

Anyone requiring special accommodations is requested to notify the MRCOG office at (505)247-1750 seven (7) days prior to the meeting or e-mail bthomas@mrcog-nm.gov.



Mid-Region Council of Governments
Metropolitan Transportation Board's

TCC

TRANSPORTATION COORDINATING COMMITTEE

Friday, July 10, 2015

1:30 p.m.-3:00 p.m.

809 Copper Ave. N.W. Albuquerque, NM 87102

Melissa Lozoya, Chair

Grant Brodehl, Vice-Chair

| ORGANIZATION | MEMBER | ALTERNATE |
|--|------------------------------------|---|
| Bernalillo County County Manager's Office | | X Nolan Bennett, John Barney, Brad Catanach |
| City of Albuquerque, Council Services | Tom Menicucci | Kara Shair-Rosenfield |
| City of Albuquerque, Environmental Health | Margaret Nieto | X Ed Merta |
| City of Albuquerque, Municipal Development | X Debra Bauman | Jim Hamel John MacKenzie |
| City of Albuquerque Planning Department | X Russell Brito | Carol Toffaleti |
| City of Albuquerque Municipal Development | X Melissa Lozoya, <i>Chair</i> | X Ron Romero, Jim Hamel, John MacKenzie |
| City of Albuquerque Traffic Engineering | Wilfred Gallegos | Jim Hamel, John MacKenzie |
| City of Albuquerque Planning Department | Shahab Biazar | X Tony Loyd |
| City of Albuquerque Transit Department | Andrew de Garmo | Dawn Candelaria |
| Albuquerque Public Schools | Martin Eckert | Robert Kane |
| Albuquerque Metropolitan Arroyo Flood Control Authority | Jerry Lovato | X Lynn Mazur |
| Town of Bernalillo | X Maria Rinaldi | Jack Torres |
| Bernalillo County Public Works Department | X Clay Campbell | Nolan Bennett John Barney |
| Bernalillo County | X Richard Mobarak | Richard Meadows |
| City of Belen | X Steven Tomita | Jay Ruybalid |
| Village of Corrales | X John A. Avila | Cynthia Tidwell |
| Village of Los Lunas | X Christina Ainsworth | Nathaniel Feddes |
| Village of Los Ranchos de Albuquerque | X Mary Homan | Kelly Ward |
| City of Rio Communities | Jim Winter | X Bob Skerry |
| Middle Rio Grande Conservancy District Environmental Planning | Leonard Utter | Ray Gomez |
| New Mexico Department of Transportation | X Jill Mosher | Leslie Fortier |
| New Mexico Department of Transportation | X Nancy Perea | Leslie Fortier |
| City of Rio Rancho | X Leonard Rivera | Joe Norby |
| City of Rio Rancho | X B.J. Gottlieb | Joe Norby |
| Rio Metro Regional Transit District | X Grant Brodehl, <i>Vice Chair</i> | Connie Meadowcroft, Terry Doyle Tony Sylvester |
| Rio Rancho Public Schools | X Maurice Ross | Becky Stewart |
| Cochiti Pueblo | Merrill J. Yazzie | Dwayne Herrera |
| Isleta Pueblo | X Kathy Trujillo | Vacant |
| Laguna Pueblo | X David Deutsawe | Sharon Hausam |
| Sandia Pueblo | Stuart Paisano | Vacant |
| Sandoval County Planning & Zoning | X Fred Marquez | Tommy Mora |
| Valencia County | Helen Cole | Jacobo Martinez |
| SSCAFCA | X Charles Thomas | |
| Village of Tijeras | Vacant | Vacant |

NON-VOTING ADVISORY MEMBERS

| ORGANIZATION | MEMBER | ALTERNATE |
|---|---------------|------------|
| City of Albuquerque Aviation Department | Jack Scherer | |
| Albuq/Bern County Air Quality Control Board | Debbie Stover | Dona Upson |
| Bernalillo County Trans Dev District | Vacant | Vacant |
| Federal Highway Administration | Vacant | |
| Greater Albuq Bicycling Advisory Committee | Vacant | Vacant |
| Kirtland Air Force Base | Vacant | Vacant |
| Santa Ana Pueblo | Nathan Tsosie | |
| Transit Advisory Board | Vacant | |

MRCOG STAFF ATTENDING

Dave Pennella, Steven Montiel, Barbara Thomas, Thaddeus Lucero, Nathan Masek, Andy Gingerich, Noemi Rodriguez, Sandy Gaiser, Caeri Thomas

AGENDA

Call to Order

Vice Chair Grant Brodehl, Rio Metro Regional Transit District, called the meeting to order at 1:25 p.m. The presence of a quorum was noted.

Approval of July 10, 2015 Agenda

Action Taken:

Steven Tomita, City of Belen, made a motion to:

APPROVE THE AGENDA OF JULY 10, 2015

The motion was seconded by Marty Eckert, Albuquerque Public Schools, and passed unanimously.

Tab 1

Action Summary of May 1, 2015

Action Taken:

Lynn Mazur, Albuquerque Metropolitan Arroyo Flood Control Authority, made a motion to:

APPROVE THE ACTION SUMMARY OF MAY 1, 2015

The motion was seconded by Debbie Bauman, City of Albuquerque, and passed unanimously.

PUBLIC COMMENT

Tab 2

Public Comments

No one signed up for public comment.

Tab 3

Reports

◆ Staff

It was reported that Richard Mobarak, Bernalillo County, will retire at the end of July.

◆ TPTG

Mr. Rivera reported that the TPTG continues work on the FY 2015-2016 projects and that the new officers for TPTG are David Gatterman (SSCAFCA) as chair and Fred Marquez (Sandoval County) as vice chair. .

◆ ITS

Nathan Masek reported that the ITS subcommittee is working on refining performance measures between operations and travel time and updating the regional architecture.

◆ CMP

There was no report from the CMP.

FINAL ACTION ITEMS

Tab 4

Election of Officers

Dave Pennella said that the current officers can serve another one-year term. A short discussion ensued and Mr. Brodehl agreed to serve as chair and Ms. Lozoya, who was not present for the meeting, had agreed to serve as vice chair.

Action Taken:

Clay Campbell, Bernalillo County, made a motion:

NOMINATING GRANT BRODEHL AS CHAIR AND MELISSA LOZOYA AS VICE CHAIR

The motion was seconded by Mr. Eckert and passed unanimously.

DISCUSSION AND INFORMATION ITEMS

Tab 5

Presentation of Draft New Mexico Transportation Plan

Prior to the presentation, Mr. Pennella said there are ongoing issues with a number of municipalities and entities with the NMDOT including some right-of-way issues. The issues are now serious enough to bring to the attention of the MTB (Metropolitan Transportation Board). Mr. Pennella noted that MPO staff has been reviewing best practices in other states.

Ms. Bauman said it is the responsibility of the TCC to bring the issue to the attention of the MTB since it makes decisions on which projects are approved.

It was suggested that a small committee be called together to describe the particular issues and bring them forward. TCC members volunteering to serve on the committee include: Ms. Bauman, Maria Rinaldi (Town of Bernalillo), Nolan Bennett (Bernalillo County), Fred Marquez (Sandoval County), Kathy Trujillo (Isleta Pueblo), BJ Gottlieb (City of Rio Rancho) and Christina Ainsworth (Village of Los Lunas).

Mr. Pennella urged TCC members to talk to their staff members and consultants about problems they have experienced to bring to the table. He also urged committee members to examine their 2016 projects and make sure they have enough time between design and construction.

Jason Coffey, New Mexico Department of Transportation, said there actually is not a NM Transportation Plan presentation today, but gave a brief update to the approval schedule.

He noted that June 26th was the last day for public comment and that he will keep everyone informed on the progress of the Plan. The Plan is available on the NMDOT website.

Tab 6

Presentation on the MRCOG ARC GIS Online Capability

Caeri Thomas, MRCOG Planner, and Andy Gingerich, MRCOG Planner, presented information on the new ARC GIS tool available on the MRCOG website.

Adjournment

The July 10, 2015 meeting of the Transportation Coordinating Committee was adjourned at 2:20 p.m.

Grant Brodehl, Chair
Transportation Coordinating Committee

ATTEST

Dewey V. Cave, Executive Director

Tab 4

R-15-09 MTB

Amending the FFY 2014-2019 Transportation Improvement Program and Amending the Pending FFY 2016-2021 TIP

MPO Staff Recommendation: All proposals meet the qualifications for a TIP Amendment and are consistent with both the 2035 and 2040 MTP.

