

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM

1 Control Num. (new projects assigned by MPO): MPO Rec#: Lead Agency: **Bernalillo County** **Form A**

2 Project Title: **2nd St NW Improvements**

3 Beg. Terminus (southernmost/westernmost pt): **Paseo del Norte**

4 End Terminus (northernmost/easternmost pt): **Roy Ave**

5 Project Description/Scope of Work: **Reconstruct principal arterial as a two lane with center turn lane facility and new signal with multi-use trail, bike lanes, sidewalks, and landscaping. NOTE: local match will be used as a soft match for preliminary engineering and design.**

6 Existing Total Estimated Project Cost in TIP: Revised Total Estimated Project Cost (if changing OR new project): **\$9,200,000**

7 What is the reason for the TIP revision? -New funds avail. -New Project -Design Cost Increase/Decrease -ROW Cost Revision
 -PS&E Cost Est. -Letting Adjustment -FTA or TTP funding adjusted to actual award amount -Env. Doc. Cost Revision
 -Termini Change -Scope Revisions -Construction Cost change based on PE or Design Document

8 Enter the most recent estimated or actual project development completion dates (month/year) ▶
 Environmental Document: **6/19**
 Preliminary Engineering: **6/19**
 Design: **12/19**
 Right-of-Way: **1/20**
 Estimated Letting Date: **1/20**
 Project Completion: **12/20**
 Check if this is an ongoing project: (TDM, bike/ped educ prog., Bus Purchase, etc.)

To Be Completed by MPO Staff
 -Is this project a TCM (Transp. Control Measure) in a SIP?
 -Is this project CMAQ Eligible?
 -Has project been in 1st 2 years of TIP and is inactive?
 -Has project been in 1st 2 years of TIP with "rollovers"?
 Date Submission Received:
 -TIP Amendment -TIP Admin. Mod.

◀ Enter termini **ONLY** for new projects **OR** to change existing terminus
 ◀ Enter termini **ONLY** for new projects **OR** to change existing terminus
 ◀ Enter Scope of Work **ONLY** for new projects **OR** to revise existing scope of work.

9 Complete Form B (below) for All TIP proposals which revise funding.

STOP Complete **Form C: Addendum for TIP Project Proposals** in its entirety for proposals which:
 ■ which add a project to the TIP.

STOP Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:
 ■ split an existing TIP project into two or more projects **OR**
 ■ combine two or more projects into one project **OR**
 ■ for any proposal which changes the termini of a capacity project any length **OR**
 ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

FORM B Project: **2nd St NW Improvements** CN: **0**

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM

Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019		FFY 2020		FFY 2021	
			Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match
Scoping/Env. Doc.		TIP Amt																
		+Prop Rev																
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PE & Design		TIP Amt																
		+Prop Rev																
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities		TIP Amt																
		+Prop Rev																
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way		TIP Amt																
		+Prop Rev																
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction/Implementation	01 New Constr	TIP Amt																
		+Prop Rev																
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Est. Let. Month		TIP Amt																
		+Prop Rev																
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Existing 4 Year Total Amount Programmed in TIP: 0 Diff. Prop.-Existing= 0															
			Resulting 4 Year Total Amount Programmed as Proposed: 0 Percent Change: #DIV/0!															

Phase	Work Type	Fund Source	FFY 2020		FFY 2021	
			Prog Amt	Match	Prog Amt	Match
Scoping/Env. Doc.		TIP Amt				
		+Prop Rev				
		=Result	0	0	0	0
		Resulting Amt	0	0	0	0
PE & Design		TIP Amt				
		+Prop Rev				
		=Result	0	0	0	0
		Resulting Amt	0	0	0	0
Utilities		TIP Amt				
		+Prop Rev				
		=Result	0	0	0	0
		Resulting Amt	0	0	0	0
Right-of-Way		TIP Amt				
		+Prop Rev				
		=Result	0	0	0	0
		Resulting Amt	0	0	0	0
Construction/Implementation	01 New Constr	TIP Amt				
		+Prop Rev				
		=Result	0	0	0	0
		Resulting Amt	0	0	0	0
Est. Let. Month		TIP Amt				
		+Prop Rev				
		=Result	0	0	0	0
		Resulting Amt	0	0	0	0
			7,860,480	1,339,520	0	0
			7,860,480	1,339,520	0	0

