



# **UNIFIED PLANNING WORK PROGRAM**

## **TRANSPORTATION PLANNING ACTIVITIES IN THE ALBUQUERQUE METROPOLITAN PLANNING AREA**

FISCAL YEAR 2009  
(JULY 1, 2008 TO JUNE 30, 2009)

**MID-REGION COUNCIL OF GOVERNMENTS  
809 COPPER NW, ALBUQUERQUE, NEW MEXICO 87102**

**MID REGION COUNCIL OF GOVERNMENTS**  
**Mid-Region Metropolitan Planning Organization**

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Preparation of this report was financed through funds made available by the U. S. Department of Transportation Federal Highway Administration and Federal Transit Administration

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**Albuquerque Metropolitan Planning Area**  
**FY 2009 UNIFIED PLANNING WORK PROGRAM**  
**(July 1, 2008 – June 30, 2009)**

**Preface**

In February 2007 the Federal Highway Administration and Federal Transit Administration issued the Final Rules for Statewide and Metropolitan Planning which codified the SAFETEA-LU legislation passed in August 2005. One of the changes from the previous rules was the definition of a Metropolitan Planning Organization (MPO), which is now defined as “the policy board of an organization created and designated to carry out the metropolitan transportation planning process.” The Metropolitan Transportation Board of the Mid Region Council of Governments is the policy board of record relative to this new definition. Staff of the Mid Region Council of Governments (referenced in this document as “MPO Staff”) provide planning, coordination and administrative support to the Metropolitan Transportation Board and for many of the functions described in this document. The MRCOG is also the fiscal agent for the Metropolitan Planning Organization.

## Introduction

The Unified Planning Work Program (UPWP) identifies transportation planning priorities for the Albuquerque metropolitan area and allocates staff resources to specific issues and projects. It also assists the local, State, and Federal agencies in coordinating urban transportation planning activities. Under Federal regulation, a UPWP must be developed each year for the Albuquerque Metropolitan Planning Area (AMPA).

The Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments (MRCOG) is the Metropolitan Planning Organization (MPO) for the AMPA and approves the UPWP. The MPO develops the UPWP in cooperation with ABQ Ride (the designated transit provider), the New Mexico Department of Transportation (NMDOT), and the Federal Highway and Transit Administrations.

The tasks and subtasks to be accomplished and developed under this UPWP are listed in Table 1. Activity details are provided in the pages that follow. The budget, which identifies federal transportation planning revenues and estimated expenditures for the main MPO planning functions as well as funding information for other programs, is shown in Appendix A. The other appendices include the self-certification document, resolutions and pertinent correspondence, a map of the AMPA boundaries and a graphic of the Mid-Region MPO decision-making structure.

MPO accomplishments in FY 2008 include:

- Implemented the adopted the 2030 Metropolitan Transportation Plan (MTP)
- Implemented the adopted the FY 2008-2013 Transportation Improvement Program, including quarterly amendments and periodic administrative modifications
- Completed and adopted the annual Unified Planning Work Program
- Continued revisions to the Congestion Management Process
- Worked with the NMDOT to implement the regional ITS Architecture
- Facilitated acquisition of regional digital orthophotography
- Continued and expanded coordination efforts with member agencies, tribal governments, and the NMDOT

<b>Development Time Line for the FY 2009 Unified Planning Work Program</b>	
December 2007 – February 2008	Develop initial draft Unified Planning Work Program
March/April 2008	Coordinate with member agencies and planning partners; complete draft document
March 27, 2008	Provide preliminary briefing to the Metropolitan Transportation Board (MTB)
April 11, 2008	Transportation Coordinating Committee (TCC) review and recommendation to the Metropolitan Transportation Board (MTB)
April 24, 2008	Metropolitan Transportation Board (MTB) review and approval
May 2008	Submit to NMDOT and FHWA

## Issues Addressed in the Planning Process

SAFETEA-LU, which was signed into law in August 2005, identifies the following planning emphasis areas to be considered in the MPA planning process.

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency:* The MPO participates on economic development boards and committees throughout the region. The Public Involvement Committee includes representatives from the Economic Forum and the local Chambers of Commerce. The MRCOG administers the local Workforce Investment Act activities. These staff contacts provide the MPO with the opportunity to assess the economy-related needs of the transportation system and respond to those needs appropriately. Meeting the mobility needs of the workforce as well as goods movement provides ample opportunities to expand the MPA's competitiveness in the global economy.
2. *Increase the safety of the transportation system for motorized and non-motorized users:* Safety is an important factor in the transportation system and is considered at both the project and area-plan levels. Safety considerations are routinely considered as part of the analyses for public transportation, bicycle and roadway projects. The FY 2008 UPWP included a subtask that identifies efforts in the AMPA to lend additional visibility to safety planning.
3. *Increase the security of the transportation system for motorized and nonmotorized users:* The 2030 Metropolitan Transportation Plan (MTP), completed in April 2007, is the first MTP in the AMPA to recognize the important role that MPOs can play in promoting coordinated planning in anticipation of unexpected events or natural disasters. Coordination efforts that began with the development of the 2030 MTP will continue so that the MPO is perceived as a centralized location of information on transportation system conditions and local/national responses that might be useful in an emergency.
4. *Increase the accessibility and mobility of people and for freight:* To the extent possible, all AMPA transportation planning efforts work towards ensuring that accessibility and mobility options are considered and moved forward. The Transportation Accessibility Model (TRAM) activity is specifically aimed at identifying ways to increase the accessibility of the transportation system to citizens. Combined with demographic data, this work enables planning for specific target populations and communities. The Commuter Rail and United We Ride projects are also designed to provide people in the region with more mobility options.
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns:* One of the more important goals of the transportation planning process is ensuring that the transportation system is responsive to environmental considerations such as air quality. During FY 2009, the MPO expects to work closely with local, state, and federal partners to develop plans and strategies to address air quality issues related to ozone. The MRCOG is a signatory of the memorandum of understanding forming

the Land of Enchantment Clean Cities Corridor program.