Background: The requests for amendments to the current FY 2014-2019 Transportation Improvement Program (TIP), for the AMPA come from various entities. These amendments to the TIP have been requested as part of the quarterly amendment cycle. Some amendments affect the FFY 2016-2021 TIP due to the overlapping years (2016, 2017, 2018 & 2019), therefore this amends the pending FFY 2016-2021 TIP as well.

TPTG Recommendation:

This item was reviewed at their meeting on August 04, 2015.

The TPTG recommends approval.

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

6 (R-15-09 MTB)

7 **AMENDING THE FFY 2014-2019**
8 **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
9 **TO ACCOMMODATE VARIOUS CHANGES**
10 **AND**
11 **AMENDING THE PENDING FFY 2016-2021 TIP TO ACCOMMODATE VARIOUS**
12 **CHANGES IN OVERLAPPING YEARS**
13

14 WHEREAS, the FFY 2014-2019 Transportation Improvement Program (TIP) is
15 the TIP for the Albuquerque Metropolitan Planning Area (AMPA) and has been
16 reviewed for conformity in conjunction with the 2040 Metropolitan Transportation Plan
17 and became effective October 1, 2013; and

18 WHEREAS, the FFY 2016-2021 TIP was approved by the Metropolitan
19 Transportation Board April 17, 2015 and is pending review by the FHWA and FTA and
20 will become effective October 1, 2015; and

21 WHEREAS, the TIP must contain all federally-funded transportation projects in
22 the metropolitan transportation planning area prior to the distribution of funds to those
23 projects; and

24 WHEREAS, the TIP must contain all regionally significant projects in the
25 metropolitan transportation planning area regardless of the source of funding; and

26 WHEREAS, the TIP may be revised in accordance with Federal Regulations (23
27 CFR part 450.326);

28 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board
29 of the Mid-Region Council of Governments of New Mexico that:

- 30 1. The current FFY 2014-2019 TIP for the Albuquerque Metropolitan Planning
31 Area is revised to reflect the changes as set out in ATTACHMENT A.
- 32 2. The approved FFY 2016-2021 TIP currently pending FHWA and FTA approval
33 is revised to reflect the changes as set out in ATTACHMENT A to reflect the
34 changes in federal fiscal years 2016, 2017, 2018 and 2019 without further
35 action from the MTB.
- 36 3. Approval of the FTA 5309 Small Starts funding to project TA00351 is
37 contingent upon award of FTA 5309 funding to this project by the Federal
38 Transit Administration.

39 AND BE IT FURTHER RESOLVED, the Metropolitan Transportation Board, in
40 accordance with 23 CFR 450.334, certifies that the transportation planning process is
41 being conducted in accordance with all applicable requirements of:

- 42 a). 23 U.S.C. 134 and 135, 49 U.S.C. Section 5303 through 5306 and 5323(1);
43 b). Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C.
44 7504, 7506(c) and (d) and 40 CFR part 93;
- 45 c). Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and
46 49 CFR part 21;
- 47 d). 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed,
48 national origin, sex, or age in employment or business opportunity;
- 49 e). Section 1101(b) of the SAFETEA-LU (Pub. Law 109-59) and 49 CFR part 26
50 regarding the involvement of disadvantaged business enterprises in
51 USDOT funded projects;

- 52 f). 23 CFR part 230, regarding the implementation of an equal employment
53 opportunity program on Federal and Federal-aid highway construction
54 contracts;
- 55 g). The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C.
56 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- 57 h). The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting
58 discrimination on the basis of age in programs or activities receiving
59 Federal financial assistance;
- 60 i). Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based
61 on gender; and
- 62 j). Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part
63 27 regarding discrimination against individuals with disabilities.

64 PASSED, APPROVED, AND ADOPTED this 21st day of August 2015 by the
65 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
66 Mexico.

67 _____
68 Debbie O'Malley, Chair
69 Metropolitan Transportation Board

70 ATTEST:

71 _____
72
73
74 Dewey V. Cave
75 Executive Director, Mid-Region Council of Governments
76 Executive Secretary, Metropolitan Transportation Board

