**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$69,461**	**$71,198**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$209,900**	**$215,148**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$95,000**	**$114,000**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$2,564,377**	**$2,564,377**
$500,000	**$500,000**	**$500,000**	**$500,000**	**$500,000**	$2,500,000	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	$2,500,000	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	$2,500,000	**$34,635,827**	**$37,297,195**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$47,417,329**	**$47,417,329**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$11,498,245**	**$11,498,245**
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$58,915,574**	**$58,915,574**
$10,293,718	$10,293,718	$10,293,718	$10,293,718	$10,293,718	**$51,468,590**	$10,293,718	$10,293,718	$10,293,718	$10,293,718	$10,293,718	**$51,468,590**	$10,293,718	$10,293,718	$10,293,718	$10,293,718	$10,293,718	**$51,468,590**	**$273,133,556**	**$293,502,655**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$6,000,000**	**$6,447,454**
$500,000	$0	$500,000	$0	$500,000	**$1,500,000**	$0	$500,000	$0	$500,000	$0	**$1,000,000**	$500,000	$0	$500,000	$0	$500,000	**$1,500,000**	**$41,312,375**	**$44,393,270**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$629,320**	**$786,650**
$128,800	$128,800	$128,800	$128,800	$128,800	**$644,000**	$128,800	$128,800	$128,800	$128,800	$128,800	**$644,000**	$128,800	$128,800	$128,800	$128,800	$128,800	**$644,000**	**$3,351,139**	**$4,188,924**
$347,032	$347,032	$347,032	$347,032	$347,032	**$1,735,160**	$347,032	$347,032	$347,032	$347,032	$347,032	**$1,735,160**	$347,032	$347,032	$347,032	$347,032	$347,032	**$1,735,160**	**$8,911,959**	**$11,139,949**
$1,143,780	$1,143,780	$1,143,780	$1,143,780	$1,143,780	**$5,718,900**	$1,143,780	$1,143,780	$1,143,780	$1,143,780	$1,143,780	**$5,718,900**	$1,143,780	$1,143,780	$1,143,780	$1,143,780	$1,143,780	**$5,718,900**	**$28,537,860**	**$47,744,528**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$1,227,137**	**$1,227,137**
$726,068	$726,068	$726,068	$726,068	$726,068	**$3,630,340**	$726,068	$726,068	$726,068	$726,068	$726,068	**$3,630,340**	$726,068	$726,068	$726,068	$726,068	$726,068	**$3,630,340**	**$20,217,670**	**$25,272,088**
$274,642	$274,642	$274,642	$274,642	$274,642	**$1,373,210**	$274,642	$274,642	$274,642	$274,642	$274,642	**$1,373,210**	$274,642	$274,642	$274,642	$274,642	$274,642	**$1,373,210**	**$8,183,515**	**$10,229,394**
$13,414,040	**$12,914,040**	**$13,414,040**	**$12,914,040**	**$13,414,040**	$66,070,200	**$12,914,040**	**$13,414,040**	**$12,914,040**	**$13,414,040**	**$12,914,040**	$65,570,200	**$13,414,040**	**$12,914,040**	**$13,414,040**	**$12,914,040**	**$13,414,040**	$66,070,200	**$391,504,531**	**$444,932,047**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$149,291,018**	**$174,731,984**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$19,997,600**	**$23,405,429**
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$169,288,618**	**$198,137,413**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$10,110,700**	**$10,110,700**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$5,325,000**	**$5,325,000**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$303,150**	**$303,150**
$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	$0	$0	$0	$0	$0	**$0**	**$121,826**	**$121,826**
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$15,860,676**	**$15,860,676**
$59,700,488	**$59,200,488**	**$59,700,488**	**$59,200,488**	**$59,700,488**	**$297,502,440**	**$59,200,488**	**$59,700,488**	**$84,784,899**	**$85,284,899**	**$84,784,899**	**$373,755,673**	**$85,284,899**	**$84,784,899**	**$85,284,899**	**$84,784,899**	**$85,284,899**	**$425,424,494**	**$2,266,098,367**	**$2,600,565,827**

Table G-3: Summary of Local Government Funds for Transportation

Jurisdiction and Source of Funding	TOTAL FY 2008-2020	TOTAL FY 2021-2025	TOTAL FY 2026-2035	TOTAL FY 2008 - 2035
Albuquerque, City of - (GO) General Obligation Bond Funds	$272,500,000	$232,500,000	$225,000,000	$730,000,000
Albuquerque, City of - (CCIP) Component Capital Improvement Program	$31,000,000	$15,000,000	$30,000,000	$76,000,000
Albuquerque, City of - 1/4 Cent Transportation Tax	$237,500,000	$95,000,000	$190,000,000	$522,500,000
Albuquerque, City of - DMD - TOTAL	**$541,000,000**	**$342,500,000**	**$445,000,000**	**$1,328,500,000**
Albuquerque, City of - Other Local Revenue (excluding funds below)	$379,631,325	$168,756,700	$392,034,510	$940,422,535
Albuquerque, City of - (CCIP) Component Capital Improvement Program	$50,210,000	$30,053,200	$58,748,230	$139,011,430
Albuquerque, City of - 1/4 Cent Transportation Tax	$139,529,260	$68,290,470	$158,643,900	$366,463,630
Albuquerque, City of - ABQ Ride - TOTAL	**$569,370,585**	**$267,100,370**	**$609,426,640**	**$1,445,897,595**
Albuquerque, City of - TOTAL	**$1,110,370,585**	**$609,600,370**	**$1,054,426,640**	**$2,774,397,595**
Rio Rancho, City of - (GO) General Obligation Bond Funds	$74,500,000	$27,500,000	$55,000,000	$157,000,000
Rio Rancho, City of - Impact Fess	$8,740,210	$3,547,725	$7,095,450	$19,383,385
Rio Rancho, City of - Municipal Gas Tax	$7,625,130	$2,919,450	$5,838,860	$16,383,440
Rio Rancho, City of - TOTAL	**$90,865,340**	**$33,967,175**	**$67,934,310**	**$192,766,825**
Bernalillo, County of - (GO) General Obligation Bond Funds	$50,000,000	$25,000,000	$50,000,000	$125,000,000
Bernalillo, County of - Impact Fees	$5,013,407	$2,500,000	$5,000,000	$12,513,407
Bernalillo, County of - TOTAL	**$55,013,407**	**$27,500,000**	**$55,000,000**	**$137,513,407**
Bernalillo, Town of - Gas Tax Revenue	$2,028,000	$780,000	$1,560,000	$4,368,000
Bernalillo, Town of - General Fund (Street Improvement Budget)	$2,028,000	$780,000	$1,560,000	$4,368,000
Bernalillo, Town of - TOTAL	**$4,056,000**	**$1,560,000**	**$3,120,000**	**$8,736,000**
Corrales, Village of - Gas Tax Revenue	$329,817	$146,459	$340,234	$816,510
Corrales, Village of - TOTAL	**$302,226**	**$146,459**	**$340,234**	**$788,919**
Los Lunas, Village of - Municipal Street Funds	$4,189,523	$1,830,732	$4,252,927	$10,273,182
Los Lunas, Village of - TOTAL	**$4,189,523**	**$1,830,732**	**$4,252,927**	**$10,273,182**
Los Ranchos de Albuqueruqe, Village of - Municipal Street Fund	$1,816,482	$786,933	$1,828,104	$4,431,519
Los Ranchos de Albuquerque, Village of - TOTAL	**$1,668,231**	**$786,933**	**$1,828,104**	**$4,283,268**
Tijeras, Village of - Gas Tax	$108,333	$47,881	$111,230	$267,444
Tijeras, Village of - TOTAL	**$99,313**	**$47,881**	**$111,230**	**$258,424**
Estimate of All Tribal Governments Transportation Funds (by MRMPO staff)	$2,433,322	$1,126,604	$2,617,186	$6,177,112
Tribal Governments - TOTAL	**$2,412,080**	**$1,126,604**	**$2,617,186**	**$6,155,870**
Rio Metro Regional Transit District - (1/8¢ GRT) Gross Receipts Tax	$248,955,874	$128,297,673	$298,045,146	$675,298,693
Rio Metro Regional Transit District - Fare Box Revenue	$37,164,497	$17,672,221	$41,053,899	$95,890,617
Rio Metro Regional Transit District - BNSF/Amtrak Railroad Use Fee	$27,692,295	$10,616,242	$24,662,329	$62,970,866
Rio Metro Regional Transit District - State Funding	$4,312,017	$1,040,808	$2,417,875	$7,770,700
Rio Metro Regional Transit District - Miscellaneous	$2,657,781	$1,248,970	$2,901,450	$6,808,201
Rio Metro Regional Transit District - TOTAL	**$320,782,464**	**$158,875,914**	**$369,080,699**	**$848,739,077**
NOTE: Rio Metro totals include funds for the New Mexico Rail Runner Express (NMRRX). However, federal funds used for the 1st three years of servcie for NMRRX are listed on the Projected Federal and State Capital Funding for Transportation chart. However that lists only the AMPA portion of the funds.				
TOTAL FINANCIAL RESOURCES of ALL LOCAL GOVERNMENTS	**$1,589,759,169**	**$835,442,068**	**$1,558,711,330**	**$3,983,912,567**

