

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 Byways	\$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 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: 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	\$0	\$2,980,177	\$0	\$2,990,400	\$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	\$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	\$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	\$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	\$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	\$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	\$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 2027 to 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	\$0	\$54,341,025	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,372,889	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,938,195	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,652,109	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,875,000	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$69,461	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209,900	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$47,417,329	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,498,245	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$6,000,000	
\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$1,500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$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	\$0	\$629,320	
\$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	\$0	\$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	\$0	\$149,291,018	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,997,600	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$169,288,618	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,110,700	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,325,000	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,150	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,826	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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 Albuquerque, 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 service 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



March 13, 2011

Susana Martinez
Governor

Mr. Terry Doyle
MRCCG - Mid-Region Council of Governments
809 Copper Avenue, NW
Albuquerque, NM 87102

Alvin C. Dominguez, P.E.
Cabinet Secretary

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 \times 85.44% = \$13,073,580.
2. TPE: \$ 1,084,861 \times 75.00% = \$ 813,646.
3. CMAQ Mandatory: \$ 3,092,890 \times 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
Fie

db ✓
db++ ✓



Mid-Region Council of Governments

February 17, 2011

Thomas E. Swisstack
Chair, Board of Directors
Mayor, City of Rio Rancho

Max Valerio
NMDOT, Chief Engineer
1120 Cerrillos Rd. Room 204
Santa Fe, NM 87504

Dewey V. Cave
Executive Director

MEMBER GOVERNMENTS

- City of Albuquerque
- Albuquerque Public Schools
- Albuquerque Metropolitan Arroyo Flood Control Authority
- City of Belen
- Bernalillo County
- Town of Bernalillo
- Village of Bosque Farms
- Village of Corrales
- Village of Cuba
- Town of Edgewood
- Village of Encino
- Town of Estancia
- Village of Jemez Springs
- Village of Los Lunas
- Los Lunas Schools
- Village of Los Ranchos de Albuquerque
- Middle Rio Grande Conservancy District
- City of Moriarty
- Town of Mountainair
- Town of Peralta
- City of Rio Rancho
- Rio Rancho Public Schools
- Sandoval County
- Southern Sandoval County Arroyo Flood Control Authority
- Village of Tijeras
- Torrance County
- Valencia County
- Village of Willard

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:

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
<p>\$5,453,404 \$5,255,845 \$197,559 = Targ - Prog</p>	<p>CMAQ-Mand D-3 Target (incl. match) CMAQ-Mand Target Federal Funds Only (at 85.44%) CMAQ-Mand Programmed FY 2011 Difference - \$1 under or (\$1) over</p>	<p>\$3,080,643 \$2,632,101 \$5,255,845 Targ - Prog = (\$2,623,744)</p>
<p>\$876,472 \$2,820,234 -\$1,917,234 \$903,000 (\$26,528) = Targ - Prog</p>	<p>STP-E D-3 Target (incl. match) STP-E D-3 Target Federal Funds Only (at 75.00%) STP-E AMPA Target at 60.00% of D-3 STP-E Programmed FY 2011 Subtract NMDOT Projects (not part of AMPA target) Adjusted STP-E Programmed Amount FY 2011 Difference - \$1 under or (\$1) over</p>	<p>\$1,807,101 \$1,355,326 \$813,195 \$2,820,234 -\$1,917,234 \$903,000 Targ - Prog = (\$89,305)</p>
<p>\$13,324,011 \$10,848,469 \$2,475,542 = Targ - Prog</p>	<p>STP-U D-3 Target (incl. match) STP-U Target Federal Funds Only (at 85.44%) STP-U Programmed FY 2011 Difference - \$1 under or (\$1) over</p>	<p>\$15,301,475 \$13,073,580 \$10,848,469 Targ - Prog = \$2,225,111</p>
<p>\$2,646,573</p>	<p>Cumulative Total of All Amounts under/over programmed</p>	<p>(\$488,437)</p>
<p>\$19,653,837</p>	<p>Cumulative Target TOTAL</p>	<p>\$16,518,877</p>
<p>13.47% % Under programmed</p>	<p>Percent Difference (Cumulative Diff. ÷ Cumulative Target)</p>	<p>% Over Programmed 2.96%</p>

"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/federal 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 superseded by those in the March 13, 2011 letter which slightly modified these targets.