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: Control Number: Project Title: **2nd St NW Reconstruction**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works, Infrastructure Planning**
 Address: **2400 Broadway Blvd SE** Address Line 2:
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Steve Miller** Title: **Director**
 Telephone: **(505) 848-1548** Ext: Fax: **(505) ###-####** Email: **stevem@berncogov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Bernalillo County Unincorporated Area**
 NM Senate District: **10** NM House District: **15**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

- What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
- 2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes
- | | |
|---|---|
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built | <input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input checked="" type="checkbox"/> -4 =number of lanes to be reconstructed | <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf. | <input checked="" type="checkbox"/> - check if bicycle and/or pedestrian elements are included |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders | <input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails |
| <input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians | <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 = number of new bike lanes (1 for each side) |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges | <input type="checkbox"/> - length (linear feet) of new bike path bridge(s) |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges | <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side) |

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input checked="" type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: <input type="text"/> |
| | <input checked="" type="checkbox"/> -Fiber optic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: **Robert Baker**

Off. Phone: **(505) 848-1575** Ext: email: **rbaker@berncogov**

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|--|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input checked="" type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: <input type="text"/> |

Describe the project's purpose.

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **100**

- Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?
If yes, briefly state the strategies: **improved pavement markings, improved lighting, pavement rehabilitation**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?
If yes, briefly state the strategies: **signal timing, fiber, access management, off-street multi-use trail**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **North Valley Area Plan**
If yes, please note the page/chapter/section number(s) of the plan(s)? **103**
Explain how the project will fulfill the plan priority or recommendation. **by including trail, sidewalks, and bike lanes**

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- | | |
|---|--|
| <input type="checkbox"/> - ATC (Alvarado Transportation Center) | <input type="checkbox"/> - Other ABQ Ride P&R: |
| <input type="checkbox"/> - Northwest Transit Center | <input checked="" type="checkbox"/> - Any New Mexico Rail Runner Express Station |
| <input type="checkbox"/> - Southwest Mesa Transit Center | <input type="checkbox"/> - Any New Mexico Park & Ride Facility |
| <input type="checkbox"/> - Tramway & Montgomery Park & Ride | <input type="checkbox"/> - La Plazuela de Sandoval Park & Ride Facility |
| <input type="checkbox"/> - Tramway & Central Park & Ride | <input type="checkbox"/> - Other Rio Metro P&R: |
| <input type="checkbox"/> - Uptown Transit Center | <input type="checkbox"/> - Albuquerque International Sunport, DE II Airport or Alexander |

Will this project construct or improve any of the following transit facilities?

- | | |
|--|--|
| <input type="checkbox"/> - Improvements to an Existing Transit Station | <input type="checkbox"/> - New Transit Service to a Park & Ride Facility |
| <input type="checkbox"/> - Expanded Park & Ride Facility | <input type="checkbox"/> - New Transit Service to a NM Rail Runner Station |
| <input type="checkbox"/> - New Park & Ride Facility or Transit Station | <input checked="" type="checkbox"/> - Other: Northwest BRT |

Does this project incorporate any of the following transit related features?

- | | |
|--|--|
| <input checked="" type="checkbox"/> - New Bus Shelters | <input type="checkbox"/> - New Dedicated Lane for Transit |
| <input type="checkbox"/> - New Queue-Jump Lane for Buses | <input type="checkbox"/> - New Transit Service to a NM Rail Runner Station |
| <input type="checkbox"/> - New Signal Prioritization Locations | <input type="checkbox"/> - Other: |

Does this project incorporate any of the following bicycle & pedestrian features?

- | | |
|---|--|
| <input checked="" type="checkbox"/> - New Bike Lanes | <input type="checkbox"/> - Widened Sidewalks or Bike Lanes or Multi-Use Path |
| <input checked="" type="checkbox"/> - New Bike or Multi-Use Trail | <input checked="" type="checkbox"/> - Compliance to ADA standards (<i>where it was noncompliant</i>) |
| <input checked="" type="checkbox"/> - New Sidewalks (where none existed before) | <input type="checkbox"/> - Other New B/P features: |

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)
If yes, please describe and identify the strategies:

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

2nd St NW

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **principal arterial**

Local Significance: Describe, if applicable, the value of this project to the local community.