New Mexico DEPARTMENT OF TRANSPORTATION

March 13, 2011

Susana Martinez
Governor

Alvin C. Dominguez, P.E.
Cabinet Secretary

Mr. Terry Doyle
MRCCG - Mid-Region Council of Governments
809 Copper Avenue. NW
Albuquerque. NM 87102

Re: Revised 2011 Targets

Dear Mr. Doyle:

The revised fiscal year 2011 program targets have been provided to the District Office. Listed below are the TPU, TPE and CMAQ Mandatory targets which MRCOG can use for planning and programming projects:

1. TPU: $15,301,475 x 85.44% = $13,073,580.
2. TPE: $ 1,084,861 x 75.00% = $ 813,646.
3. CMAQ Mandatory: $ 3,092,890 x 85.44% = $2,642,565.

Please note the following:

1. The Amount show above for the TPE funding category is the amount made available to MRCOG for programming. NMDOT has retained $723,241 of its TPE allocation for use on enhancement projects within District Three.

2. The NMDOT has an ITS project CN 2976 (District ITS Deployments) in the amount of $485,630. The project is funded with CMAQ funds in FY 11. The remaining funds can be used by MRCOG to program projects within Bernalillo County.

If you have any questions or require additional information, please feel free to give me a call at (505) 841-2761.

Sincerely,

Tony Abbo, P.E., PTOE

District Three ADE – Engineering Support

cc: Tamara Haas
Dave Pennella – MRCOG
File

db ✓
db++ ✓

Mid-Region Council of Governments

February 17, 2011

Max Valerio
NMDOT, Chief Engineer
1120 Cerrillos Rd. Room 204
Santa Fe, NM 87504

FUNDING TARGETS FOR DEVELOPMENT OF THE MID-REGION METROPOLITAN PLANNING ORGANIZATION (MRMPO) 2012 TO 2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2035 METROPOLITAN TRANSPORTATION PLAN (MTP)

Dear ~~Mr. Valerio~~ Max:

As discussed and agreed to during our meeting today, the MRMPO will use the funding targets for CMAQ-M, STP-U and STP-E established for the ***2010-2015 TIP*** in its preparation of the ***2012-2017 TIP***, and the ***2035 MTP***. This will basically result in a 2% per year increase above the FY 2015 target programmed in the current ***2010-2015 TIP*** for years 2016 and 2017 of the ***2012-2017 TIP***, and years 2016 through 2035 of the ***2035 MTP***.

We agreed this is a reasonable approach to programming targets, and based that on the recent White House fiscal year 2012 budget proposal, which includes an overall USDOT funding request that is 66% higher than FY 2010 (A key element of the request is the inclusion of a $556 billion six-year surface transportation reauthorization). While it is unlikely that Congress will pass the budget as proposed, it does seem likely that a reauthorization will increase funding above FY 2010 levels. With that in mind, we agreed that the federal financial landscape in the coming years may be quite different than simply projecting a flat target based on FY 2011 funding levels.

As we discussed, we will adjust the FY 2011 portion of the ***2010-2015 TIP***, and currently anticipate a program within 3% of the FY 2011 targets we received from you today. We also agree and acknowledge that if we move into 2012 under a continuing resolution we will need to reconcile FY 2012 of the ***2012-2017 TIP*** to keep the program in-line with anticipated funding.

Thank you for your help in establishing reasonable funding targets for the MRMPO as we move forward in our preparation of the ***2012-2017 TIP*** and the ***2035 MTP***. The support and coordination we receive from you and your staff is truly appreciated.

Sincerely,

Terrence Doyle
Transportation Director

809 Copper Ave. NW, Albuquerque, NM 87102
Phone (505) 247-1750 Fax (505) 247-1753 Web: www.mrcog-nm.gov

Analysis of Revised AMPA Targets for FY 2011 in CMAQ-Mandatory, STP-E and STP-U

Original FY 2011 AMPA Targets		Funding Category Information	New FY 2011 AMPA Targets	
		CMAQ-Mand D-3 Target (incl. match)	$3,080,643	
$5,453,404		**CMAQ-Mand Target Federal Funds Only (at 85.44%)**	**$2,632,101**	
$5,255,845		**CMAQ-Mand Programmed FY 2011**	**$5,255,845**	
$197,559	= Targ - Prog	**Difference - $1 under or ($1) over**	Targ - Prog =	**($2,623,744)**
		STP-E D-3 Target (incl. match)	$1,807,101	
		STP-E D-3 Target Federal Funds Only (at 75.00%)	$1,355,326	
$876,472		**STP-E AMPA Target at 60.00% of D-3**	**$813,195**	
$2,820,234		STP-E Programmed FY 2011	$2,820,234	
-$1,917,234		Subtract NMDOT Projects (not part of AMPA target)	-$1,917,234	
$903,000		**Adjusted STP-E Programmed Amount FY 2011**	**$903,000**	
($26,528)	= Targ - Prog	**Difference - $1 under or ($1) over**	Targ - Prog =	**($89,305)**
		STP-U D-3 Target (incl. match)	$15,301,475	
$13,324,011		**STP-U Target Federal Funds Only (at 85.44%)**	**$13,073,580**	
$10,848,469		**STP-U Programmed FY 2011**	**$10,848,469**	
$2,475,542	= Targ - Prog	**Difference - $1 under or ($1) over**	Targ - Prog =	**$2,225,111**
$2,646,573		**Cumulative Total of All Amounts under/over programmed**		**($488,437)**
$19,653,837		**Cumulative Target TOTAL**		**$16,518,877**
13.47%	**% Under programmed**	**Percent Difference (Cumulative Diff. ÷ Cumulative Target)**	**% Over Programmed**	**2.96%**