| Control Number | Existing Project Title | Existing Terminus From | Existing Terminus To | Proposed Project Title | Proposed Terminus From | Proposed Terminus To | Existing Project Description | Proposed Project Description | Lead Agency | Ph Env Doc | Ph PE | Ph Design | Ph ROW | Ph Constr | Ph Other | Total Est. Proj Cost | FFY | Funding Category | Existing Fed Amt | Proposed Fed Amt | Existing State Amt | Proposed State Amt | Existing Local Amt | Proposed Local Amt | Existing Total Amt for Fund Source | Proposed Total Changes for Fund Source | Resulting Total Amt for Fund Source | WorkType |
|----------------|---|------------------------|----------------------|------------------------|------------------------|-----------------------|--|---|------------------------------|------------|-------|-----------|--------|-----------|----------|----------------------|------|-----------------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|------------------------------------|--|-------------------------------------|----------|
| TA00055 | ABQ Ride - Vehicles & Equip. Purchase | ABQ Ride System Wide | | | | | Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections. | Acquire buses and associated equipment including fare boxes, debt service and manufacturing inspections. | City of Albuquerque-ABQ Ride | | | | | | Y | \$4,381,928 | 2015 | FTA 5307 (Urban) | \$2,637,000 | | \$0 | | \$540,109 | | \$3,177,109 | | \$3,177,109 | 23 |
| TA00055 | | | | | | | | | City of Albuquerque-ABQ Ride | | | | | | Y | | 2015 | FTA 5339 (MAP-21 Bus/Facil) | \$1,000,000 | | \$0 | | \$250,000 | | \$1,250,000 | | \$1,250,000 | 23 |
| TA00056 | ABQ Ride - Vehicles & Equip. Purchase | ABQ Ride System Wide | | | | | Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections. | Acquire buses and associated equipment including fare boxes, debt service and manufacturing inspections. | City of Albuquerque-ABQ Ride | | | | | | Y | \$11,306,024 | 2016 | FTA 5307 (Urban) | \$7,984,000 | | \$0 | | \$1,635,277 | | \$9,619,277 | | \$9,619,277 | 23 |
| TA00056 | | | | | | | | | City of Albuquerque-ABQ Ride | | | | | | Y | | 2016 | FTA 5339 (MAP-21 Bus/Facil) | \$1,000,000 | \$400,000 | \$0 | \$0 | \$204,819 | \$81,928 | \$1,204,819 | \$481,928 | \$1,686,747 | 23 |
| TA00057 | ABQ Ride - Vehicles & Equip. Purchase | ABQ Ride System Wide | | | | | Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections. | Acquire buses and associated equipment including fare boxes, debt service and manufacturing inspections. | City of Albuquerque-ABQ Ride | | | | | | Y | \$5,625,904 | 2017 | FTA 5307 (Urban) | \$3,632,000 | | \$0 | | \$743,904 | | \$4,375,904 | | \$4,375,904 | 23 |
| TA00057 | | | | | | | | | City of Albuquerque-ABQ Ride | | | | | | Y | | 2017 | FTA 5339 (MAP-21 Bus/Facil) | \$1,000,000 | | \$0 | | \$250,000 | | \$1,250,000 | | \$1,250,000 | 23 |
| TA00058 | ABQ Ride - Vehicles & Equip. Purchase | ABQ Ride System Wide | | | | | Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections. | Acquire buses and associated equipment including fare boxes, debt service and manufacturing inspections. | City of Albuquerque-ABQ Ride | | | | | | Y | \$10,568,072 | 2018 | FTA 5307 (Urban) | \$7,734,000 | | \$0 | | \$1,584,072 | | \$9,318,072 | | \$9,318,072 | 23 |
| TA00058 | | | | | | | | | City of Albuquerque-ABQ Ride | | | | | | Y | | 2018 | FTA 5339 (MAP-21 Bus/Facil) | \$1,000,000 | | \$0 | \$0 | \$250,000 | \$0 | \$1,250,000 | | \$1,250,000 | 23 |
| TA00059 | ABQ Ride - Vehicles & Equip. Purchase | ABQ Ride System Wide | | | | | Replace buses and associated equipment including fare boxes, debt service and manufacturing inspections. | Acquire buses and associated equipment including fare boxes, debt service and manufacturing inspections. | City of Albuquerque-ABQ Ride | | | | | | Y | \$6,228,313 | 2019 | FTA 5307 (Urban) | \$4,132,000 | | \$0 | | \$846,313 | | \$4,978,313 | | \$4,978,313 | 23 |
| TA00059 | | | | | | | | | City of Albuquerque-ABQ Ride | | | | | | Y | | 2019 | FTA 5339 (MAP-21 Bus/Facil) | \$1,000,000 | | \$0 | | \$250,000 | | \$1,250,000 | | \$1,250,000 | 23 |
| TA00063 | ABQ Ride - Bus Stop Facilities Improvements | ABQ Ride System Wide | | Project to be Deleted | Project to be Deleted | Project to be Deleted | Rehabilitate, upgrade and/or construct bus stop infrastructure including access, paving, signage, lighting, shelters and other amenities & associated equipment. | Project to be Deleted | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | \$0 | 2015 | FTA 5307 (Urban) | \$1,000,000 | (\$1,000,000) | \$0 | \$0 | \$250,000 | (\$250,000) | \$1,250,000 | (\$1,250,000) | \$0 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2015 | FTA 5307 (Urban) | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$1,250,000 | \$1,250,000 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2015 | STP-U | \$3,650,000 | \$0 | \$0 | \$0 | \$622,004 | \$0 | \$4,272,004 | \$0 | \$4,272,004 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2016 | FTA 5307 (Urban) | \$0 | \$5,000,000 | \$0 | \$0 | \$0 | \$1,250,000 | \$0 | \$6,250,000 | \$6,250,000 | 23 |
| TA00351 | Central Ave BRT - Phase 1B | 98th Street | Tramway Blvd | | | | Planning, engineering, ROW, utilities, vehicle acquisitions, multi-modal improvements & construction with other appurtenances as necessary. | Planning, engineering, ROW, utilities, vehicle acquisitions, multi-modal improvements, operations & construction with other appurtenances as necessary. | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | \$109,125,446 | 2016 | FTA 5309 (Small Starts) | \$0 | \$69,023,577 | \$0 | \$0 | \$0 | \$17,255,894 | \$0 | \$86,279,471 | \$86,279,471 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2017 | CMAQ-Mand | \$1,086,296 | \$0 | \$0 | \$0 | \$185,118 | \$0 | \$1,271,414 | \$0 | \$1,271,414 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2018 | CMAQ-Mand | \$3,125,894 | \$0 | \$0 | \$0 | \$532,690 | \$0 | \$3,658,584 | \$0 | \$3,658,584 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2019 | CMAQ-Mand | \$3,194,107 | \$0 | \$0 | \$0 | \$544,314 | \$0 | \$3,738,421 | \$0 | \$3,738,421 | 23 |
| TA00351 | | | | | | | | | City of Albuquerque-ABQ Ride | Y | Y | Y | Y | Y | Y | | 2019 | STP-U | \$2,055,304 | \$0 | \$0 | \$0 | \$350,248 | \$0 | \$2,405,552 | \$0 | \$2,405,552 | 23 |
| A300171 | | | | | | | | | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | | 2015 | Local Non-Match | \$0 | | \$0 | \$0 | \$4,950,000 | | \$4,950,000 | | \$4,950,000 | 01 |
| A300171 | North Diversion Channel Road Construction | Hawkins | El Pueblo | | | | Construct new 2 lane roadway with bike lanes (East-West connection under A300170). All funds in FY 2010 through 2016 are included in total project cost. | | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | \$9,900,000 | 2016 | Local Non-Match | \$0 | | \$0 | \$0 | \$4,950,000 | | \$4,950,000 | | \$4,950,000 | 01 |
| A300171 | North-South Connector | | | | | | | | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | | 2016 | STP-Flex | \$308,874 | (\$308,874) | \$0 | \$0 | \$52,636 | (\$52,636) | \$361,510 | (\$361,510) | \$0 | 01 |
| A300171 | | | | | | | | | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | | 2016 | STP-U | \$3,941,126 | (\$3,941,126) | \$0 | \$0 | \$671,615 | (\$671,615) | \$4,612,741 | (\$4,612,741) | \$0 | 01 |
| A300750 | ITS-Albuquerque Traffic Management System | Albuquerque City Wide | | | | | Plan, design, install, integrate and replace traffic signal infrastructure communications, monitoring devices, other ITS related elements and services, and construction management services. Separate CNs will be issued later for each FY as needed. | | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | \$5,459,176 | 2019 | STP-U | \$700,180 | (\$700,180) | \$0 | \$0 | \$119,319 | (\$119,319) | \$819,499 | (\$819,499) | \$0 | 24 |