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. [REDACTED]

Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. [REDACTED]

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. [REDACTED]

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)
[REDACTED]



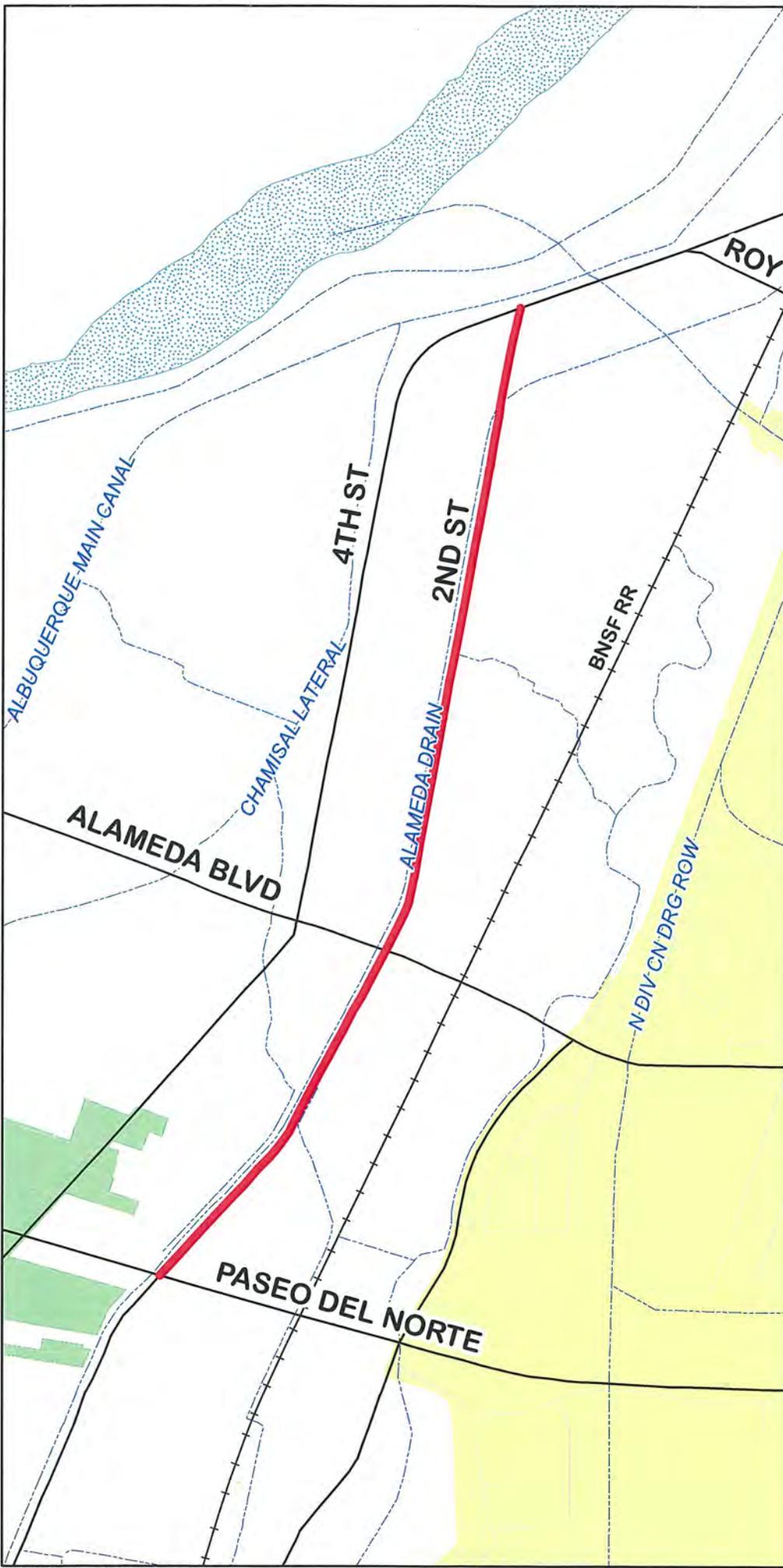
2ND ST.