6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight:* MPO planning efforts continue to be multimodal as well as intermodal in nature. This includes ensuring the connectivity of the transportation system for goods movement as well as the mobility of the traveling public. As part of the development of the 2030 MTP, MPO staff developed a Pedestrian Composite Index that analyzes markets for and deterrents against pedestrian activity in an effort to identify and prioritize areas for potential improvements. The Commuter Rail and United We Ride projects address integration and connectivity issues in the transportation system.
7. *Promote efficient system management and operation:* Efforts related to system management and operation are similar to those concerned with system preservation in that they emphasize ensuring that the system functions in an efficient manner. MPO planning activities include assessing the efficiency of the current system prior to recommending capacity improvements in the MTP or programming funds in the TIP. The MPO continues major revisions to the Congestion Management Process to better integrate it into the planning process. And the MPO continues to provide technical support and coordination for Intelligent Transportation System planning and projects.
8. *Emphasize the preservation of the existing transportation system:* Ensuring the adequacy of the existing infrastructure is critical to continuation of the transportation system. The MPO continues to focus on preserving infrastructure, emphasizing it in the goals which guided development of the 2030 MTP, and resulted in almost 43% of MTP expenditures targeted to operating and maintaining the system.

The 2030 Metropolitan Transportation Plan (MTP) and the FY 2008-2013 Transportation Improvement Program (TIP) are fully compliant with the planning requirements of the SAFETEA-LU, as will be the FY 2010-2015 TIP developed and approved in FY 2009.

**Table 1. FY2009 Work Program Activities**

<b>Task 1</b>	<b>Program Administration</b>
	1.1 Program Management and Support
	1.2 Regional and Statewide Coordination
	1.3 Professional Development and Training
<b>Task 2</b>	<b>Unified Planning Work Program</b>
<b>Task 3</b>	<b>Public and Stakeholder Participation and Education</b>
	3.1 Public Education and Outreach
	3.2 Stakeholder Coordination
	3.3 Environmental Justice
	3.4 Webpage Management
<b>Task 4</b>	<b>Data Acquisition, Analysis, and Reporting</b>
	4.1 Demographic, Socioeconomic, and Land Use Data
	4.2 Accessibility and Travel Demand Analysis
	4.3 Digital Orthophotography
	4.4 GIS and Mapping
	4.5 Transportation Safety Analysis and Reporting
	4.6 Model Environment Assessment and Implementation
<b>Task 5</b>	<b>Metropolitan Transportation Plan (MTP)</b>
	5.1 Multimodal Transportation Planning
	5.2 Air Quality and Transportation Conformity
<b>Task 6</b>	<b>Transportation Improvement Program (TIP)</b>
<b>Task 7</b>	<b>Congestion Management Process</b>
	7.1 Travel Time Program
<b>Task 8</b>	<b>Intelligent Transportation Systems</b>
<b>Task 9</b>	<b>Traffic Counting and Reporting</b>
<b>Task 10</b>	<b>Planning Consultation and Services</b>
	10.1 Planning Consultation
	10.2 Planning Services
<b>Task 11</b>	<b>Special Studies and Plans</b>
	11.1 I-25 South Corridor Study – Isleta to I-40
	11.2 I-25/Paseo del Norte Interchange Study
	11.3 Los Lunas Transportation Corridor Study
	11.4 I-25 North Corridor Study – I-40 to Alameda
	11.5 Albuquerque Modern Streetcar Project
	11.6 I-25/US 550 Interchange Study

# 1. Program Administration

**General Description:** To manage the metropolitan transportation planning process so that the information gathered and analyzed may be effectively used to make sound decisions in an open and collaborative environment. Assure MPO compliance with applicable provisions of Titles 23, 40, and 49 of the US Code and the Code of Federal Regulations that call for a continuing, comprehensive, and cooperative metropolitan transportation planning process.

**Responsibilities:** The MPO staff will provide administrative support to the Metropolitan Transportation Planning Process.

**Outcome and Expected Product:** Ongoing provision of objective and comprehensive information to the Metropolitan Transportation Board (MTB) and its committees as well as to the general public, ongoing coordination activities with federal, state, local, and Tribal agencies and partners regarding funding issues, long range plans, transportation improvement programs and major corridor studies.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## 1.1 Program Management and Support

- Provide administrative support to the MTB and committees for all metropolitan transportation planning activities.
- Facilitate informed decision-making by providing pertinent information and briefings to the MTB and its advisory committees regarding transportation issues relevant to the metropolitan area.
- Administer and manage transportation planning grants as required by federal, state, and local regulations.
- Coordinate, review, and adopt transportation plans and programs in the AMPA with participating governments and organizations, and with state and federal agencies.
- Purchase office equipment and computer hardware and software to effectively carry out metropolitan transportation planning functions.
- Provide leadership and management for the MPO staff.

## 1.2 Regional and Statewide Coordination

- Coordinate and consult with the NMDOT, the local provider(s) of public transportation, member governments, Tribal governments, and other local agencies.
- Continue coordination efforts with Tribal governments to offer voting membership on MPO boards and committees.
- Continue coordination with the Rural Transportation Planning Organization for those portions of the outside the AMPA.

### **1.3 Professional Development and Training**

- Provide ongoing staff training to include attending conferences, seminars, and training sessions.
- Identify employee training needs and provide professional training and development opportunities to MPO staff in metropolitan transportation planning.

## **2. Unified Planning Work Program**

**General Description:** Develop and maintain an annual Unified Planning Work Program (UPWP) that coordinates metropolitan planning activities between the MPO and member agencies, directs MPO staff activities, and identifies funding sources for those activities. This is an ongoing core activity.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** A UPWP document that identifies transportation planning activities to be undertaken in the Albuquerque Metropolitan Planning Area using federal, state, and local funds; an Annual Performance and Expenditure Report as required by federal regulations; quarterly staff reports to the Transportation Program Manager.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

### **3. Public and Stakeholder Participation and Education**

**General Description:** This task provides for public and stakeholder participation and education to lead to more effective transportation decisions in the AMPA. This is an ongoing core activity.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, the NMDOT, other resource agencies and stakeholders.

**Outcome and Expected Product:** Maintain Public Involvement Procedures and update as needed; Public Participation Plans for MPO core functions as needed; comprehensive contact database; presentation materials for outreach to public and stakeholders

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

#### **3.1 Public Education and Outreach**

**Description:** In accordance with applicable federal requirements and adopted Public Involvement Procedures, the MPO provides the general public with opportunities to participate in the metropolitan planning process by providing information to decision-makers and MPO staff on specific issues, and by receiving information from the MPO. Information is distributed primarily through presentations to groups of various sizes, open houses and formal meetings for major MPO products and projects, periodic publication of newsletters and annual reports, and on the web site. The Public Involvement Committee (PIC) will provide recommendations to the MTB. Where it is appropriate, the MPO will develop a Public Participation Plan to identify specific stakeholders and methods to gather and disseminate project-specific or plan-specific information.