"Programmed Amount" refers to the amount proposed to be programmed in each category in FY 2011 incorporating TIP Amendments currently pending state/federal approvals and proposed TIP Amendments pending approval by the MTB in April 2011 with subsequent state/feceral approvals.

"Original FY 2011 AMPA Targets" refers to the target amount originally programmed for FY 2011 when the FY 2008-2013 TIP was programmed in 2007 and continued with the programming of the FY 2010-2015 TIP in 2009.

NOTE: These amounts are superceded by those in the March 13, 2011 letter which slightly modified these targets.

Mid-Region Metropolitan Planning Organization - Albuquerque, NM

Per meeting February 17, 2011

Appendix H: List of Abbreviations

3C	Continuing, Cooperative and Comprehensive metropolitan planning process
AASHTO	Association of American State Highway Transportation Officials
ADA	Americans with Disabilities Act
AFV	Alternative Fuel Vehicles
AMPA	Albuquerque Metropolitan Planning Area
ARRA	American Reinvestment and Recovery Act (Economic Stimulus)
ATC	Alvarado Transportation Center
AWDT	Average Weekday Daily Traffic
B100	Biodiesel fuel (number = % of biodiesel in the blend)
BBER	Bureau of Business and Economic Research
Bern Co	Bernalillo County
BIA	U.S. Bureau of Indian Affairs
BLM	U.S. Bureau of Land Management
BP	Bicycle – Pedestrian
BPE	Bicycle, Pedestrian and Equestrian
CAA	Clean Air Act
CBD	Central Business District
CCTV	Closed Circuit Television
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COA	City of Albuquerque
COG	Council of Governments
CRDC	Central Region Design Center of NMDOT
CTPP	Census Transportation Planning Package
CTSP	Comprehensive Transportation Safety Plan
D3 or D-3	NMDOT District 3
DASZ	Data Analysis Subzone
Des	Design
DMD	City of Albuquerque, Department of Municipal Development
DOE	U.S. Department of Energy
DOT	Department of Transportation
DPI	City of Rio Rancho Department of Public Infrastructure
E95	Ethanol fuel (number = % of ethanol in the blend)
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice

EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act
FAA	Federal Aviation Administration
FAABS	Future Albuquerque Area Bikeways & Streets (superseded by this MTP)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GRIP	Governor Richardson's Investment Partnership
GRT	Gross Receipts Tax
H&B Pr	Highway & Bridge Preservation
HOV	High Occupancy Vehicle (2 or more persons)
HOT	High Occupancy Toll lane
HUD	Housing and Urban Development
IRR	Indian Reservation Roads
ISTEA	Intermodal Surface Transportation Act
ITS	Intelligent Transportation Systems
JARC	Job Access Reverse Commute (transit service funded under FTA 5316)
JLUS	Joint Land Use plan
KAFB	Kirtland Air Force Base
LAM	Land-Use Allocation Module
LMP	Limited Maintenance Plan
LNG	Liquefied Natural Gas
LOS	Level of Service
LPG	Liquefied Petroleum Gas
LR d ABQ	Village of Los Ranchos de Albuquerque
LRSTP	Long Range Statewide Transportation Plan
LRTP	Long Range Transportation Plan
M85	Methanol fuel (number = % of methanol in the blend)
M&O	Maintenance & Operations
MPO	Metropolitan Planning Organization
MRCOG	Mid-Region Council of Governments
MRGCD	
MRMPO	Mid-Region Metropolitan Planning Organization
MRTD	Mid-Region Transit District
MSA	Metropolitan Statistical Area (as established by US Census Bureau)
MTB	Metropolitan Transportation Board
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NMAC	New Mexico Administrative Code

NMDOT	New Mexico Department of Transportation
NMP&R	New Mexico Park & Ride
NPS	National Park Service
O/D	Origin/Destination
O&M	Operations & Maintenance
PBTAG	Pedestrian and Bicycle Technical Advisory Group
PCI	Pedestrian Composite Index
PE	Preliminary Engineering
PIC	Public Involvement Committee
PL	Planning Funds
PM	Particulate Matter
PPM	parts per million
PPP	Project Prioritization Process
Recon	Reconstruction
RMRTD	Rio Metro Regional Transit District
ROW	Right-of-Way
RPO	Rural Planning Organization
RTD	Regional Transit District
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users
SGCN	Species of Greatest Conservation Need
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SRTP	Short Range Transit Plan from ABQ Ride
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TCC	Transportation Coordinating Committee
TCM	Transportation Control Measures
TDM	Travel Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOC	Traffic Operations Center
TOD	Transit Oriented Development
TPTG	Transportation Program Technical Group
TRAM	Transportation Accessibility Model (a modeling analysis program)
TRB	Transportation Research Board
TSM	Transportation Systems Management
UA	Urbanized Area
UNM	University of New Mexico
UPWP	Unified Planning Work Program (for the MPO)
USC	United States Code

USDOT	United States Department of Transportation
USFS	United States Forest Service
V/C	Volume/Capacity
VHD	Vehicle Hours of Delay
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Appendix I: Federally Required Planning Factors

The U.S. Code of Federal Regulations (CFR Section 450.306) requires that the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services that will address eight different planning factors. The ways in which MRMPO's planning process has addressed these factors is described below.

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

The 2035 MTP supports the economic vitality of the metropolitan area by including *economic activity and growth* as one of its three primary goals. The goal's objective statement is to "develop a transportation system that promotes economic activity and vitality in the region, achieved through decisions that provide an affordable, efficient, multi-modal and safe transportation network." The objectives that support the goal include serving areas with high population and employment activity, supporting private sector enterprise and supporting local priorities which are demonstrated with local matching funding and project readiness. These are achieved in part through the Project Prioritization Process, which awards projects that meet these objectives, and the MTP's performance monitoring, which includes performance targets that track whether the plan is meeting its stated goal of economic activity and growth.