Legend

- Project Site
- Major Road
- Road
- Waterway
- Railroad
- Rio Grande
- City of Albuquerque
- Village of Los Ranchos



Not to Scale



FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: Control Number: Project Title: **2nd St SW and Rio Bravo Blvd Intersection**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works Infrastructure Planning**
 Address: **2400 Broadway Blvd SE** Address Line 2:
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Steve Miller** Title: **Director**
 Telephone: **(505) 848-1510** Ext: Fax: **(505) ###-####** Email: **stevem@bernco.gov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Albuquerque City**
 NM Senate District: **14** NM House District: **10**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =number of medians to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input checked="" type="checkbox"/> -4 =number of lanes to be reconstructed	<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf.	<input type="checkbox"/> - check if bicycle and/or pedestrian elements are included
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders	<input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 = number of new bike lanes (1 for each side)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges	<input type="checkbox"/> - length (linear feet) of new bike path bridge(s)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|--|--|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input checked="" type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input checked="" type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: <input type="text"/> |
| | <input checked="" type="checkbox"/> -Fiber optic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: **Robert Baker**

Off. Phone: **(505) ###-####** Ext: email: **rbaker@bernco.gov**

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input checked="" type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: <input type="text"/> |

Describe the project's purpose.

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **100**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **turn lanes**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **[redacted]**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Support TOD sector plan**

If yes, please note the page/chapter/section number(s) of the plan(s)? **[redacted]**

Explain how the project will fulfill the plan priority or recommendation. **[redacted]**

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R: **[redacted]**
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R: **[redacted]**
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other: **[redacted]**

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other: **[redacted]**

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (*where it was noncompliant*)
- Other New B/P features: **[redacted]**

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies: **[redacted]**

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. **[redacted]** %

If providing a different percentage, what is the source of that percentage? **[redacted]**

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces? **[redacted]**

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service. **[redacted]**

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

Rio Bravo Blvd

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. **[redacted]** %

If providing a different percentage, what is the source of that percentage? **[redacted]**

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **Rio Bravo Blvd is a river crossing with connections to a Railrunner station and the Sunport**

Local Significance: Describe, if applicable, the value of this project to the local community. **2nd St SW safety improvements are of concern to Mountain View community**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **Mountain View is an EJ community**

Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **The intersection is located within a TOD**