**Outcome and Expected Product:** This is an ongoing task that provides information to the general public through the web site, meetings, and other media; coordinate and implement public involvement procedures and public participation plans; facilitate information-sharing between member agencies; identify and implement new visualization techniques; identify new types of information and formats and outlets for distribution and begin disseminating information using these new approaches; further enhancements will be made to the MRCOG web site to increase ease of use and the range of information available; MPO staff will conduct periodic updates of the Public Involvement Procedures.

#### **3.2 Stakeholder Coordination**

**Description:** This task provides for continuous outreach to resource agencies, freight operators, security agencies, inter-regional transit, rail providers, and air cargo carriers to integrate them into the metropolitan transportation planning process.

### **3.3 Environmental Justice**

**Description:** In accordance with federal requirements (Title VI and Executive Orders), this task identifies environmental justice issues at the regional and project levels. It also provides a means to assess the adequacy of current strategies by focusing on public involvement activities and assessment techniques applied to the MTP and TIP. Additional strategies are identified and implemented as appropriate.

**Outcome and Expected Product:** Updated Environmental Justice Data book as needed; ongoing and continued technical support to member agencies on how to include environmental justice considerations in their programming and project consideration.

### **3.4 Webpage Management**

**Description:** This task is to maintain, update, and continually improve the Metropolitan Transportation Planning portion of the MRCOG web site.

**Outcome and Expected Product:** This is an ongoing activity that will maintain and update the MRMPO portion of the MRCOG web site with current documents, maps, meeting schedules, and other information regarding the metropolitan transportation planning process in the AMPA.

## 4. Data Acquisition, Analysis, and Reporting

**General Description:** This task includes collecting, analyzing, maintaining, and reporting activities necessary to provide accessible and pertinent information to the AMPA transportation decision-making process and transportation planning products. It includes information produced in any one or all of the many modeling environments, such as socioeconomic forecasts, traffic projections, geographic information systems, and accessibility-based market profiles. The data is captured, processed and subsequently used in identifying transportation issues, proposing solutions, and evaluating the activities that are subsequently implemented. The products are continuously updated and compiled in various formats and made available to MPO and MRCOG staff, other professional staff from state and local governments, and the public. All data from this Task are intended to facilitate informed decision-making by elected and governing officials for other tasks identified in this Unified Planning Work Program.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** This is an ongoing task that encompasses the collection, analysis, maintenance, and reporting of data, such as those collected as part of routine programs.

**Source of Funds:** FHWA/FTA/MDOT/Local Governments

### 4.1 Demographic, Socioeconomic, and Land Use Data

**Description:** Collect and create tabular, graphical, and spatial datasets that pertain to population, employment and land use to inform the development of the MTP, the TIP, and the CMS. Analyze and present data regarding growth and land use to member governments, planners and the general public for educational purposes. Support the 2010 Census effort by facilitating the member governments participation in redefining their geographical boundaries, including both Census geography and Data Analysis Subzones.

**Outcome and Expected Product:** Create and maintain demographic, socioeconomic, and land use datasets; annual county and municipal population estimates; socioeconomic estimates by Data Analysis Sub-Zone (DASZ); long-range socioeconomic forecasts by DASZ; long-range population, housing and employment 'control total' forecasts for the region; an existing regional land use inventory with housing and employment densities by polygon/parcel; alternative land use modeling and analysis as necessary; redefined Census and DASZ boundaries where appropriate to reflect development patterns; disseminate annual data releases from the US Census Bureau's American Community Survey and other data releases as appropriate.

## 4.2 Accessibility and Travel Demand Analysis

**Description:** Accessibility and travel demand models are used primarily in support of the Metropolitan Transportation Plan. The TRAM (TRansportation Accessibility Model) determines travel markets and patterns for highway, transit, bicycle and pedestrian modes. The travel demand model forecasts future travel demand for highway and transit modes. Together these tools are used to plan a transportation system that serves the future needs of the region.

**Responsibilities:** MPO staff is responsible for maintaining the TRAM and the regional travel demand model for the AMPA.

**Outcome and Expected Product:** Maintain a validated regional travel demand model; migrate to the Cube model platform and initiate training for MPO staff for the Cube model; maintain and enhance the TRAM as needed.

## 4.3 Digital Orthophotography

**Description:** This is a periodic task led by the MPO to work with state and local agencies and other interested parties to acquire and distribute regional digital orthophotography and digital terrain model data on a two-year cycle. The MPO managed a contract for services over the past 4 years and acquired orthophotography products in 2004 and 2006 under this contract. In 2007 the MPO released a Request for Proposals and contract for services for regional digital orthophotography in 2008. The MPO also cooperates with other lead agencies to obtain orthophotography for transportation planning. Orthophotos are used for mapping and geographic information technology applications, to update land use inventories, establish modeling network alignments, and evaluate the feasibility of transportation alternatives, as well as for public involvement activities.

**Responsibilities:** MPO staff serves as lead with principal responsibility for coordinating and planning for digital orthophotography missions in the region. Project participants vary for each cycle. Prior participants include the City of Albuquerque, AMAFCA, Bernalillo County, Kirtland Air Force Base, Isleta Pueblo, Village of Los Lunas, MRGCD, NMDOT, Public Service Company of New Mexico, City of Rio Rancho, Sandia National Laboratory, Sandia Pueblo, Sandoval County, Santa Ana Pueblo, SSCAFCA, US Geological Survey, and the Valley Improvement Association.

**Outcome and Expected Product:** Contract management for professional services for the acquisition and production of digital orthophotography and terrain data products; accept delivery, perform QA/QC, and distribute to project cooperators in early FY 2009; coordinate with local, state and federal agencies on digital orthophotography acquisition projects; distribute data to requesting governments, agencies and interested parties; discuss potential for identifying a permanent funding source(s) for orthophotography in the AMPA.

**Source of Funds:** Federal/State/Local Governments/Other Stakeholders

## 4.4 GIS and Mapping

**Description:** Provide GIS coverages and data in support of transportation planning in the AMPA. This includes GIS analytical and cartographic support for the MTP, TIP, and CMS; system-wide, subarea and corridor technical studies, and maintaining systems maps.