(2) Increase the safety of the transportation system for motorized and non-motorized users;

MRMPO tracks and assesses safety in the region as one of its core planning activities and is striving to integrate safety into its planning process in multi-faceted ways. The 2035 MTP process increases the safety of the transportation system with the inclusion of a safety element chapter that responds to identified safety challenges in the region by providing strategies to address and improve safety. The Project Prioritization Process also encourages safety improvements by prioritizing those projects that include locations that could benefit from safety improvements and by encouraging projects that mitigate and improve dangerous conditions. The MTP monitoring process also includes a specific safety performance target that will be tracked to assess whether the MTP is achieving safety improvements that support the *quality of life* goal in terms of reducing fatality and injury crashes by 2.3 percent per year in the region. Finally, the plan has been made consistent with the State's Comprehensive Transportation Safety Plan.

3) Increase the security of the transportation system for motorized and non-motorized users;

Security was considered as part of the 2035 MTP planning process as described in Chapter 3.B.v of the Plan. Consultation with security-related stakeholders was undertaken to determine current practices and identify shortcomings in security planning for the regional transportation system.

4) Increase the accessibility and mobility of people and freight;

Accessibility is a major consideration of the 2035 MTP and was measured through the use of MRMPO's Transportation Accessibility Model (TRAM). Accessibility has been measured for environmental justice communities and to determine the region's access to public transportation services. These types of assessments allow MRMPO to determine where access deficiencies exist so they can be addressed through the planning process.

The mobility of people and freight are addressed through one of the Plan's three primary goals, the *mobility of people and goods*. This goal is supported through the Project Prioritization Process; mobility of freight is a performance criterion that supports the economic activity and growth goal. Freight mobility is also addressed in Chapter 3.A.v., which involved consultation with freight stakeholders to identify freight-related issues and needs for the region.

5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns;

Quality of life is explicitly promoted as one of the Plan's primary goals. Objectives which promote quality of life, including air quality, safety, environmental justice and the preservation of existing infrastructure, are included as performance measures for the Project Prioritization Process. Performance targets for monitoring how the Plan is achieving its quality of life goal are also included. These include air quality, environmental justice, safety and existing infrastructure performance targets (for specific target metrics, refer to Chapter 5 of the 2035 MTP).

The environment is protected and enhanced, in part, through the inclusion of climate change, air quality, and environmental resources and mitigation discussion presented in the 2035 MTP. Energy conservation is promoted through the Plan's prioritization of projects incorporating alternative modes of transportation (pedestrian, bicycle and transit). Energy conservation is also promoted through the Plan's performance target of maintaining per capita vehicle miles traveled (VMT) at or below 2008 levels (reducing vehicle miles traveled is used as a proxy performance target for improving air quality, which supports the quality of life goal). Consultation with local environmental stakeholders was undertaken as part of the 2035 MTP planning process to identify environmental resources and mitigation measures to protect those resources. Finally, efforts were made to ensure the 2035 MTP is consistent with all applicable State and

local plans addressing population and employment growth as listed in Chapter 1. In addition, the Project Prioritization Process awards projects which result from, or are consistent with, existing local plans including comprehensive plans, area plans and sector plans.

6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

The integration and connectivity of the transportation system is enhanced through the Plan's prioritization of intermodal connectivity, which is a performance measure for *mobility*, one of the Plan's three goals. The intermodal connectivity performance measure encourages projects that provide direct connections to transit facilities as part of the Project Prioritization Process. Projects which provide direct access to intermodal facilities or which improve user services are ranked higher in the prioritization process.

Freight is integrated into the transportation planning process through the private sector (freight) performance measure for the economic activity and growth goal. This performance measure prioritizes areas of high commercial trucking activity. Projects that address these principal freight corridors and freight movement as their primary project purpose are awarded more points in the prioritization process.

7) Promote efficient system management and operation; and

Efficient system management and operation of the transportation system is ensured through continuing systems management and operations planning for the AMPA and conducted as part of MRMPO's planning process as documented in Chapter 3.B.i.

8) Emphasize the preservation of the existing transportation system.

Preservation of the existing transportation system is emphasized in two distinct ways: the Project Prioritization Process rewards projects which preserve existing infrastructure under the Plan's *quality of life* goal, and as part of monitoring the MTP's progress the preservation of existing infrastructure will be tracked for whether the percentage of monies spent on existing infrastructure (rather than on projects which add lane miles, or capacity) increases over time.

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Appendix J: Supplemental Information

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RESOLUTION
of the
METROPOLITAN TRANSPORTATION BOARD
of the
MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
R-11-04 MTB

APPROVING THE TRANSPORTATION CONFORMITY WITH AIR QUALITY PLANS FOR THE 2035 METROPOLITAN TRANSPORTATION PLAN (MTP), THE 2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AND THE 2012-2017 TIP FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA

WHEREAS the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to develop a long range intermodal/multimodal financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA); and

WHEREAS, the 2035 MTP identifies transportation facilities for the AMPA to the year 2035 and includes a financial plan which demonstrates how the plan will be implemented; and

WHEREAS, the 2035 MTP also includes the 2010-2015 Transportation Improvement Program (TIP), and the 2012-2017 TIP; and

WHEREAS, the MPO received a copy of a letter from the EPA to FHWA verifying that the most recent Carbon Monoxide (CO) levels at air quality monitors remain below 85% of the National Ambient Air Quality Standard (NAAQS) for CO, as required by the 2006-2016 Limited Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo County; and

WHEREAS, the 2035 MTP was developed in accordance with federal metropolitan transportation planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

WHEREAS, the 2035 MTP conforms with Air Quality Plans, which include the Transportation Conformity State Implementation Plan (SIP) and the 2006-2016 Limited Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo County; and

WHEREAS, the MTB is responsible for local approval of the Transportation Conformity for the 2035 MTP, the 2010-2015 TIP and the 2012-2017 TIP,

NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico that the 2035 MTP, the 2010-2015 TIP and the 2010-2017 TIP are hereby found to conform with the State Implementation Plans for the Albuquerque/Bernalillo maintenance area.

PASSED, ADOPTED and APPROVED this 15th day of April 2011 by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico.

Maggie Hart-Stebbins, Chair
Metropolitan Transportation Board

ATTEST:

Dewey V. Cave
Executive Director, Mid-Region Council of Governments

Richard J. Barry, Mayor

City of Albuquerque
Environmental Health Department
Air Quality Division
One Civic Plaza, 3rd Floor
Albuquerque, New Mexico 87121

Mary Lou Leonard, Director

March 29, 2011

To: Members of the Transportation Conformity Technical Committee (TCTC)

From: Margaret Nieto, Air Quality Division Control Strategies Section Supervisor

Subject: Transportation Conformity Technical Committee Meeting Summary, Tuesday, March 24. 11, 2009, 1:30 to 3:00 MST

MEETING SUMMARY (final)

A meeting of the TCTC was convened at about 1:40 p. m. MST with the following agencies and representatives participating:

