

1 RESOLUTION
2 of the
3 METROPOLITAN TRANSPORTATION BOARD
4 of the
5 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
6 R-12-16 MTB

7 AMENDING THE
8 2035 METROPOLITAN TRANSPORTATION PLAN
9 FOR THE
10 ALBUQUERQUE METROPOLITAN PLANNING AREA
11

12 WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) of
13 2012 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy
14 for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to
15 develop a long range intermodal/multimodal financially constrained transportation plan
16 for each metropolitan area; and

17 WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan
18 planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA);
19 and

20 WHEREAS, a 2035 Metropolitan Transportation Plan (2035 MTP) was approved
21 by the Metropolitan Transportation Board on April 15, 2011; and

22 WHEREAS, the amendment to the 2035 MTP has been developed in
23 accordance with SAFETEA-LU and MAP-21 in cooperation with local government
24 agencies and the New Mexico Department of Transportation; and

25 WHEREAS, the amendment to the 2035 MTP clarifies proposed work planned
26 for the vicinity of the I-25 and Paseo del Norte interchange and is consistent with the
27 existing 2035 MTP financial plan; and

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.