| Control Number | Existing Project Title | Existing Terminus From | Existing Terminus To | Proposed Project Title | Proposed Terminus From | Proposed Terminus To | Existing Project Description | Proposed Project Description | Lead Agency | Ph Env Doc | Ph PE | Ph Design | Ph ROW | Ph Constr | Ph Other | Total Est. Proj Cost | FFY | Funding Category | Existing Fed Amt | Proposed Fed Amt | Existing State Amt | Proposed State Amt | Existing Local Amt | Proposed Local Amt | Existing Total Amt for Fund Source | Proposed Total Changes for Fund Source | Resulting Total Amt for Fund Source | WorkType |
|----------------|--|---------------------------------------|--|--|---------------------------------|--------------------------------|---|--|------------------------------|------------|-------|-----------|--------|-----------|--------------|----------------------|-------------------------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|------------------------------------|--|-------------------------------------|----------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A300970 | ITS Regional Transportation Management Center (TMC) | 400 Wyoming Blvd. NE, Albuquerque, NM | | | | | 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. | | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | \$14,475,398 | 2016 | CMAQ-Mand | \$3,703,874 | | \$631,184 | | \$0 | | \$4,335,058 | | \$4,335,058 | 24 |
| A300970 | | | | | | | | | | | | | | | | | | NHPP | \$1,708,800 | | \$291,200 | | \$0 | | \$2,000,000 | | \$2,000,000 | 24 |
| A300970 | | | | | | | | | | | | | | | | | | STP-Flex | \$0 | \$308,874 | \$0 | \$0 | \$52,636 | \$0 | \$361,510 | \$361,510 | 24 | |
| A300970 | | | | | | | | | | | | | | | | | | STP-U | \$313,741 | \$3,941,126 | \$53,465 | \$671,615 | \$0 | \$367,206 | \$4,612,741 | \$4,979,947 | 24 | |
| A300970 | | | | | | | | | | | | | | | | | | CMAQ-Mand | \$1,691,185 | | \$288,198 | | \$1,979,383 | | \$1,979,383 | 24 | | |
| A300970 | STP-Flex | \$0 | \$700,180 | \$0 | \$0 | \$119,319 | \$0 | \$819,499 | \$819,499 | 24 | | | | | | | | | | | | | | | | | | |
| A302040 | New Project Albuquerque City-Wide Pavement Preservation (Collectors and Arterials) | New Project | New Project | Albuquerque City-Wide Pavement Preservation (Collectors and Arterials) | City Wide | New Project | Plan, design and construction of pavement preservation activities including but not limited to mill and inlay, sidewalk/ramp ADA compliance, signage, striping, crack seal, re-surfacing and other appurtenances as needed. | City of Albuquerque-DMD | Y | Y | Y | Y | Y | Y | \$20,000,000 | 2016 | Local Non-Match | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 | \$5,000,000 | \$5,000,000 | 06 | |
| A302040 | | | | | | | | | | | | | | | | | Local Non-Match | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 | \$5,000,000 | \$5,000,000 | 06 | | |
| A302040 | | | | | | | | | | | | | | | | | Local Non-Match | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 | \$5,000,000 | \$5,000,000 | 06 | | |
| A302040 | | | | | | | | | | | | | | | | | Local Non-Match | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 | \$5,000,000 | \$5,000,000 | 06 | | |
| A302041 | New Project Juan Tabo Blvd. Rehabilitation & Reconstruction | New Project | New Project | Juan Tabo Blvd. Rehabilitation & Reconstruction | Montgomery Blvd. | Spain Rd. | New Project | Pavement rehabilitation, repair and re-surfacing. Project includes removal and replacement of ADA ramps, curbs and gutter, striping, signage and other appurtenances as needed. | City of Albuquerque-DMD | Y | Y | Y | Y | Y | \$533,333 | 2016 | Local Match for State \$ | \$0 | \$0 | \$0 | \$0 | \$0 | \$133,333 | \$0 | \$133,333 | \$133,333 | 06 | |
| A302041 | | | | | | | | | | | | | | | | | MAP | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 | \$400,000 | 06 | | |
| A300641 | Paseo del Norte Corridor Bikeways Stage I | Golf Course Rd | Paseo del Norte Trail (west of the Rio Grande) | Project to be deleted | Project to be deleted | Project to be deleted | 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. | City of Albuquerque-P&R | Y | Y | Y | Y | Y | \$0 | 2017 | Local Non-Match | \$0 | \$0 | \$0 | \$0 | \$124,012 | (\$124,012) | \$124,012 | (\$124,012) | \$0 | 28 | | |
| A300641 | | | | | | | | | | | | | | | | CMAQ-Mand | \$748,444 | (\$748,444) | \$0 | \$0 | \$127,544 | (\$127,544) | \$875,988 | (\$875,988) | \$0 | 28 | | |
| A300716 | New Project AMPA Wide Youth Bicycle/Pedestrian Safety Educ. Program | New Project | New Project | AMPA Wide Youth Bicycle/Pedestrian Safety Educ. Program | AMPA Wide | | New Project | Provide an AMPA wide Bike/Ped safety education program that will promote alternative means of transportation.. Separate CN will be issued later for each FY. | City of Albuquerque-P&R | | | | | | \$200,000 | 2016 | TAP-Lg Urb | \$0 | \$170,880 | \$0 | \$0 | \$0 | \$29,120 | \$0 | \$200,000 | \$200,000 | 28 | |
| A300144 | New Project Albuquerque Fifty Mile Bike Loop (Coors/Eagle Ranch Section) | New Project | New Project | Albuquerque Fifty Mile Bike Loop (Coors/Eagle Ranch Section) | Eagle Ranch/Coors | Existing Paseo del Norte Trail | New Project PLEASE REQUEST SOFT MATCH FROM NMDOT T/LPA COORDINATOR | Construct a gap section of multi-use trail with on-street facilities, signage, markings, intersection improvements & other appurtenances as needed. Project will utilize Advance Construction & requests to use design funds as soft match for construction. | City of Albuquerque-Planning | Y | Y | Y | Y | Y | \$875,988 | 2017 | CMAQ-Mand | \$0 | \$748,444 | \$0 | \$0 | \$0 | \$127,544 | \$0 | \$875,988 | \$875,988 | 28 | |
| A301790 | Blake Road SW Safety Improvements | Coors Blvd. | Belmont Dr. SW | Coors Blvd and Blake Rd. Intersection Improvements | Approx 500' West of Coors Blvd. | Isleta Drain | Const. shoulders & sidewalks/paths along Blake Rd & in front of the school, extend culvert under the rd. at the Arenal Canal. Install improved crosswalk with flasher beacons. Proj. includes lighting, signage, ADA improv. & other appurtenances as needed. | Reconstruct intersection while tying into adjacent infrastructure. Project includes ADA improv.,crosswalks, recon/rehab driving lanes, pavement markings, signage, bicycle facilities & other appurtenances as needed. Project will be tied to A300015. | County of Bernalillo | Y | Y | Y | Y | Y | \$900,000 | 2016 | Safety (HSIP) | \$270,000 | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$300,000 | \$0 | \$300,000 | 15 | |
| A301790 | | | | | | | | | | | | | | | | | Safety (HSIP) | \$540,000 | \$0 | \$60,000 | \$0 | \$0 | \$600,000 | \$0 | \$600,000 | 21 | | |
| A301281 | Railroad Crossing Imprv. Indian School Road | Crossing # 019397V (NMRX MP 900.79) | | | | | Reconstruct railroad crossing; includes new concrete surface, signage pavement markings, approaches and quad gate intallation. Project includes other appurtenances as necessary. | | NMDOT Transit Rail | Y | Y | Y | Y | Y | \$790,640 | 2015 | Rail Xing Haz Elim (Sect 130) | \$34,572 | \$0 | \$2,747 | \$0 | \$0 | \$0 | \$37,319 | \$0 | \$37,319 | 15 | |
| A301281 | | | | | | | | | | | | | | | | | Rail Xing Haz Elim (Sect 130) | \$678,101 | (\$678,101) | \$75,344 | (\$75,345) | \$0 | \$0 | \$753,445 | (\$753,446) | (\$1) | 22 | |
| A301281 | | | | | | | | | | | | | | | | | Rail Xing Haz Elim (Sect 130) | \$0 | \$678,101 | \$0 | \$75,345 | \$0 | \$0 | \$753,446 | \$753,446 | 22 | | |

R-15-01 TCC

MODIFYING ACCESS ON GIBSON BOULEVARD BETWEEN GIRARD BOULEVARD AND HICKMAN AVENUE TO PROVIDE A RIGHT-IN/RIGHT-OUT/LEFT-IN ACCESS ONTO DRIVEWAY "A" OF THE AVIATION CENTER OF EXCELLENCE (ACE) FACILITY AT ALBUQUERQUE INTERNATIONAL SUNPORT

Background: The Roadway Access Committee (RAC) reviewed the proposal sponsored by City of Albuquerque to modify access on Gibson Boulevard. The proposal requested:

Summary of Recommendation from Page 23 of the Traffic Impact Study

A new right-in/right-out/left-in access on Gibson Blvd approximately midway between Girard Blvd and Hickman Ave with deceleration lanes on Gibson Blvd. The proposed access would serve the redevelopment of the abandoned north-south runway as the Aviation Center of Excellence (ACE). The access crosses a bicycle lane. The design of the access and deceleration lane and crossing of the bicycle lane and sidewalk will need to meet City of Albuquerque design requirements. Turning radii to accommodate trucks and buses may be necessary.

RAC Recommendation:

The Roadway Access Committee met on July 15, 2015 and voted 4-0 to recommend approval of R-15-01 TCC.

RAC Representatives voting and present:

Mr. Robert Baker, Bernalillo County
Ms. Margaret Hainse, NMDOT District 3
Mr. Tony Lloyd, City of Albuquerque
Mr. Joseph Norby, City of Rio Rancho

1 RESOLUTION

2 of the

3 TRANSPORTATION COORDINATING COMMITTEE

4 of the

5 METROPOLITAN TRANSPORTATION BOARD

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-15-01 TCC)

9 **MODIFYING ACCESS ON GIBSON BOULEVARD BETWEEN GIRARD BOULEVARD**
10 **AND HICKMAN AVENUE TO PROVIDE A RIGHT-IN/RIGHT-OUT/LEFT-IN ACCESS**
11 **ONTO DRIVEWAY "A" OF THE AVIATION CENTER OF EXCELLENCE (ACE)**
12 **FACILITY AT ALBUQUERQUE INTERNATIONAL SUNPORT**
13

14 WHEREAS, Resolution R-05-09 MTB adopted policies for determining roadway
15 access modifications in the Albuquerque Metropolitan Planning Area; and

16 WHEREAS it is the responsibility of the Transportation Coordinating Committee
17 of the Metropolitan Transportation Board to affect any changes to the Limited Access
18 Roadways in the Albuquerque Metropolitan Planning Area; and

19 WHEREAS the City of Albuquerque has submitted a request to address traffic
20 concerns on Gibson Boulevard to accommodate the development of the Aviation Center
21 of Excellence (ACE) a redevelopment project of the abandoned north-south runway.

22 NOW, THEREFORE BE IT RESOLVED by the Transportation Coordinating
23 Committee of the Metropolitan Transportation Board of the Mid-Region Council of
24 Governments of New Mexico that the Roadway Access Policies for the Albuquerque
25 Metropolitan Planning Area are amended, to provide right-in / right-out / left-in access
26 from Gibson Boulevard approximately midway between Girard Boulevard and Hickman

27 Avenue with such access and associated deceleration lanes and crossing of the bicycle
28 lane and sidewalk to be designed and constructed to the specifications determined and
29 approved by the City of Albuquerque.

30 PASSED, APPROVED, AND ADOPTED this 7th day of August 2015 by the
31 Transportation Coordinating Committee of the Metropolitan Transportation Board of the
32 Mid-Region Council of Governments of New Mexico.