- Mid-Region Council of Governments (MRCOG) - Terry Doyle, Dave Pennella, Aaron Sussman, Steven Montiel, Nathan Masek
- New Mexico Department of Transportation (NMDOT) – Curt Frischkorn, Claude Morelli, Ray Matthew
- City of Albuquerque Environmental Health Department, Air Quality Division (COA/EHD/AQD) – Fabian Macias, Ken Lienemann, Margaret Nieto, Neal Butt,
- City of Albuquerque Transit Department, ABQ Ride – Andrew de Garmo
- Bernalillo County, Technical Planning Program – Richard Meadows
- City of Rio Rancho, Dept. of Public Infrastructure- Tim Brown
- New Mexico Environment Dept., Air Quality Bureau – Kerwin Singleton, Gail Cooke
- EPA, Region 6, Air Planning- Jeff Riley

1. 2035 MTP – Terry Doyle, MRCOG

a) Interagency Consultation for conformity analysis, conformity determination. Terry Doyle, Director of Transportation and Planning Services, MRCOG informed the group about progress with the conformity determination process for the Metropolitan Transportation Plan. What has occurred so far is as follows: the City of Albuquerque Air Quality Division sent 1-hour and 8-hour design values for CO to EPA for confirmation; EPA confirmed design values by means of a letter to US DOT/FHWA in Santa Fe, FTA Regional Office in Ft. Worth, MRCOG, and COA/AQD); MRCOG presented the draft TIP and MTP to the Air Quality Control Board; FHWA verified the air quality status by way of a letter required by the Limited Maintenance Plan for CO. Next steps are: MRCOG takes a resolution to the MTB for approval and then sends approved resolution to FHWA and FTA (April, 2011); the AQCB issues a concurrence letter to FHWA regarding the transportation conformity designation for CO as required by 20.11.3 NMAC, *Transportation Conformity*

(May, 2011); FTA and FHWA send conformity finding to MRCOG. This constitutes the final step in the approval of the MTP. Mr. Doyle received concurrence from the group that the interagency consultation process has been followed.

b) **Demonstration of fiscal constraint.** Mr. Doyle stated that fiscal constraint is being demonstrated in Chapter 4 of the MTP and handed out a revision to the revenues page, explained (along with Dave Penella, MRCOG) that added language is for clarification, but does not affect any of the tables. They addressed some of the uncertainties in projections that are mentioned in the revision. Claude Morelli asked about what impacts would be for air quality conformity if some of the projects were to change. Terry Doyle responded that there would be no impact, as we are so far below the threshold for CO. Regarding fiscal constraint, there are placeholders in place that will be reduced significantly in anticipation of newer needs as they come up. Ken Lienemann, (COA/AQD) pointed out that there may be an NO2 issue in the future. Dave Pennella added that outer years can be adjusted if/when there is a need to. Terry Doyle stated that the 2035 MTP added more transit projects than new roads, so the direction of the plan is a move toward better air quality rather than worse. One large capacity project was actually removed from the plan. Members of the TCTC were in agreement that the MTP and TIP are fiscally constrained at this time recognizing that the availability of financial resources is subject to the enactment of a new transportation bill by Congress. The MTP and TIP are consistent with US DOT's metropolitan planning regulations and the Air Quality transportation conformity regulation.

2. **Ozone update and Validation of CO data – Fabian Macias, COA, EHD, AQD.** Mr. Macias stated that Albuquerque is well below the standard for CO and that EPA, in their current review, is proposing that the CO standards remain the same. He talked about collaborative efforts and research in which the Air Quality Division is involved regarding the expected new Ozone standard, and updated the group on current monitor data. Dave Pennella, MRCOG, asked if there is funding available for the work that will be required to develop a State Implementation Plan, should our area fall into non-attainment status. Mr. Macias responded that the AQD will try to include the project in the next grant application, will be working with the Western Regional Air Partnership (WRAP), and will have to see what else might develop. Terry Doyle asked NMDOT representatives if State Planning and Research (SPR) funds could be made available, since several MPO's in the state will be affected. Ray Matthew and Claude Morelli, (both NMDOT) stated that they can't say yet how much will be available, but it is possible that at least a portion of the project would be eligible. There followed a discussion about doing joint modeling with Santa Fe, which would be useful since transport is a critical component. Asked if TDM data could be used along with modeling, K. Lienemann (COA/AQD) stated that AQD would need detailed transportation data to be able to assess the NO2 monitor data, which relates to ozone formation. Dave Pennella said that MRCOG and NMDOT have all that information and would be willing to share, and that the freight study could also be helpful. It was suggested that it would be useful to have a meeting at MRCOG where they could show AQD what data they have and how it's collected.

3. **Questions regarding NMDOT I-25/Paseo del Norte Interchange Environmental Impact Statement – Neal Butt, COA, EHD, AQD.** Neal Butt raised questions about the NMDOT I-25/Paseo del Norte Interchange EIS and the requirement for hot spot analysis in 20.11.3 NMAC, *Transportation Conformity*. In his review of the draft EIS there was an implication

that a hot spot analysis would be done and included in the final EIS, but he has been attempting to contact Paul Lindberg, NMDOT, who received our comments, and has been unsuccessful in getting a response. Ray Matthew and Claude Morelli (both NMDOT) offered to work with Pat Oliver-Wright (Planning Div. Director at NMDOT) to have her contact Mr. Lindberg. Curt Frischkorn (NMDOT) also offered to look into the matter for Neal, asked that COA/AQD comment letter be sent to him for reference.

The meeting was then adjourned.

U.S. Department
of Transportation
Federal Highway Administration

New Mexico Division
4001 Office Court Dr., Ste. 801
Santa Fe, NM 87507

In Reply Refer To:
HDA-NM
ENVI 1

March 10, 2011

SUBJECT: Mid-Region Council of Governments Transportation
Conformity Air Quality Design Values

Ms. Margaret Nieto
City of Albuquerque
Environmental Health/Air Quality Division
P.O. Box 1293
Albuquerque, NM 87103

Dear Ms. Nieto:

This letter is to acknowledge the Environmental Protection Agency's (EPA) review of the design values for Carbon Monoxide (CO). The review is provided for the on-going transportation conformity determination by the Mid-Region Council of Governments (MRCOG). As described in the EPA letter dated February 15, 2011, the Albuquerque/Bernalillo County area is under an EPA-approved Limited Maintenance Plan for CO. Under this plan, the design value for CO must be under the National Ambient Air Quality Standards (NAAQS) for CO in order to demonstrate conformity by MRCOG and the Federal Highway Administration.

EPA has reviewed the design values associated with the MRCOG managed Metropolitan Planning Organization area for Albuquerque/Bernalillo County. They have noted that the CO design value for the area of concern is well below NAAQS thresholds and thus meets the criterion of the conformity rule and requirements for the Limited Maintenance Plan. For this determination the values were 2.6 ppm for the 8-hour CO NAAQS and 3.6 ppm for the 1-hour CO NAAQS. These values represent 29% and 10% of the relevant standards respectively.

With this confirmation that the design values for CO are in line with the Limited Maintenance Plan, we expect MRCOG to complete the transportation conformity determination associated with the Metropolitan Transportation Plan as scheduled. If you have questions, please contact me at (505) 660-7626 or by email at greg.heitmann@dot.gov.