**Responsibilities:** MPO staff serves as lead in coordination with participating agencies.

**Outcome and Expected Product:** Provide ongoing GIS support for long-range transportation plans and planning initiatives; annually updated GIS coverages to monitor changes in transportation network improvements and modifications; continue to upgrade the GIS software environment and provide support for MPO staff.

## 4.5 Transportation Safety Analysis and Reporting

**Description:** Develop, research, and analyze data to assist member agencies and the public with understanding crash information and transportation planning issues confronting the AMPA region. This task will result in a number of processes and products on safety issues, the analysis for different studies and plan implementation, and the development of projects for the Transportation Improvement Program (TIP). The task includes obtaining and analyzing crash data for identification of safety issues related to the transportation network and will explore the development of methodologies to estimate future crash data as well as the economic impact of crashes.

**Responsibilities:** MPO staff serves as lead in cooperation with the NMDOT Traffic Safety Bureau and the UNM Division of Governmental Research.

**Outcome and Expected Product:** Ongoing coordination with agencies and stakeholders; crash data by mode, severity and time of day; crash data by demographic group; crash data by contributing factors; summary reports as needed; preliminary analysis for the Metropolitan Transportation Plan update to begin in late FY 2009.

## 4.6 Technical Environment Assessment and Implementation

**Description:** During FY 2007 the MPO began to look at the model environment to determine what improvements will be needed to provide the basis for moving into the 2035 MTP and beyond. In FY 2008, the MPO continued to examine all of the available models and gather and analyze the information needed to complete a comprehensive assessment. The assessment is an ongoing task, but some of the recommendations will be implemented in FY 2009

**Responsibilities:** MPO staff.

**Outcome and Expected Product:** Model Environment Assessment; 5-Year Technical Plan; develop new database and maintenance protocols; acquire hardware and software as determined by the assessment.

## 5. Metropolitan Transportation Plan

**General Description:** To develop, adopt, publish, maintain, and implement long-range transportation plans that serve and reflect the needs of the Albuquerque Metropolitan Planning Area (AMPA) and comply with pertinent federal and state requirements. Under this task, staff will continue monitoring local and regional plans, policies, programs and projects to ensure consistency with the Metropolitan Transportation Plan (MTP); consider proposed amendments to the MTP; continue developing and maturing transportation planning efforts related to transportation security and to environmental/natural resource coordination, planning and mitigation discussions; continue integration of safety with long-range transportation analysis and planning; begin initial preparations for development of the next MTP, due within four years of the 2030 MTP transportation conformity determination. This is an ongoing core activity with updates occurring every four years (as per federal planning regulations) and amendments occurring as warranted through coordination with member agencies.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** This is a continuing task that results in a multimodal, long-range metropolitan transportation plan that conforms with applicable state implementation plans (SIPs); technical inputs into the MTP are generally derived from activities covered in other UPWP tasks (Data Acquisition, Analysis and Reporting, CMP, ITS, Traffic Counting and Reporting, etc.); public and stakeholder participation efforts and activities for the MTP derive from Task 3; periodic updates and amendments to the MTP are carried out under this activity.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

### 5.1 Multimodal Transportation Planning

**Description:** The MTP provides the basis for all program and project implementation within the AMPA and considers all modes of transportation that may serve the current and future needs identified for the planning time frame.

Multimodal transportation planning considers roadways, public transportation including short and medium-range transit planning, bicycle, pedestrian, and systems management. Regional planning is performed according to current federal regulations, and includes the development of sound methodologies and approaches that guarantee results and are effective, efficient, and inclusive within the context of metropolitan transportation planning. This includes coordinating with all implementing agencies involved in developing and constructing a regional transportation system that meets current and future needs.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** This is an ongoing activity; existing condition maps for roadway, transit, bicycle/pedestrian systems updated ***periodically***; functional classification of roadways updates; FY 2009 products will include refining the 2035 MTP scope of work and kickoff.

## **5.2 Air Quality and Transportation Conformity**

**Description:** Activities under this task focus on planning efforts that maintain the National Ambient Air Quality Standards (NAAQS) by assessing and avoiding or mitigating adverse impacts of mobile-source pollutants on existing and future transportation systems. These efforts include participating on the Transportation Conformity Technical Committee (TCTC), applying federal CMAQ programming criteria, and ensuring transportation conformity with State Implementation Plans.

**Responsibilities:** MPO staff serves as lead in coordination with the City of Albuquerque Environmental Health Department, the NMDOT, ABQ Ride, FHWA, and the EPA.

**Outcome and Expected Product:** Annual CMAQ reports; project-level CMAQ analyses; conformity determinations for the MTP and TIP; continued coordination with the TCTC.

## **6. Transportation Improvement Program**

**General Description:** To develop, adopt, publish, maintain, and implement short-range plans and programs that serve and reflect the needs of the Metropolitan Planning Area and comply with pertinent federal and state requirements. The MPO staff develops and manages the TIP while continuing to identify and implement improvements to these processes. These efforts include developing and institutionalizing a criteria-based project selection methodology, implementing improved TIP software and project tracking mechanisms, exploring options to maximize staff effectiveness, and coordinating with NMDOT to enhance the link between the TIP and STIP. This is an ongoing core activity with TIP updates occurring on a two year cycle and amendments occurring quarterly (consistent with the development and amendment cycles of the STIP).

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** A current metropolitan TIP that identifies transportation priorities, programs funds, and is consistent with the MTP; an Annual Listing of Projects Obligated during the fiscal year; an ongoing Project Tracking Database; current TIP posted on the website and distributed to participating agencies and stakeholders; proposed amendments posted on the website to allow for public and stakeholder comment; revised TIP Policies and Procedures (update in FY 2009); FY 2010-2015 TIP (update in FY 2009).