33

34

35

36

37

Grant Brodehl, Chair
Transportation Coordinating Committee

38

39 ATTEST:

40

41

42

43 Dewey V. Cave, Executive Director
44 Mid-Region Council of Governments



ROADWAY ACCESS MODIFICATION REQUEST FORM

GENERAL INFORMATION

Date: June 22, 2015
Sponsoring Agency: City of Albuquerque Department of Municipal Development
Contact Name:
Phone: 768-3649 Email: dbauman@cabq.gov
Applicant: City of Albuquerque Aviation Division
Contact Name: Jim Hinde
Phone: Email:

MODIFICATION INFORMATION

Facility: Gibson Boulevard
Location of Change: Between Girard Boulevard and Hickman Avenue
Current Policy for Facility and Location:
Nature of the Change: Right-in / right-out; Left-in Only Unsignalized access point
Reason for the Change: Renovation of the old Airport Runway for redevelopment

IDENTIFICATION OF ANALYSIS INPUTS

Implementation Year: 2020 Forecast Year: 2035
Trip Generation for Proposed Development: Based on ITE Trip Generation Manual (9th Edition)
Days/Peak Hours Analyzed: Weekday AM and PM Peak Hours
Trip Generation Numbers: (See attached)
Level of Analysis Required: Traffic Impact Study and Access Justification Study
Additional Assumptions/Inputs Used in the Analysis:

ANALYSIS RESULTS

The analysis results submitted by the applicant must be consistent with the scope established by the Roadway Access Committee. At a minimum, the applicant must:

- Analyze both the Build and the No-Build scenarios in the Implementation Year (effects with and without the requested access change(s))
- Analyze both the Build and the No-Build scenarios in the Forecast Year (effects with and without the requested access change(s))

The MRCOG MPO will provide peak-hour link volumes for the Base Year and Horizon Year from the current Metropolitan Transportation Plan to the applicant.

The applicant will be required to conduct analyses as defined by the RAC using the MRCOG data. The applicant must use the most recent data available to complete the analysis. It will be the applicant's responsibility to conduct traffic counts as needed and to derive any peak-hour turning movements that may be required to complete the analysis. Traffic counts conducted by the applicant must conform to *New Mexico Traffic Counting Standards*. **Results of the analysis must accompany this form.**

ATTACHMENTS

Map(s):

- General Location with Current Access
- Analysis Area
- Site Plan with Requested Access

Other Attachments (Please list):

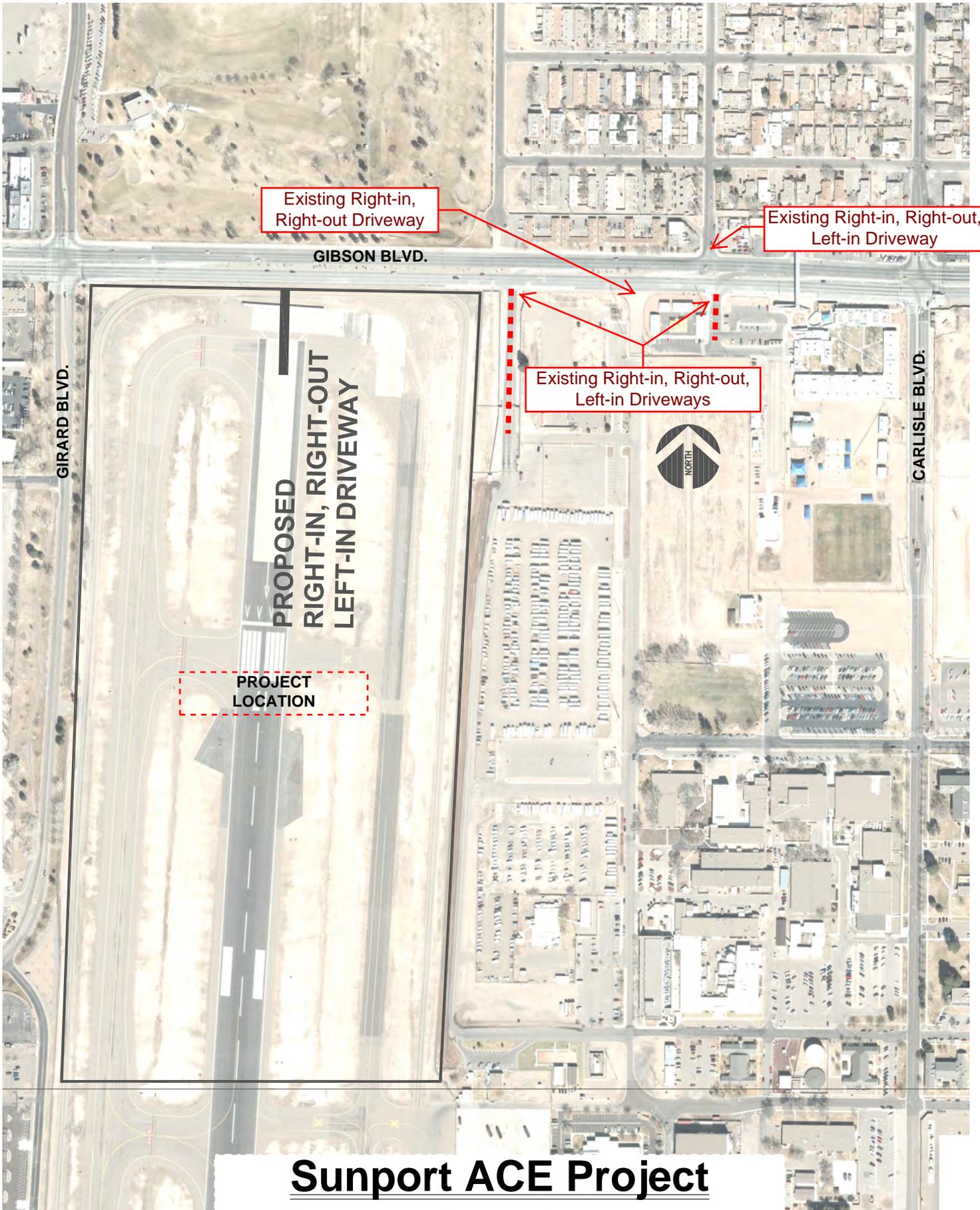
Attach any additional documentation that will assist the technical review committee (RAC) or Transportation Coordinating Committee (TCC) to decide the case.

ACE Sunport Project (Gibson Blvd. / Hickam Ave.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

| COMMENT | USE (ITE CODE) | 24 HR VOL | A. M. PEAK HR. | | P. M. PEAK HR. | | |
|----------------------|--|-----------|----------------|------------|----------------|------------|--------------|
| | DESCRIPTION | GROSS | ENTER | EXIT | ENTER | EXIT | |
| Summary Sheet | | Units | | | | | |
| Tract "A" | Gasoline / Service Station w/ Convenience Market (945) | 20.00 | 3,256 | 102 | 102 | 135 | 135 |
| Tract "A" | Shopping Center (820) | 68.00 | 5,285 | 76 | 47 | 222 | 241 |
| Tract "A" | Variety Store (814) | 20.00 | 1,281 | 38 | 38 | 68 | 68 |
| Tract "A" | High Turnover (Sit-Down) Restaurant (932) | 10.00 | 1,272 | 59 | 49 | 59 | 39 |
| Tract "B" | Manufacturing (140) | 218.00 | 867 | 118 | 33 | 55 | 99 |
| Tract "C" | General Office Building (710) | 39.30 | 646 | 80 | 11 | 21 | 102 |
| Tract "C" | Warehousing (150) | 91.70 | 458 | 62 | 17 | 14 | 42 |
| Tract "D" | Warehousing (150) | 330.00 | 1,376 | 126 | 33 | 32 | 96 |
| Tract "E" | Warehousing (150) | 330.00 | 1,376 | 126 | 33 | 32 | 96 |
| Tract "E" | General Office Building (710) | 33.00 | 565 | 69 | 9 | 20 | 96 |
| Subtotal | | | 16,382 | 856 | 372 | 658 | 1,014 |



Sunport ACE Project
Project Area Location



Existing Right-in, Right-out Driveway

Existing Right-in, Right-out, Left-in Driveway

GIBSON BLVD.

GIRARD BLVD.