Sincerely yours,

Gregory L. Heitmann
Environmental/Realty Specialist

For: J. Don Martinez
Division Administrator

Enclosure

cc:
Mr. Terry Doyle, Mid-Region Council of Governments
Ms. Pat Oliver-Wright, NMDOT

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

FEB 15 2011

Mr. J. Don Martinez
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
604 West San Mateo Road
Santa Fe, New Mexico 87505

Dear Mr. Martinez:

In preparation for the planned transportation conformity determination currently underway by the Mid-Region Council of Governments (MRCOG), the Albuquerque Environmental Health Department has requested my office confirm the current carbon monoxide design value for Albuquerque/Bernalillo County. Albuquerque/Bernalillo County is under an EPA-approved Limited Maintenance Plan for carbon monoxide (CO) and thus must demonstrate that the design value is sufficiently below the National Ambient Air Quality Standards (NAAQS) for CO in order to support a finding of conformity by the MRCOG or by the Federal Highway Administration.

The current design value for CO, based on the latest quality-assured data available at this time, is 2.6 ppm for the 8-hour CO NAAQS and 3.6 ppm for the 1-hour CO NAAQS. These values represent 29% and 10% of the relevant standards, respectively. Therefore, the design value for Albuquerque/Bernalillo County is well below the NAAQS threshold, and thus this criterion of the conformity rule is met.

If you have any questions, please feel free to contact me of Jeff Riley of my staff at (214) 665-8542.

Sincerely yours,

Guy Donaldson
Chief
Air Planning Section

cc: Ms. Margaret Nieto, City of Albuquerque Environmental Health Division
Mr. Terry Doyle, Mid-Region Council of Governments
Mr. Greg Heitmann, Federal Highway Administration

RESOLUTION
of the
METROPOLITAN TRANSPORTATION BOARD
of the
MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
R-11-05 MTB

ADOPTING THE
2035 METROPOLITAN TRANSPORTATION PLAN
FOR THE
ALBUQUERQUE METROPOLITAN PLANNING AREA

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to develop a long range intermodal/multimodal financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA); and

WHEREAS, a draft 2035 Metropolitan Transportation Plan (2035 MTP) has been developed under the direction of the MTB in consultation with local government staff, the New Mexico Department of Transportation, and operators of public transportation, and with input from various groups and members of the general public; and

WHEREAS, the approved 2035 MTP will replace the 2030 Metropolitan Transportation Plan (2030 MTP) for the AMPA; and

WHEREAS, the draft 2035 MTP identifies transportation facilities for the AMPA to the year 2035 and includes a financial plan which demonstrates how the plan will be implemented; and

WHEREAS, the MTB is responsible for local approval and adoption of the 2035 MTP; and

WHEREAS, approval and adoption of the 2035 MTP defines the intent of the MTB regarding future transportation facilities in the AMPA and provides direction for development of future Transportation Improvement Programs.

NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation Board that:

1. The 2035 MTP is approved by the Metropolitan Transportation Board, as amended; and
2. The Executive Director of the Mid-Region Council of Governments is authorized to finalize and publish the 2035 MTP and transmit it to the New Mexico Department of Transportation (NMDOT) and the appropriate sections of the U.S. Department of Transportation.

PASSED, ADOPTED and APPROVED this 15th day of April 2011 by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico.

Maggie Hart-Stebbins, Chair
Metropolitan Transportation Board

ATTEST:

Dewey V. Cave
Executive Director Mid-Region Council of Governments

U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration
819 Taylor Street, Ste. 8A36
Fort Worth, TX 76102
817-978-0550
817-978-0575 (Fax)

Federal Highway Administration
4001 Office Court Dr., Ste. 801
Santa Fe, NM 87507
505-820-2021
505-820-2040 (Fax)

In Reply Refer To:
HDA-NM
ENVI 3

June 27, 2011

SUBJECT: 2035 Metropolitan Transportation Plan (MTP) and FY2010-2015 and FY2012-2017 Transportation Improvement Programs (TIPs) Transportation Conformity Findings

Mr. Dewey V. Cave
Executive Director
Mid-Region Council of Governments
809 Cooper Ave. NW
Albuquerque, New Mexico 87102

ATTN: Mr. Dave R. Pennella, Transportation Program Manager

Dear Mr. Cave:

In accordance with the Clean Air Act (CAA) Amendments of 1990, a conformity finding for the transportation plans and programs in a limited attainment area is required by the U.S. Department of Transportation, (USDOT). The Mid-Region Council of Governments (MRCOG), the Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA), has concluded and documented that the 2035 MTP conforms to CAA requirements. This conclusion is based on the MPO's coordination and consultation with the Environmental Protection Agency (EPA), the Albuquerque-Bernalillo Air Quality Control Board, the New Mexico Department of Transportation, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FHWA and FTA, representing the USDOT, have determined that the AMPA has met the requirements of the EPA Transportation Conformity Rule (40 CFR Parts 51 and 93).

A Finding of Conformity is hereby made with respect to the 2035 Metropolitan Transportation Plan (MTP) and FY2010-2015 and FY2012-2017 Transportation Improvement Programs (TIPs) as approved by the Metropolitan Transportation Board of the Mid-Region Council of Governments on April 15, 2011.

This conformity determination is in effect until such time a new determination is required either by new regulatory requirements, major revision of transportation plans, or a State Implementation Plan (SIP) revision. If you have any questions regarding this matter, please contact Rodolfo Monge-Oviedo at (505) 820-2037.

Robert C. Patrick
Regional Administrator
Federal Transit Administration

For, J. Don Martinez
Division Administrator
Federal Highway Administration

cc:
Mr. Tony Ogboli, FTA
Ms. Patricia Oliver-Wright, NMDOT
Ms. Anne McLaughlin, NMDOT
Ms. Dorothy Shepherd, NMDOT
Mr. Elias Archuleta, NMDOT

RESOLUTION
of the
METROPOLITAN TRANSPORTATION BOARD
of the
MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
R-12-16 MTB

AMENDING THE
2035 METROPOLITAN TRANSPORTATION PLAN
FOR THE
ALBUQUERQUE METROPOLITAN PLANNING AREA

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to develop a long range intermodal/multimodal financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA); and

WHEREAS, a 2035 Metropolitan Transportation Plan (2035 MTP) was approved by the Metropolitan Transportation Board on April 15, 2011; and

WHEREAS, the amendment to the 2035 MTP has been developed in accordance with SAFETEA-LU and MAP-21 in cooperation with local government agencies and the New Mexico Department of Transportation; and

WHEREAS, the amendment to the 2035 MTP clarifies proposed work planned for the vicinity of the I-25 and Paseo del Norte interchange and is consistent with the existing 2035 MTP financial plan; and

WHEREAS, the MTB is responsible for local approval and adoption of the 2035 MTP; and

WHEREAS, approval and adoption of the 2035 MTP defines the intent of the MTB regarding future transportation facilities in the AMPA and provides direction for development of future Transportation Improvement Programs.

NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation Board that:

1. The 2035 MTP is amended by the Metropolitan Transportation Board, as noted in Attachment A; and
2. The Executive Director of the Mid-Region Council of Governments is authorized to finalize and publish the amended 2035 MTP and transmit it to the New Mexico Department of Transportation (NMDOT) and the appropriate sections of the U.S. Department of Transportation.

PASSED, ADOPTED and APPROVED this 14th day of December 2012 by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico.

Isaac Benton, Chair
Metropolitan Transportation Board

ATTEST:

Dewey V. Cave
Executive Director Mid-Region Council of Governments

2035 Metropolitan Transportation Plan - Albuquerque, NM

Proposed AMENDMENT

This proposed Amendment to the 2035 MTP modifies Appendix F as noted below

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
I-25 & Paseo del Norte Interchange Reconstruction	I-25 Exit 232 at NM 423 Paseo del Norte		Reconstruct Interchange. Includes I-25 from Osuna to Alameda & PdN from 2nd to San Pedro, and east side ramps & frontage road. Project may split at later date.	Cap	bp	NMDOT CRDC	$350,000,000	Mid
Replace project line above and split the project into two components								
I-25 & Paseo del Norte Interchange Reconstruction	(see description)		Construct free-flow ramp EB PdN to SB I-25, flyover NB I-25 to WB PdN, grade-separation/interchange at Jefferson St, bike/ped improvements, I-25 mainline improv. btwn Jefferson & Alameda and roadway rehabilitation/reconstruction & improved freeway access.	Cap	bp	NMDOT CRDC	$93,000,000	Mid
I-25 & Paseo del Norte Area Roadway Improvements	vicinity of I-25 & Paseo del Norte	I-25 from Osuna to Alameda & PdN from 2nd to San Pedro and ramps & frontage roads.	Roadway improvements including: ITS improvements, roadway & bridge rehabilitation/reconstruction, intersection improvements at N. Diversion Channel Rd & San Pedro, transit guideway construction, roadway improvements on El Pueblo Rd & Jefferson St, access roadway at Domingo Baca Arroyo, safety improvements, RRxing improvements, frontage road improvements.	Cap	bp	NMDOT or Other Agency	$257,000,000	Mid

In addition to the revision above, Appendix F will be revised to add the following first page to the appendix.

APPENDIX F: Project Listing by Project Type and Time Frame

NOTE: The *2035 Metropolitan Transportation Plan* that is posted online provides this same project listing sorted by time frame, by project title, and by lead agency. Go to www.mrcog-nm.gov , click on "Transportation", then "Long Range-MTP", scroll to "Current MTP".

KEY

Time Frame

C-Uw - Project Completed or Underway (as of February 2011)
Early - Project will be completed 2008 - 2015
Mid - Project will be completed 2015 - 2025
Late - Project will be completed 2025 - 2035

Project Type

Bike/Ped - Project's primary purpose is to address bicycle and/or pedestrian travel.
[Note: a "**bp**" in the Bike/Ped Incl" column indicates bicycle and/or pedestrian elements in a project.]

Capacity - Project's primary purpose is to add through traffic lanes; other improvements such as adding turn lanes, bike lanes, sidewalks, ITS components, etc. are incidental to the main purpose of the project.

H&BP - Project's primary purpose is to preserve the existing highway and/or bridge infrastructure; other improvements such as adding turn lanes, bike lanes, sidewalks, ITS components, etc. are incidental to the main purpose of the project.

ITS-TSM - Project's primary purpose is to improve the Intelligent Transportation System (ITS) infrastructure and/or is a strategy for Transportation System Management (TSM).

Misc. - Miscellaneous projects such as studies, landscaping, enhancements, scenic byways, and other unusual projects.

Safety - Project's primary purpose is to address an identified safety problem, such as: intersection improvements, railroad crossing improvements, pavement markings, pedestrian crossing improvements and others.

TDM - Travel Demand Management (TDM) projects are those which promote alternate modes of transportation.

Transit - Project's primary purpose is to maintain, operated, improve, enhance or add to the region's public transportation system.

RESOLUTION

of the

METROPOLITAN TRANSPORTATION BOARD

of the

MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

R-12-15 MTB

APPROVING THE TRANSPORTATION CONFORMITY WITH AIR QUALITY PLANS FOR THE 2035 METROPOLITAN TRANSPORTATION PLAN (MTP) AS AMENDED, AND THE 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA

WHEREAS the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to develop a long range intermodal/multimodal financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan planning organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA); and

WHEREAS, the 2035 MTP as amended identifies transportation facilities for the AMPA to the year 2035 and includes a financial plan which demonstrates how the plan will be implemented and is shown to be fiscally constrained (Attachment B); and

WHEREAS, the 2035 MTP as amended also includes the 2012-2017 Transportation Improvement Program (TIP) as amended; and

WHEREAS, the MPO received a copies of letters (Attachment A-1 & A-2) from the EPA to FHWA, and from FHWA to the City of Albuquerque Environmental Health/Air Quality Division verifying that the most recent Carbon Monoxide (CO) levels at air quality monitors remain below 85% of the National Ambient Air Quality Standard (NAAQS) for CO, as required by the 2006-2016 Limited Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo County; and

WHEREAS, the 2035 MTP and amendment was developed in accordance with federal metropolitan transportation planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

WHEREAS, the 2035 MTP as amended conforms with Air Quality Plans, which include the Transportation Conformity State Implementation Plan (SIP) and the 2006-2016 Limited Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo County; and

WHEREAS, the MTB is responsible for local approval of the Transportation Conformity for the 2035 MTP, and the 2012-2017 TIP,

NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico that the 2035 MTP as amended, and the 2010-2017 TIP are hereby found to conform to the State Implementation Plans for the Albuquerque/Bernalillo maintenance area.

PASSED, ADOPTED and APPROVED this 16th day of November 2012 by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico.

Isaac Benton, Chair
Metropolitan Transportation Board

ATTEST:

Dewey V. Cave
Executive Director, Mid-Region Council of Governments

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

September 11, 2012

Mr. J. Don Martinez
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
4001 Office Court Drive, Suite 801
Santa Fe, New Mexico 87507

Dear Mr. Martinez:

In preparation for the planned transportation conformity determination currently underway by the Mid-Region Council of Governments (MRCOG), the Albuquerque Environmental Health Department has requested my office confirm the current carbon monoxide design value for Albuquerque/Bernalillo County. Albuquerque/Bernalillo County is under an EPA-approved Limited Maintenance Plan for carbon monoxide (CO) and thus must demonstrate that the design value is sufficiently below the National Ambient Air Quality Standards (NAAQS) for CO in order to support a finding of conformity by the MRCOG or by the Federal Highway Administration.

The continued applicability of limited maintenance for Albuquerque/Bernalillo County is dependent upon monitoring data showing that the area is meeting the air quality criteria for limited maintenance areas (less than or equal to 85% of the relevant CO NAAQS). The current design value for CO, based on the latest quality-assured data available at this time, is 2.6 ppm for the 8-hour CO NAAQS (9.0 ppm) and 3.4 ppm for the 1-hour CO NAAQS (35.0 ppm). These values represent 29% and 10% of the relevant standards, respectively. Therefore, the design value for Albuquerque/Bernalillo County is well below the NAAQS threshold, and thus this criterion of the conformity rule is met.