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## 7. Congestion Management Process

**General Description:** The SAFETEA-LU identified the Congestion Management Process (CMP) as the replacement for the Congestion Management System. The CMP for the AMPA provides a mechanism for monitoring system-wide and link-based performance to investigate recurring and nonrecurring congestion. The CMP uses performance data to determine the causes and severity of congestion in the region. The CMP is used at various levels of planning and operational analysis from the MTP to the TIP to the development of individual projects. A CMP that is integrated into the metropolitan transportation planning process provides comprehensive information on the performance of the transportation system so citizens, elected officials, and member agencies will have up-to-date information regarding congestion levels and implemented strategies. This is an ongoing core activity.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** This is an ongoing task to integrate the CMP into the MPO planning process; the structure includes revised definition(s) of congestion, revised data collection processes, evaluation of the efficiency and effectiveness of implemented strategies, definition and implementation of a CMP schedule, strategy for dissemination of CMP products; coordinate the CMP Committee to oversee the program performance and products; prepare public information and annual reports; develop and implement a travel time data collection program.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

### 7.1 Travel Time Program

**Description:** The Mid-Region MPO is restructuring and enhancing the Travel Time Program for the Albuquerque Metropolitan Planning Area. The goal of the program is to provide travel time data for the Congestion Management Process, the development of the Metropolitan Transportation Plan, and other transportation planning and programming needs.

**Outcome and Expected Product:** A travel time program that collects data annually to identify congested facilities to target improvements, analyze the effectiveness of implemented congestion management strategies; validate travel demand and accessibility models.

## 8. Intelligent Transportation Systems

**General Description:** This task integrates Intelligent Transportation Systems into the metropolitan transportation planning process. ITS programs and projects must be consistent with the ITS Regional Architecture, the Metropolitan Area ITS Implementation Plan, and the adopted Metropolitan Transportation Plan and Transportation Improvement Program. The MPO coordinates programming and deployment of ITS programs and projects inside the AMPA and is responsible for maintaining the ITS Architecture and updating the ITS Implementation Plan.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, the NMDOT, and other ITS stakeholders.

**Outcome and Expected Product:** This is an ongoing task in which MPO staff coordinates the ITS Committee to assist in maintaining the ITS Regional Architecture, ITS Maintenance Plan, and programming ITS deployments; update ITS System Map to show existing deployment.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## 9. Traffic Counting and Reporting

**General Description:** This task includes collecting and processing traffic data for routine monitoring of the transportation network and special needs traffic counts. Directional volume data are collected on all major roads in the AMPA. Data collection is conducted system wide as well as at targeted locations and includes traffic counts, vehicle classification, bike/pedestrian counts, and intersection turning movements. Data are archived and logged into the traffic counts database, and are shared with local agencies for use in transportation planning activities.

**Responsibilities:** MPO staff serves as lead.

**Outcome and Expected Product:** Traffic volume counts, vehicle classification counts, and intersection movement counts will be completed following the traffic counts schedule; special counts will be completed as requested; bicycle and pedestrian data collection; validation of travel demand and other forecasting models (ongoing); completion and distribution of the Annual Traffic Flow map (ongoing).

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## 10. Planning Consultation & Services

**General Description:** In accordance with the MRCOG Articles of Agreement and federal metropolitan transportation planning regulations (23 CFR 450), the MPO provides existing data and planning information and consults with federal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of plans and programs.

### 10.1 Planning Consultation

**Description:** Participate on plan/study teams for development of plans; consult with agencies concerning transportation issues related to plan development; and review local development proposals to assure consistency with the current MTP, TIP, CMP, and Roadway Access Policies. Consultation occurs for the following:

- New Mexico Department of Transportation plans: the Long Range Multimodal Transportation Plan, the Comprehensive Transportation Safety Plan, Safe Routes to School, Bicycle/Pedestrian/Equestrian (BPE) program, Statewide Traffic Forecasting Model, Tolling Feasibility Study, New Mexico Freight Study, and other plans/studies in Statewide Planning Work Program involving the AMPA; District Three On-Call services for transportation planning activities
- Short and medium range transit plans: City of Albuquerque Transit Department (ABQ Ride) planning activities that employ technical staffing for the development of short and medium range transit plans including transit system improvements and implementation, capital requirements and economic feasibility analyses, and transit facility construction.
- Public transportation plans: New Mexico Rail Runner Express plans, Rio Metro Regional Transit District Service plans, Amtrak services, intercity bus services, and ground-side access and plans for aviation facilities.
- Land use plans: regional (MRCOG Local Planning Assistance program), municipal and county comprehensive plans, area plans, sector plans, master plans, capital improvement plans/programs, site plans/development proposals, zoning codes, development regulations, subdivision codes and regulations, building permits. **Note:** In accordance with the MRCOG Articles of Agreement, "...all member local governments, special districts, agencies or instrumentalities shall file with the Council all current and proposed plans, zoning ordinances, official maps, building codes, subdivision regulations and project plans for capital facilities and amendments and revisions of any of them as well as copies of their regular and special reports dealing with planning matters." (*Articles of Agreement Establishing the Mid Region Council of Governments with amendments through August 9, 2001*)
- Natural resources plans: including but not limited to Air Quality Plans (such as State Implementation Plans for Carbon Monoxide), Middle Rio Grande Regional Water Plans, Albuquerque Metropolitan Arroyo and Flood Control Authority (AMAFCA), Southern Sandoval County Arroyo and Flood Control Authority (SSCAFCA); and plans from the U. S. Forest Service, U. S. Fish and Wildlife, Army Corps of Engineers, Bureau of Land Management, National Parks Service, New Mexico

Department of Game and Fish, New Mexico Historic Preservation Office, New Mexico State Parks; and local county and municipal parks, recreation and open space departments.

- Transportation Security plans: New Mexico Federal Executive Board, Emergency Preparedness Committees, New Mexico Office of Homeland Security, and state/local emergency operations agencies and plans.
- Freight plans: New Mexico Trucking Association, national delivery companies, air and rail freight agencies.
- Housing plans: Region III Housing Authority of New Mexico, Inc.
- Economic Development plans: Comprehensive Economic Development Strategy (CEDS) for New Mexico State Planning and Development District 3, local Chambers of Commerce.

**Outcome and Expected Product:** Participate on plan/study technical and advisory committees and provide written comments to local planning and zoning commissions; coordinate with local governments to assure consistency between proposed developments and metropolitan transportation plans and policies; as appropriate, incorporate outcomes of plans into the next MTP, TIP, CMP and other MPO planning activities.

In FY 2009, the MRMPO will begin planning consultation (as prescribed under SAFETEA-LU and the MRCOG Articles of Agreement) with the City of Rio Rancho, the Village of Los Lunas, the County of Sandoval, the Village of Corrales, the Town of Bernalillo, and the Village of Los Ranchos de Albuquerque. Consultation with the County of Bernalillo and the City of Albuquerque will continue.