PROPOSED
RIGHT-IN, RIGHT-OUT
LEFT-IN DRIVEWAY

PROJECT
LOCATION

Existing Right-in, Right-out, Left-in Driveways

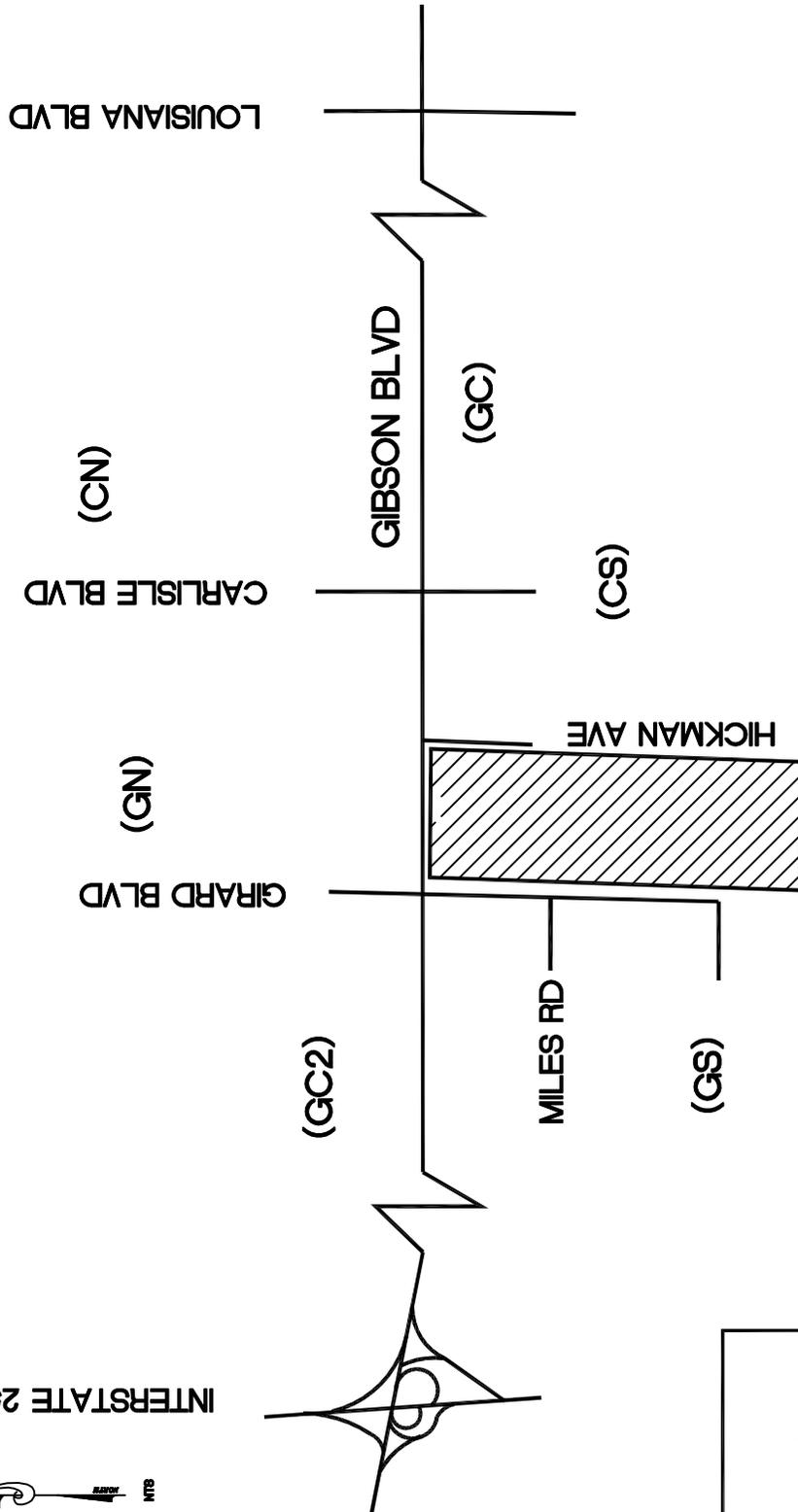


CARLISLE BLVD.

Sunport ACE Project Project Area Location

Sunport ACE Project

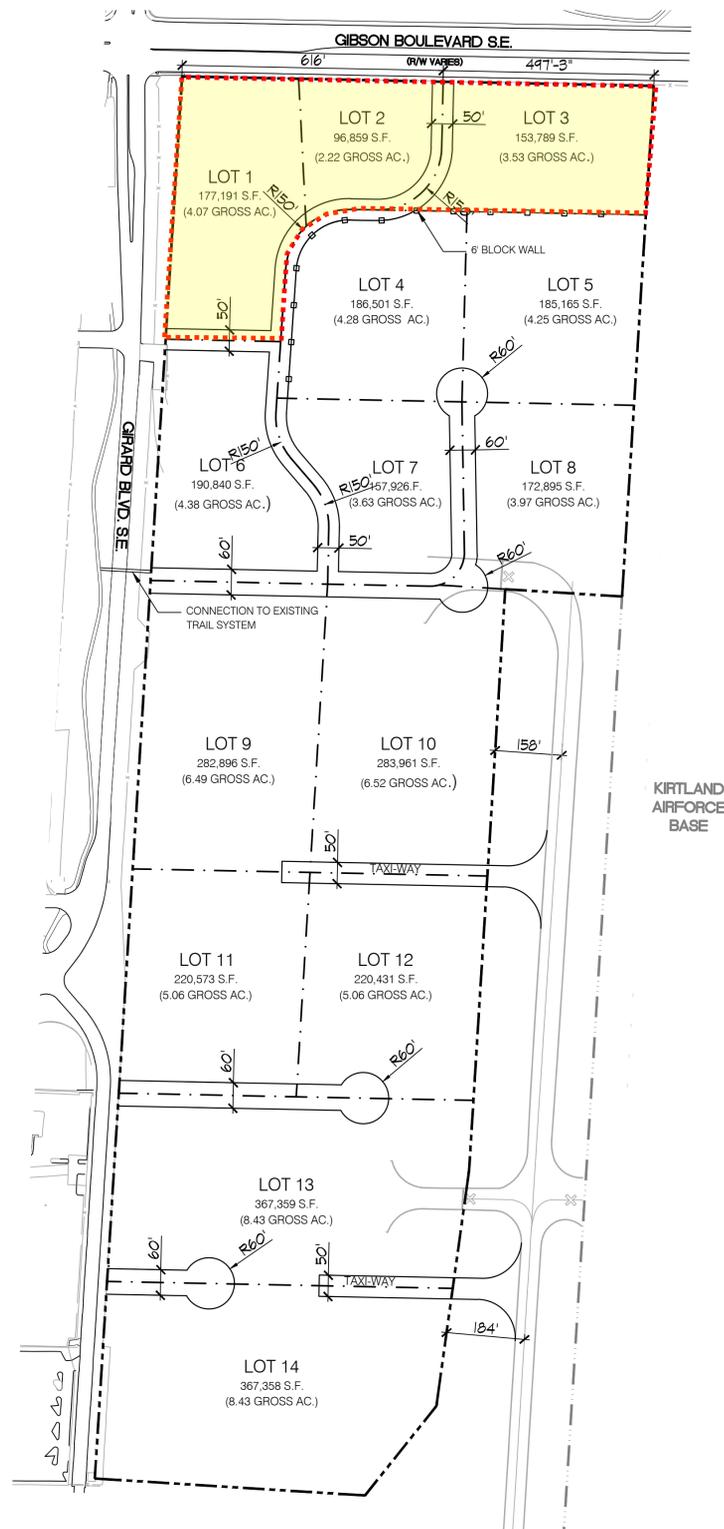
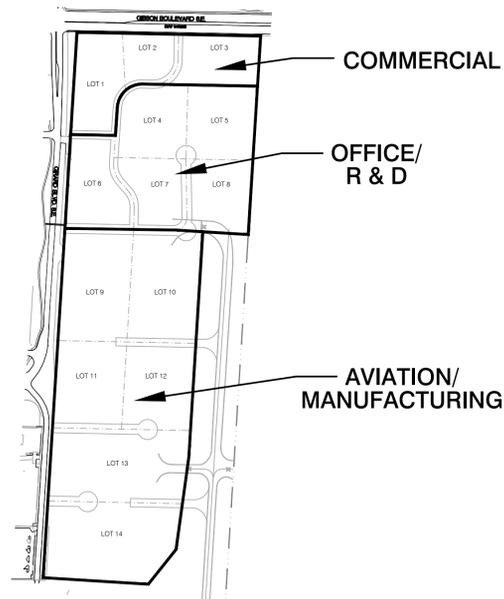
(S. of Gibson Blvd btwn Columbia Dr & Hickman Ave)
Analysis Area



INTERSTATE 25



Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)



LEGEND

--- PROPERTY BOUNDARY LINE

--- SUNPORT PROPERTY LINE

SITE PLAN FOR SUBDIVISION - REQUIRED INFORMATION

THE SITE:
The Site consists of approximately 70.35 acres. The property is bounded on the west by Girard Boulevard, to the north by Gibson Boulevard, to the east by Kirtland AFB, and Albuquerque International Sunport to the south.