If you have any questions, please feel free to contact me of Jeff Riley of my staff at (214) 665-8542.

Sincerely yours,

Guy Donaldson
Chief
Air Planning Section

cc: Ms. Margaret Nieto
City of Albuquerque Environmental Health Department

Mr. Terry Doyle
Mid-Region Council of Governments

Mr. Greg Heitmann
Federal Highway Administration

Mr. Rodolfo Monge-Oviedo
Federal Highway Administration

Mr. Tony Ogboli
Federal Transit Authority

R-12-15 MTB Attachment A-2

U.S. Department of Transportation
Federal Highway Administration

New Mexico Division

4001 Office Court Drive
Suite 801
Santa Fe, NM 87507
505-820-2021
505-820-2040

October 3, 2012

In Reply Refer To:
ENVI 1

Ms. Margaret Nieto
City of Albuquerque
Environmental Health/Air Quality Division
P.O. Box 1293
Albuquerque, NM 87103

RE: Mid-Region Council of Governments transportation
Conformity air quality design values

Dear Ms. Nieto:

This letter is to acknowledge the Environmental Protection Agency's (EPA) review of the design values for Carbon Monoxide (CO). The review is provided for the transportation conformity determination amendment to the plan regarding the I-25/Paseo del Norte Interchange project. This review is part of the conformity determination as conducted by the Mid-Region Council of Governments (MRCOG).

As described in the EPA letter dated September 11, 2012, the Albuquerque/Bernalillo County area is under an EPA-approved Limited Maintenance Plan for CO. Under this plan amendment, the design value for CO must be under the National Ambient Air Quality Standards (NAAQS) for CO in order to demonstrate conformity by MRCOG and the Federal Highway Administration.

The EPA has reviewed the design values associated with the MRCOG managed Metropolitan Planning Organization area for Albuquerque/Bernalillo County. They have noted that the CO design value for the area of concern is well below NAAQS thresholds and thus meets the criterion of the conformity rule and requirements for the Limited Maintenance Plan. For this determination the values were 2.6 ppm for the 8-hour CO NAAQS and 3.4 ppm for the 1-hour CO NAAQS. These values represent 29% and 10% of the relevant standards respectively.

With this confirmation that the design values for CO are in line with the Limited Maintenance Plan, we expect MRCOG to complete the transportation conformity determination pertaining to the amendment of the Metropolitan Transportation Plan as scheduled. If you have questions, please contact me at (505) 660-7626 or by email at greg.heitmann@dot.gov.

Sincerely yours,

Gregory L. Heitmann
Environmental/Realty Specialist

For: J. Don Martinez
Division Administrator

cc:
Mr. Terry Doyle, Mid-Region Council of Governments
Ms. Anne McLaughlin, NMDOT, Planning
Mr. Blake Roxlau, NMDOT, Environmental Design Manager
Ms. Coleman Burnett, NMDOT, Environmental Specialist
Mr. Hooshang Tavanaiepour, NMDOT, Central Design Center

R-12-15 MTB Attachment B

MRMPO
Mid-Region Metropolitan Planning Organization

Mid-Region Metropolitan Planning Organization

Mid-Region Council of Governments
809 Copper Avenue NW
Albuquerque, New Mexico 87102
(505) 247-1750-tel. (505) 247-1753-fax
www.mrcog-nm.gov

TO: Metropolitan Transportation Board

FR: Dave Pennella, Transportation Program Manager

Date: November 9, 2012

RE: **I-25 & Paseo del Norte (PdN) Interchange Reconstruction Project Fiscal Constraint of the TIP and 2035 MTP**

TIP Fiscal Constraint

In order to add any project to the TIP, the entire project or a project development phase (PE, design, rights-of-way acquisition, or construction) must be fully funded and all fund sources must be included in the TIP.

Currently, the I-25 & Paseo del Norte project is in the TIP as follows (CN A301180):
FY 2012 (obligated)
CMAQ-Flex funds of $1,473,840 + $251,160 state match = $1,725,000
FY 2016 (to be moved to 2017)
NHPP funds $13,368,910 + state match $2,278,223 = $15,647,133
However, because the funds programmed can not fully fund construction, the project is currently authorized in the TIP for only the project development phases of environmental documentation, preliminary engineering, design, and rights-of-way acquisition.

All funds currently programmed in the TIP are available (FY 2012) or are reasonably expected to be available (FY 2016). The FY 2016 funds could be utilized earlier through "advanced construction" or through a SIB loan or by switching fiscal years with existing TIP projects. The current TIP is fiscally constrained with this project funded up to but not including construction.

The TIP amendment to add the construction phase to this project is dependent upon $93,000,000 being available for completion of final design and construction;
- voters have approved local bond funds so; $55,000,000 will be available from the City of Albuquerque and Bernalillo County;
- with the local funds available, State funding of $29,750,000 is now available;
- in addition, there remains a balance of High Priority Program (HPP) for this project of $6,877,590 + $1,719,398 state match = $8,596,988;
- these funds, along with those currently programmed in the TIP will fully fund the construction phase of the project.

The following funds have received voter approval or State Legislative approval as appropriate.

$50,000,000	City Bond Funds
$ 5,000,000	County Bond Funds
$29,750,000	State Funds
$84,750,000	subtotal of new funding
$ 8,596,988	HPP Funds (balance remaining)
$ 1,725,000	obligated funds in FFY 2012
$15,647,133	FY 2016 funds programmed in the TIP
$110,719,121	**TOTAL AVAILABLE for the Project**
$ 93,000,000	Current Estimated Project Cost for Remaining Design, Rights-of-way acquisition and Construction

The TIP amendment will add construction funding and authorize the construction phase for this project. Since all proposed funding being amended into the TIP has been fully approved and is guaranteed funding, the TIP is fiscally constrained with this amendment.

MTP Fiscal Constraint

The current *2035 Metropolitan Transportation Plan* (MTP), the long-range plan for this metro area, is fiscally constrained over its entire 20+ year period. The entry in Appendix F for this project noted a more extensive project scope with a cost of $350 million. The larger project scope has been rejected with a $93 million project proposed at the interchange. Remaining funding will be utilized over the next twenty years to make future improvements in the vicinity of the interchange.

The proposed amendment to the *2035 MTP* modifies Appendix F to split the project entry, which currently lists a single $350 million project, into one entry for the $93 million dollar project proposed for construction and a separate entry for $257 million of future improvements in the vicinity of this interchange. The combined total remains $350 million. Therefore the MTP remains fiscally constrained. (The proposed amendment also adds a "key" to Appendix F that was inadvertently omitted from the final version; this has no effect on fiscal constraint.)

Mid Region Council of Governments
809 Copper Ave., NW
Albuquerque, NM 87102
Phone: 505.247.1750
Fax: 505.247.1753
Email: mtpcomments@mrcog-nm.gov
Website: www.mrcog-nm.gov