**Source of Funds:** FHWA/FTA/NMDOT/New Mexico Rail Runner Express/Rio Metro/Local Governments

## 10.2 Planning Services

**Description:** Services provided under this task will include provision of products and planning information that are generated as part of the MPO transportation planning process within the AMPA and identified within other UPWP Tasks. These products include:

- Provide planning and project information from the current Metropolitan Transportation Plan (MTP), metropolitan Transportation Improvement Program (TIP), Congestion Management Process (CMP), Intelligent Transportation System (ITS) Regional Architecture, or other existing planning information. This may include socio-economic, land use, travel forecasting and accessibility model datasets and shape files.
- Provide current traffic summary statistics, including crash data.
- Provide existing traffic counts data, including tube counts, current turning movement data and reports, and bicycle and pedestrian counts. The MPO cannot provide projected or future year turning movement forecasts.
- Provide guidance on the metropolitan public involvement process and provide contact information for potential agency stakeholders and organizations.

- Provide existing digital aerial photography (orthophotography) and existing digital map data in ESRI formats (shape files, coverages, geodatabase).
- With coordination and depending on resources available, conduct special traffic volumes counts, intersection turning movement counts, bicycle and pedestrian counts.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies and the NMDOT.

**Outcome and Expected Product:** This is an ongoing task to provide planning and technical information for plans, studies, projects, and programs for member agencies and the NMDOT.

**Source of Funds:** FHWA/FTA/NMDOT/New Mexico Rail Runner Express/Rio Metro/Local Governments

## 11. Special Studies and Plans

**General Description:** Under this activity, the MPO develops specialized planning products that reflect the AMPA planning needs and process. Funding for these projects is provided outside the usual Federal Planning funds process but is critical to maintaining these activities, which provide critical inputs to a constantly-improving transportation planning process. With coordination prior to issuing a Request for Proposals (RFP), the MPO may provide planning analysis and interpretation services in support of agency studies and plans. Such services will require a Memorandum of Agreement (MOA) and shall include the requested scope of work/tasks to be performed, specific roles and responsibilities, an initial timeline or schedule, and funding, fees or other resources required. The MOA must be signed prior to committing the MPO for services in any RFP or consultant contract.

**Outcome and Expected Product:** Develop transportation strategies that can be planned and programmed in the MTP and TIP; recommendations and preferred alternatives in reports.

### 11.1 I-25 South Corridor Study – Isleta Blvd. to I-40

**Description:** The study will examine alternatives to the existing condition on I-25 between I-40 and Isleta Boulevard. The NMDOT has contracted with a consultant to conduct the study. The MPO will provide modeling support to develop alternatives and will participate on the study team.

**Outcome and Expected Product:** A preferred alternative leading to a program of projects in the existing corridor and environmental baseline information.

**Responsibilities:** NMDOT along with the MPO and member agencies.

**Source of Funds:** FHWA/NMDOT.

### 11.2 I-25/Paseo del Norte Interchange Study

**Description:** The study will examine alternatives to the existing condition at I-25 and Paseo del Norte. The scope will look at possible alternatives to the PDN corridor between 2<sup>nd</sup> Street and San Pedro, and on I-25 between Alameda and San Mateo. The NMDOT has contracted with a consultant to conduct the study. The MPO will provide modeling support to develop alternatives and will participate on the study team.

**Outcome and Expected Product:** A preferred alternative to the existing interchange configuration and environmental baseline information.

**Responsibilities:** NMDOT along with the MPO and member agencies.

**Source of Funds:** FHWA/NMDOT.

### **11.3 I-25 North Corridor Study – I-40 to Alameda Blvd.**

**Description:** The study will examine alternatives to the existing condition on I-25 between I-40 and Alameda Boulevard. The NMDOT will contract with a consultant to conduct the study. The MPO will provide modeling support to develop alternatives and will participate on the study team.

**Outcome and Expected Product:** A preferred alternative leading to a program of projects in the existing corridor and environmental baseline information.

**Responsibilities:** NMDOT along with the MPO and member agencies.

**Source of Funds:** FHWA/NMDOT.

### **11.4 Los Lunas Transportation Corridor Study**

**Description:** The study will identify alternatives to the existing condition on NM6 between I-25 and NM47. The study corridor will extend east to Manzano Expressway. The Village of Los Lunas is contracting with the Rural Transportation Planning Organization (RTPO) of the MRCOG to manage the study, and consultant services will be used to conduct the study. MPO staff will provide modeling and other technical support to develop alternatives and will participate on the study team.

**Outcome and Expected Product:** A preferred alternative leading to a program of projects in Valencia County and environmental baseline information.

**Responsibilities:** The Village of Los Lunas along with the NMDOT, RTPO, MPO and member agencies.

**Source of Funds:** NMDOT/Village of Los Lunas

### **11.5 Albuquerque Modern Streetcar Project**

**Description:** The City of Albuquerque is conducting preliminary engineering, cost-benefit analysis, and final design for a Modern Streetcar Project to be implemented along the Central Avenue Corridor.

**Outcome and Expected Product:** Preliminary Engineering, cost-benefit analysis, and final design.

**Responsibilities:** ABQ Ride; City of Albuquerque; the MPO will provide technical assistance at levels to be determined.

**Source of Funds:** State/Local.

## **11.6 I-25/US 550 Interchange Study**

**Description:** The study will examine alternatives to the existing condition at the interchange with I-25 and US 550. The NMDOT (District Three and Central Design Bureau) and the MRMPO will work cooperatively to develop a scope of work that outlines MPO responsibilities for the study, which is scheduled to begin in federal FY 2010.