ZONING AND PROPOSED USE:
The Site is zoned SU-1 Airport and Related Facilities and is part of the Sunport Master Plan. Land use includes commercial, retail and office along Gibson Boulevard, and industrial, manufacturing, warehousing, and office uses to the south. The property ownership will remain with City of Albuquerque Aviation Department and individual parcels will be leased to users. No subdivision actions are anticipated for this property. Lot lines shown on the site plan are illustrative.

APPLICABLE PLANS: Albuquerque Sunport Master Development Plan governs this site and the rest of the Sunport property.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS:
Vehicular Access: The primary access to the ACE property is from Gibson Boulevard, a limited access arterial, and from Girard Boulevard, an urban collector.

Transit - Transit routes 217 and 96 run along Gibson Boulevard and route 222 runs along Girard Boulevard. A bus stop is located in front of this property along Gibson Boulevard and another one is located across the street along Girard Boulevard.

Bicycle Access - The Gibson Trail, a multi-use, paved trail runs along the north side of Gibson Boulevard and south along Girard Boulevard and bike lanes are within the Gibson right-of-way.

Pedestrian Access - Internal sidewalk and pedestrian facilities will be designed consistent with the design guidelines included in this site plan and future site plans for building permits. Six foot sidewalks shall be constructed adjacent to Gibson Boulevard and Girard Boulevard.

BUILDING HEIGHTS AND SETBACKS: Maximum building height for the commercial area along Gibson Boulevard shall be pursuant to the O-1 Zone. The maximum building height for the southern parcels shall be pursuant to the O-1 Zone and Federal Aviation Administration Airspace Review and Regulations (See Design Standards, Section H. Building and Structure Heights).

MAXIMUM FAR/DENSITY: Maximum F.A.R. is .30

LANDSCAPE PLAN:
Landscape plans shall be submitted with future Site Plans for Building Permit and shall be consistent with the Water Conservation Landscaping and Water Waste Ordinance, Pollen Control Ordinance, and the Design Standards (Sheet 2).

PROJECT NUMBER:
Application Number:

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated _____ and the Findings and Conditions in the Official Notification of Decision are satisfied.

Is an Infrastructure List required? () Yes () No If yes, then a set of approved DRC plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

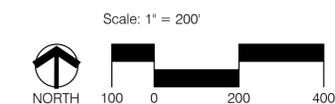
| | |
|--|------|
| Traffic Engineering, Transportation Division | Date |
| ABCWUA | Date |
| Parks and Recreation Department | Date |
| City Engineer | Date |
| Solid Waste Management | Date |
| DRB Chairperson, Planning Department | Date |

AVIATION CENTER OF EXCELLENCE

SITE PLAN FOR SUBDIVISION

Prepared For:
City of Albuquerque
Aviation Department

Prepared By:
Consensus Planning, Inc.
302 8th Street NW
Albuquerque, NM 87102



MARCH, 2014

Molzen Corbin
2701 Miles Road SE
Albuquerque, NM 87106

SHEET 1 OF 3

R-15-10 MTB

COMMITTING PROGRAMMED FUNDS IN THE FFY 2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE FFY 2016-2021 TIP FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA TO PROVIDE REPAYMENT OF THE FINANCIAL OBLIGATION CREATED FOR THE CONSTRUCTION OF A301552 Albuquerque Bridge R & R – Bridge #7926

MPO Staff Recommendation: **Staff recommends approval of this resolution.**

Background: This request comes from the City of Albuquerque to "advance construct" project A301552. See below for an explanation of the process.

Advance Construction Process (from TIP Policies & Procedures)

Advance Construction (AC) allows a lead agency to proceed with construction (or large-scale design) of a project with non-federal funds sooner than the FFY in which funds are programmed in the TIP/STIP. Advanced construction allows a lead agency to utilize non-federal funds, up-front, for a project and preserve eligibility for future federal funding for that project. At a later point, in the FFY in which the federal funds are programmed, the federal funds can be obligated for reimbursement of the federal share to the lead agency. This technique allows projects to be implemented that are eligible for federal aid when the need arises, rather than when availability of the federal funds have been programmed.

The following applies:

- The lead agency pays for the construction with the understanding that reimbursement will not occur until the federal funds become available in succeeding federal fiscal years.
- The lead agency assumes financial liability if federal funding is eliminated (by Congress) or the project ceases to be eligible to receive federal-aid.
- All federal design criteria, environmental documentation, certifications, procurement procedures, and other project level requirements remain in effect.
- AC requires a lead agency to secure a commitment that federal funds programmed in the TIP/STIP remain programmed for the project. However, the category of federal funding may be subject to change by the MPO and/or NMDOT.
 - A funding commitment from the policy board of the metropolitan planning organization (see sample resolution) for projects located within a metropolitan planning area.
 - The governing body of the jurisdiction shall provide a resolution or letter committing non-federal funds to pay for the advance construction of the project with reimbursement in subsequent federal fiscal years, and with an acknowledgement the jurisdiction assumes financial liability in the event federal funding is eliminated and/or the project ceases to be eligible for federal-aid.
- The programming of federal funds may be rescheduled upon concurrence of both the MPO and the jurisdiction. (Ex. moving funds to manage the TIP and/or match the project's development timeframe.)
- The Local Government Agreement (LGA) must reflect the advance construction of the project.

TPTG Recommendation:

This is a procedural item and was not reviewed by TPTG.

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 MID-REGION COUNCIL OF GOVERNMENTS

6 (R-15-10 MTB)

7 **COMMITTING PROGRAMMED FUNDS IN THE**
8 **FFY 2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
9 **AND THE FFY 2016-2021 TIP**
10 **FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA**
11 **TO PROVIDE REPAYMENT OF THE FINANCIAL OBLIGATION CREATED FOR THE**
12 **CONSTRUCTION OF**
13 **A301552 Albuquerque Bridge R & R – Bridge #7926**
14

15 WHEREAS, the FFY 2014-2019 Transportation Improvement Program (TIP) is
16 the TIP for the Albuquerque Metropolitan Planning Area (MPA) and has been reviewed
17 for conformity in conjunction with the 2040 Metropolitan Transportation Plan and
18 became effective October 1, 2013; and

19 WHEREAS, the FFY 2016-2021 Transportation Improvement Program (TIP) will
20 become the TIP for the Albuquerque Metropolitan Planning Area (MPA) and has been
21 reviewed for conformity in conjunction with the 2040 Metropolitan Transportation Plan
22 and will become effective October 1, 2015; and

23 WHEREAS, the TIP must contain all federally-funded transportation projects in
24 the metropolitan transportation planning area prior to the distribution of funds to those
25 projects; and

26 WHEREAS, the TIP must contain all regionally significant projects in the
27 metropolitan transportation planning area regardless of the source of funding; and

28 WHEREAS, the adopted TIP includes federal highway funds programmed for the

29 City of Albuquerque to design, purchase rights-of-way and construct the rehabilitation or
30 replacement of bridge #7926 (Bridge Street, a.k.a. Avenida Cesar Chavez, over
31 Williams Street, CN A301552, MPO Record # 138.2); and

32 WHEREAS, the City of Albuquerque has an opportunity to obtain financing to
33 advance the construction of this roadway; and

34 WHEREAS, obtaining such financing is contingent upon a commitment from the
35 Metropolitan Transportation Board to use federal highway funds programmed for this
36 project in Federal Fiscal Years 2015 and 2015 to reimburse the City of Albuquerque;
37 and

38 WHEREAS, the funds programmed for this project in the TIP are:

39 FFY 2015

40 STP-Bridge Off-System funds of \$341,369 with required match of \$85,342 =
41 \$426,711 total

42 FFY 2016

43 STP-Bridge Off-System funds of \$341,369 with required match of \$85,342 =
44 \$426,711 total

45 This results in a total of \$682,738 of federal highway funds with a total required match of
46 \$170,685 and a combined total of \$853,423.

47 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board
48 of the Mid-Region Metropolitan Planning Organization of the Mid-Region Council of
49 Governments that the funds programmed for A301552 Albuquerque Bridge R & R –
50 Bridge #7926 as noted above are committed to remain programmed in the TIP to
51 provide for the repayment of the financial obligations incurred for the project by the City
52 of Albuquerque.