**Outcome and Expected Product:** A Request for Proposals (RFP) to solicit consultant services.

**Responsibilities:** NMDOT District Three and Central Design Bureau staff along with the MPO staff.

**Source of Funds:** FHWA/FTA/State/Local.

## **APPENDIX A**

### **FY 2009 Unified Planning Work Program Budget**

**FY 2009 Unified Planning Work Program  
BUDGET SUMMARY  
FHWA AND FTA PLANNING FUNDS**

<b>FUNDING SOURCE</b>	<b>TOTAL</b>	<b>FY 2009</b>	<b>FY 2008 **</b>
<b>FHWA (85.44%)</b>	<b>\$ 1,897,821</b>	<b>\$ 956,395</b>	<b>\$ 941,426</b>
<b>MATCH (14.56%)</b>	<b>323,411</b>	<b>162,981</b>	<b>160,430</b>
<b>FTA GRANT (80%) *</b>	<b>244,813</b>	<b>244,813</b>	<b>-</b>
<b>MATCH (20%)</b>	<b>61,203</b>	<b>61,203</b>	<b>-</b>
<b>TOTAL</b>	<b>\$ 2,527,249</b>	<b>\$ 1,425,392</b>	<b>\$ 1,101,856</b>

<b>Total FHWA/FTA</b>	<b>\$2,142,634</b>
<b>Total Match</b>	<b>\$384,615</b>

Notes:

\* The FTA Section 5303 Grant is a Federal Fiscal Year 2008 Appropriation that is available for use by the MPO beginning in State Fiscal Year 2009.

\*\* FY 2008 funds were authorized to the MPO during State FY 2008. All or part of these funds are available for use by the MPO at the beginning of State FY 2009.

<b>TASK EXPENDITURE ESTIMATES</b>	
<b>Task 1 - Program Administration</b>	<b>\$ 505,450</b>
<b>Task 2 - Unified Planning Work Program</b>	<b>\$ 126,362</b>
<b>Task 3 - Public and Stakeholder Participation and Education</b>	<b>\$ 176,907</b>
<b>Task 4 - Data Acquisition, Analysis, and Reporting</b>	<b>\$ 758,175</b>
<b>Task 5 - Metropolitan Transportation Plan</b>	<b>\$ 252,725</b>
<b>Task 6 - Transportation Improvement Program</b>	<b>\$ 252,725</b>
<b>Task 7 - Congestion Management Process</b>	<b>\$ 202,180</b>
<b>Task 8 - Intelligent Transportation Systems</b>	<b>\$ 12,636</b>
<b>Task 9 - Traffic Counting and Reporting</b>	<b>\$ 63,181</b>
<b>Task 10 - Planning Consultation and Services</b>	<b>\$ 126,362</b>
<b>Task 11 - Special Studies and Plans</b>	<b>\$ 50,545</b>
<b>TOTAL</b>	<b>\$ 2,527,249</b>

**FY 2009 Unified Planning Work Program  
BUDGET SUMMARY  
OTHER PROGRAM FUNDS**

Task Number	Program Name	Federal		State		Other Local		Local Match		Subtotal		Total
		FY 2008	FY 2009	FY 2008	FY 2009	FY 2008	FY 2009	FY 2008	FY 2009	FY 2008	FY 2009	
9	Traffic Counting and Reporting Program	\$0	\$204,000	\$0	\$17,895	\$0	\$0	\$0	\$16,869	\$0	\$238,764	\$238,764
4.3	Digital Orthophotography	\$125,000	\$0	\$0	\$0	\$330,500	\$0	\$0	\$0	\$455,500	\$0	\$455,500
11.3	Los Lunas Transportation Corridor Study	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
<b>Total</b>		<b>\$125,000</b>	<b>\$204,000</b>	<b>\$1,000,000</b>	<b>\$17,895</b>	<b>\$330,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,869</b>	<b>\$1,455,500</b>	<b>\$238,764</b>	<b>\$1,694,264</b>

## **APPENDIX B**

### **Metropolitan Transportation Planning Process Certification**



## **APPENDIX C**

### **Related Correspondence and Concurrences**

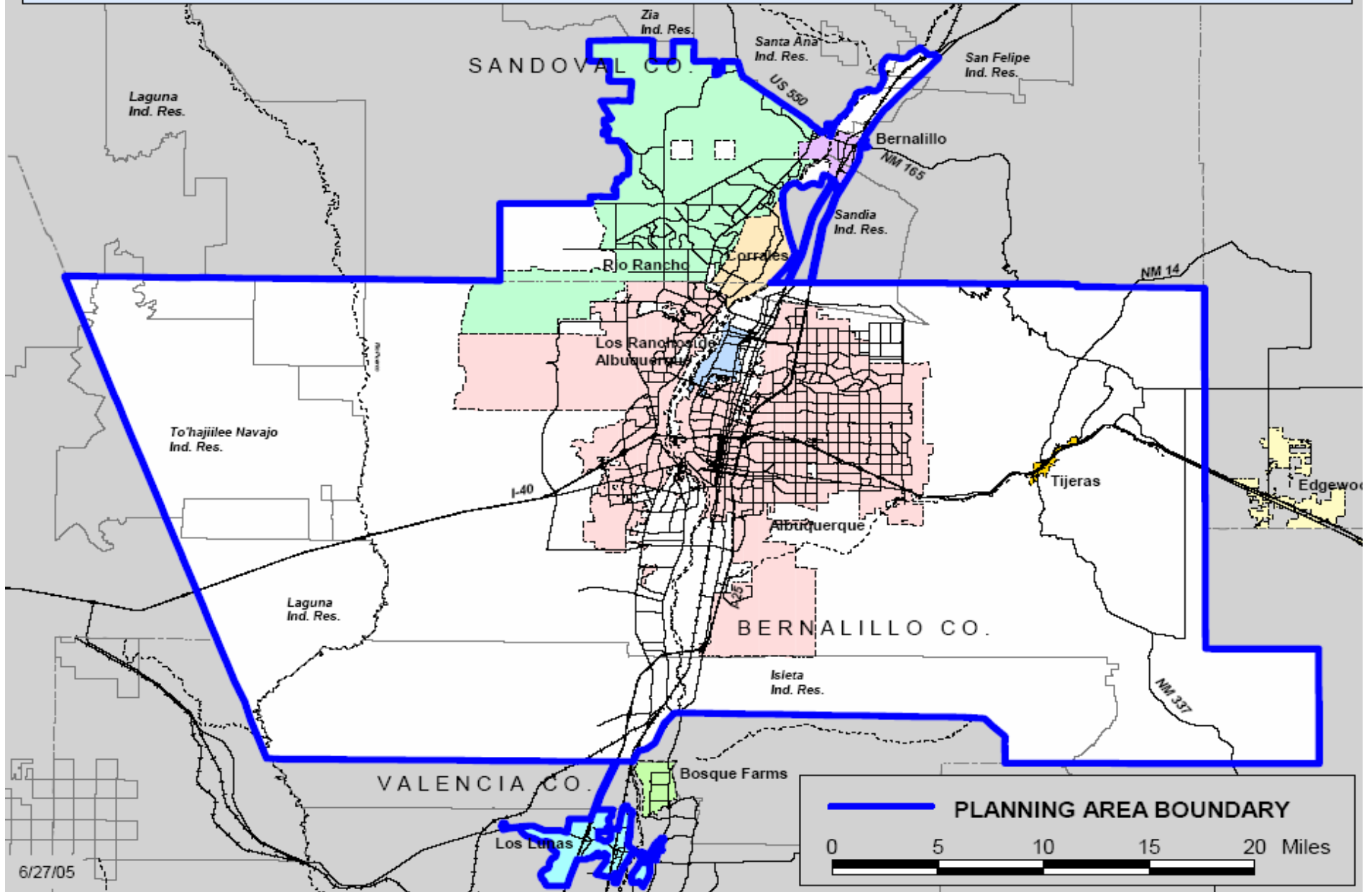




## **APPENDIX D**

### **Albuquerque Metropolitan Planning Area**

# Albuquerque Metropolitan Planning Area (AMPA)



## **APPENDIX E**

### **Mid-Region Metropolitan Planning Organization Decision-Making Structure**

# Mid-Region Metropolitan Planning Organization

## for the Albuquerque Metropolitan Planning Area

The Metropolitan Transportation Board (MTB) is the Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA). The MTB approves transportation plans and programs, determines transportation policy, and is the forum for cooperative transportation decision-making for the AMPA. The MTB is served by a technical advisory group, the Transportation Coordinating Committee (TCC), and a public advisory group, the Public Involvement Committee (PIC).

### Metropolitan Transportation Board

#### Voting Members

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>◆ Bernalillo County (3)</li> <li>◆ City of Albuquerque (6)</li> <li>◆ City of Rio Rancho (2)</li> <li>◆ NMDOT (2)</li> <li>◆ Village of Corrales</li> <li>◆ Village of Los Lunas</li> <li>◆ Village of Los Ranchos de Albuquerque</li> <li>◆ Albuquerque Metropolitan Arroyo Flood Control Authority</li> </ul> | <ul style="list-style-type: none"> <li>◆ Village of Tijeras</li> <li>◆ Pueblo of Sandia</li> <li>◆ Town of Bernalillo</li> <li>◆ Sandoval County</li> <li>◆ Rio Rancho Public Schools</li> <li>◆ Albuquerque Public Schools</li> <li>◆ Middle Rio Grande Conservancy District</li> <li>◆ Southern Sandoval County Flood Control Authority</li> </ul> |
|--|--|

#### Advisory Members

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>◆ City of Albuquerque Aviation</li> <li>◆ Federal Highway Administration</li> <li>◆ Federal Transit Administration</li> <li>◆ Albuquerque/Bernalillo County Air Quality Control Board</li> </ul> | <ul style="list-style-type: none"> <li>◆ Isleta Pueblo</li> <li>◆ Kirtland Air Force Base</li> <li>◆ Santa Ana Pueblo</li> <li>◆ New Mexico State Transportation Commission</li> </ul> |
|---|--|

Note: All voting members have one vote except where indicated in parentheses.

### Transportation Coordinating Committee

#### Voting Members

- ◆ Bernalillo County
- ◆ Bernalillo County Parks & Recreation
- ◆ Bernalillo County Public Works Department
- ◆ City of Albuquerque Environmental Health Department
- ◆ City of Albuquerque Municipal Development
- ◆ City of Albuquerque Traffic Engineering
- ◆ City of Albuquerque Transit Department
- ◆ City of Albuquerque, Council Services
- ◆ City of Albuquerque, Planning
- ◆ City of Rio Rancho, Development Services
- ◆ City of Rio Rancho, Public Works
- ◆ New Mexico Department of Transportation
- ◆ Sandia Pueblo
- ◆ Sandoval County
- ◆ Town of Bernalillo Planning & Zoning
- ◆ Village of Corrales
- ◆ Village of Los Lunas
- ◆ Village of Los Ranchos de Albuquerque
- ◆ Village of Tijeras
- ◆ Albuquerque Metropolitan Arroyo Flood Control Authority
- ◆ Albuquerque Public Schools Property Management
- ◆ Middle Rio Grande Conservancy District
- ◆ Rio Rancho Public Schools
- ◆ Southern Sandoval County Arroyo Flood Control Authority

#### Advisory Members

- ◆ Albuquerque/Bernalillo County Air Quality Control Board
- ◆ Bernalillo County Transportation Development District
- ◆ City of Albuquerque, Aviation Department
- ◆ City of Albuquerque, Parks and Recreation
- ◆ Federal Highway Administration
- ◆ Greater Albuquerque Bicycling Advisory Committee
- ◆ Isleta Pueblo
- ◆ Kirtland Air Force Base
- ◆ Laguna Pueblo
- ◆ Transit Advisory Board

### Public Involvement Committee

#### Voting Members

- ◆ Bernalillo County – District 1
- ◆ Bernalillo County – District 2
- ◆ Bernalillo County – District 3
- ◆ Bernalillo County – District 4
- ◆ Bernalillo County – District 5
- ◆ City of Albuquerque – District 1
- ◆ City of Albuquerque – District 2
- ◆ City of Albuquerque – District 3
- ◆ City of Albuquerque – District 4
- ◆ City of Albuquerque – District 5
- ◆ City of Albuquerque – District 6
- ◆ City of Albuquerque – District 7
- ◆ City of Albuquerque – District 8
- ◆ City of Albuquerque – District 9
- ◆ City of Rio Rancho
- ◆ Sandoval County
- ◆ Town of Bernalillo
- ◆ Village of Corrales
- ◆ Village of Los Lunas
- ◆ Village of Los Ranchos de Albuquerque
- ◆ 1000 Friends of New Mexico
- ◆ Greater Albuquerque Bicycling Advisory Committee
- ◆ Greater Albuquerque Recreational Trails Committee
- ◆ League of Women Voters
- ◆ New Mexico Public Interest Research Group
- ◆ NM/National Association of Industrial and Office Parks
- ◆ Sandia National Laboratories
- ◆ Shared Vision

#### Advisory Members

- ◆ Intel
- ◆ Kirtland Air Force Base
- ◆ NMDOT
- ◆ Rio Rancho Chamber of Commerce
- ◆ Sierra Club