53 AND BE IT FURTHER RESOLVED, the rescheduling of such funds among the
54 Federal Fiscal Years of the TIP and changes to the category of federal funding
55 programmed may be undertaken by the Mid-Region Metropolitan Planning Organization
56 with the concurrence of the City of Albuquerque Department of Municipal Development,
57 in order to fiscally manage the TIP and/or to coordinate the funding to match the
58 project's development schedule.

59 AND BE IT FURTHER RESOLVED, the City of Albuquerque is hereby notified
60 and acknowledges the commitment of funds established in this resolution is dependent
61 upon the continued availability of federal funds provided by the U.S. Congress and the
62 continued eligibility of this project to receive federal funds, therefore, the City of
63 Albuquerque assumes all financial liability if federal funding is eliminated and/or the
64 project ceases to be eligible to receive federal funds.

65 PASSED, APPROVED, AND ADOPTED this 21st day of August 2015 by the
66 Metropolitan Transportation Board of the Mid-Region Metropolitan Planning
67 Organization of the Mid-Region Council of Governments.

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Debbie O'Malley
Chairperson, Metropolitan Transp. Board

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73

74 ATTEST:

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78 Dewey V. Cave
79 Executive Secretary, Metropolitan Transportation Board
80 Executive Director, Mid-Region Council of Governments



TO: Dolores Gallegos, Project Oversight Division, NMDOT
Elias Archuleta, Chief Design Engineer, NMDOT
Rebecca Maes, STIP Coordinator, NMDOT

FR: David Pennella, Transportation Program Manager, MRMPO

DATE: July 31, 2015

RE: **Advance Construction Process – MPO Suggestions**

It is our understanding that NMDOT is developing procedures to govern the Advance Construction (AC) process. As you are aware FHWA has informational documents on AC as does AASHTO (attached). The Mid-Region Metropolitan Planning Organization (MRMPO) offers the following suggestions.

AC Process

As you are aware, a project's lead agency incurs cost up front before the FFY funds are actually available. The lead agency must accept all risks associated with AC (i.e. If Congress changes eligibility requirements so the project is no longer eligible for federal aid when the funds do become available). MRMPO has a current policy on requests for AC of projects (see page 2). Our process makes the risks to the lead agency clear and requires a resolution from our policy board to maintain the programming of the AC'd funds and requires a letter or resolution from the agency acknowledging the risks involved.

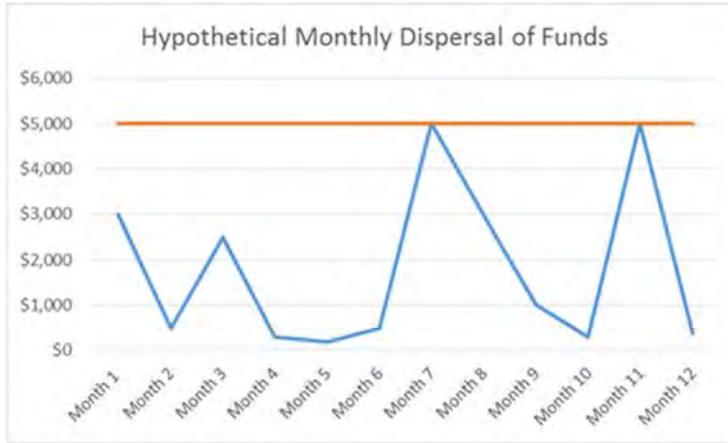
AC as a Tool to Manage and Stabilize NMDOT's Disbursement of Funds

AC can easily be used to stabilize NMDOT's disbursement of funds. This is one of the finance management tools noted on FHWA's website.

A Local Government Agreement (LGA) would be developed which establishes the reimbursement schedule for the federal funds once the FFY in which the funds are actually programmed, begins. This is the critical piece for NMDOT's management of the disbursement of funds.

- The LGA may, depending upon the amount of a project's AC federal funds, schedule the reimbursement over ½ year, 1 year, 1½ years, or 2 years. The reimbursement schedule would specify that the lead agency can request 1/6th, 1/12th, 1/18th, or 1/24th of the total amount to be reimbursed each month (per the reimbursement schedule in the LGA. If disbursements by NMDOT are relatively steady throughout the year, then the LGA's reimbursement schedule effectively and evenly schedules NMDOT's disbursement of funds for reimbursement.

- However, NMDOT should include a clause that allows NMDOT to advance payment at the Department's discretion in order to manage the disbursement of



funds for reimbursement. If NMDOT's historical or projected pattern of disbursements has "peaks and valleys" throughout the year (see chart), this would allow NMDOT to "move" reimbursement payments and "time" them so the funds reimbursed to the state from FHWA are received, in-time before a "peak" occurs. In other

words, advance some monthly payments when disbursements are low so the federal reimbursement comes back to the state before a peak period when it is needed for non-AC projects.

- NMDOT would then have the advantage of controlling when reimbursements occur, as opposed to a "regular" construction project for which peaks of reimbursement requests are dependent upon the amount of work done in a given period. (A project generally starts with minimal reimbursement requests followed by large ones at the height of construction followed by smaller ones toward the end.) The advantage for local agencies is they can plan when their reimbursements will be received, and if NMDOT accelerates a payment(s) to manage its funding disbursements, then the local agency receives its payment earlier than expected which is a bonus for the local agency.

- Another advantage with AC is since the construction activity for which reimbursements will be requested has already been undertaken, local and NMDOT staff will be able to review and approve the reimbursement requests for eligibility thus minimizing delays in the process.

- There is a further advantage for using AC. Since a project is designed and scheduled with the intent of letting the project to contract early, prior to the actual availability of federal funding, if the project encounters unforeseen delays, the lead agency has more time to address them since there is no immediate effect on the federal funds for construction or the TIP/STIP program.

- In actuality, the more projects that are AC'd the more stability and flexibility NMDOT has for the disbursement of funds.

Excerpt from the current MRMPO *TIP Policies and Procedures*, page 20

Advance Construction Process

Advance Construction (AC) allows a lead agency to proceed with construction (or large-scale design) of a project with non-federal funds sooner than the FFY in which funds are programmed in the TIP/STIP. Advanced construction allows a lead agency to utilize non-federal funds, up-front, for a project and preserve eligibility for future federal funding for that project. At a later point, in the FFY in which the federal funds are programmed, the federal funds can be obligated for reimbursement of the federal share to the lead

agency. *This technique allows projects to be implemented that are eligible for federal aid when the need arises, rather than when availability of the federal funds have been programmed.*

The following applies:

- *The lead agency pays for the construction with the understanding that reimbursement will not occur until the federal funds become available in succeeding federal fiscal years.*
- *The lead agency assumes financial liability if federal funding is eliminated (by Congress) or the project ceases to be eligible to receive federal-aid.*
- *All federal design criteria, environmental documentation, certifications, procurement procedures, and other project level requirements remain in effect.*
- *AC requires a lead agency to secure a commitment that federal funds programmed in the TIP/STIP remain programmed for the project. However, the category of federal funding may be subject to change by the MPO and/or NMDOT.*
 - *A funding commitment from the policy board of the metropolitan planning organization (see sample resolution) for projects located within a metropolitan planning area.*
 - *The governing body of the jurisdiction shall provide a resolution or letter committing non-federal funds to pay for the advance construction of the project with reimbursement in subsequent federal fiscal years, and with an acknowledgement the jurisdiction assumes financial liability in the event federal funding is eliminated and/or the project ceases to be eligible for federal-aid.*
- *The programming of federal funds may be rescheduled upon concurrence of both the MPO and the jurisdiction. (Ex. moving funds to manage the TIP and/or match the project's development timeframe.)*
- *The Local Government Agreement (LGA) must reflect the advance construction of the project.*

Also attached for your review are:

Sample resolution from the policy board for any project being AC'd
Sample resolution or letter from the local agency acknowledging the risks associated with AC.

FHWA Informational item Federal-aid Fund Management Tools: *Advance Construction and Partial Conversion of Advance Construction*

USDOT FHWA Guide: *Finance Project Funding Advance Construction*

AASHTO Briefing Paper: *Use of Advance Construction in Financing Transportation Projects*

If you have any questions or would like to discuss this matter further, we would be happy to meet with you at your convenience.

xc: Ken Murphy, Acting District Engineer, NMDOT District 3
Jason Coffey, MPO Liaison, NMDOT
Thaddeus Lucero, Director of Planning, MRCOG
Steven Montiel, TIP Coordinator, MRMPO
Members of TCC and TPTG Committees of MRMPO