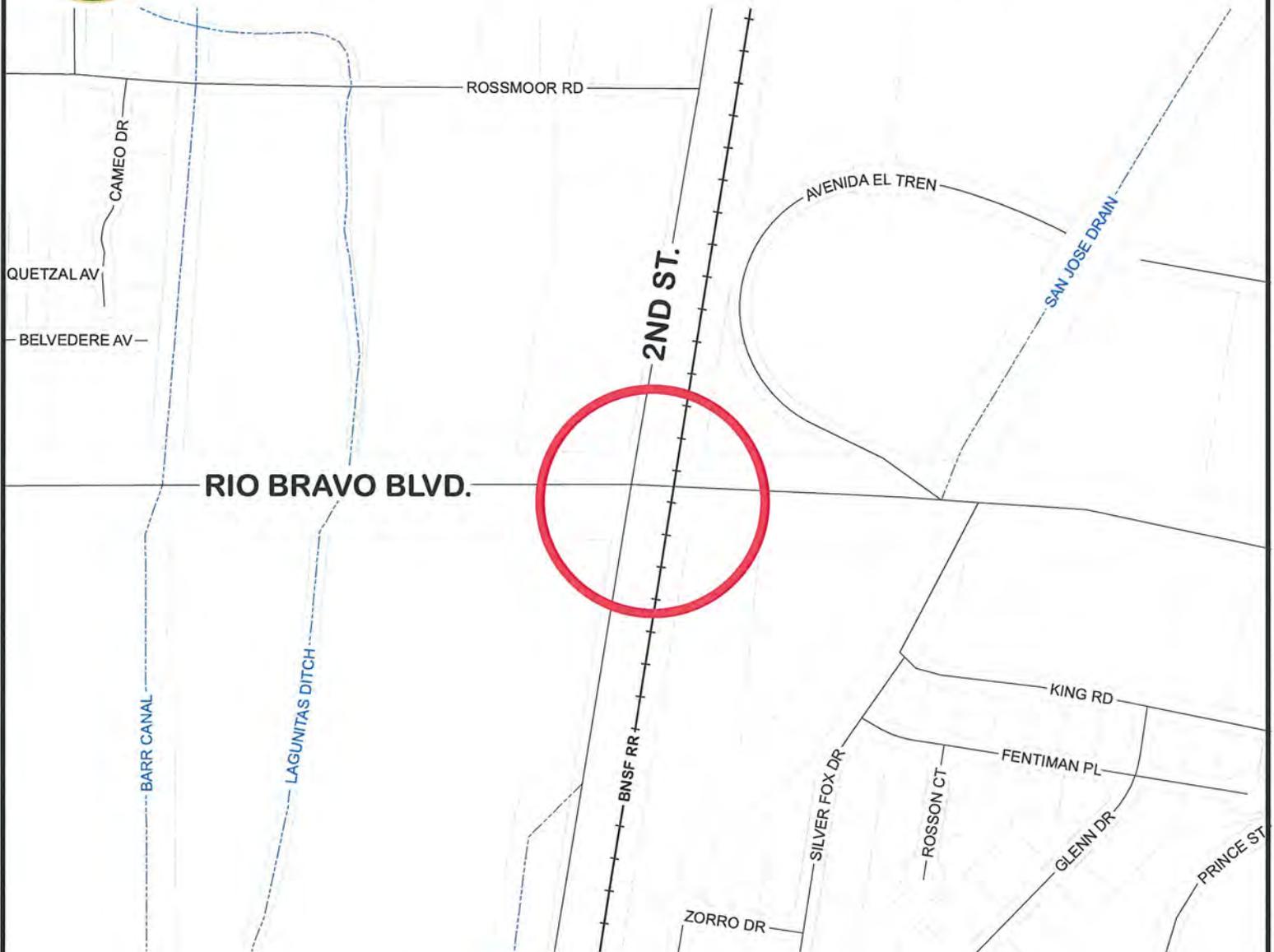
Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **[Redacted]**

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)

[Redacted]



RIO BRAVO BLVD. & 2ND ST. SE



Legend

- Road
- Waterway
- Railroad
- Parcel



Vicinity Map

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **Coors & Blake Intersection Reconstruction**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works Infrastructure Planning**
 Address: **2400 Broadway Blvd SE** Address Line 2: [redacted]
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Steve Miller** Title: **Director**
 Telephone: **(505) 848-1500** Ext: [redacted] Fax: **(505) ###-####** Email: **stevem@bernco.gov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Bernalillo County Unincorporated Area**
 NM Senate District: **14** NM House District: **12**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? Interstate or Expressway Urban Arterial or Street Rural Road
 -2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

<input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built	<input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped
<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed	<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf.	<input type="checkbox"/> - check if bicycle and/or pedestrian elements are included
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders	<input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails
<input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 = number of new bike lanes (1 for each side)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges	[redacted] - length (linear feet) of new bike path bridge(s)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input checked="" type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: [redacted] |
| | <input type="checkbox"/> -Fiber optic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: [redacted]

Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input checked="" type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: [redacted] |

Describe the project's purpose. [redacted]

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **60**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **This intersection has reported crashes >3x the average. Safety strategies will include lighting and median refuge**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **traffic signal modernization and coordination, intersection turn lanes, on street bicycle treatments, access management**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)?

If yes, please note the page/chapter/section number(s) of the plan(s)?

Explain how the project will fulfill the plan priority or recommendation.

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R:
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R:
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (where it was noncompliant)
- Other New B/P features:

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies: **Primary Freight Corridor**

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

- Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?
- Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 - QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **As a principal north south arterial on the west side, Coors Blvd has regional significance.**

Local Significance: Describe, if applicable, the value of this project to the local community. **Blake Rd serves a residential neighborhood with two schools with concerns for pedestrian and bicyclist safety**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **Adjacent neighborhoods on the east have median household incomes of <75% county average and are >75% minority population.**

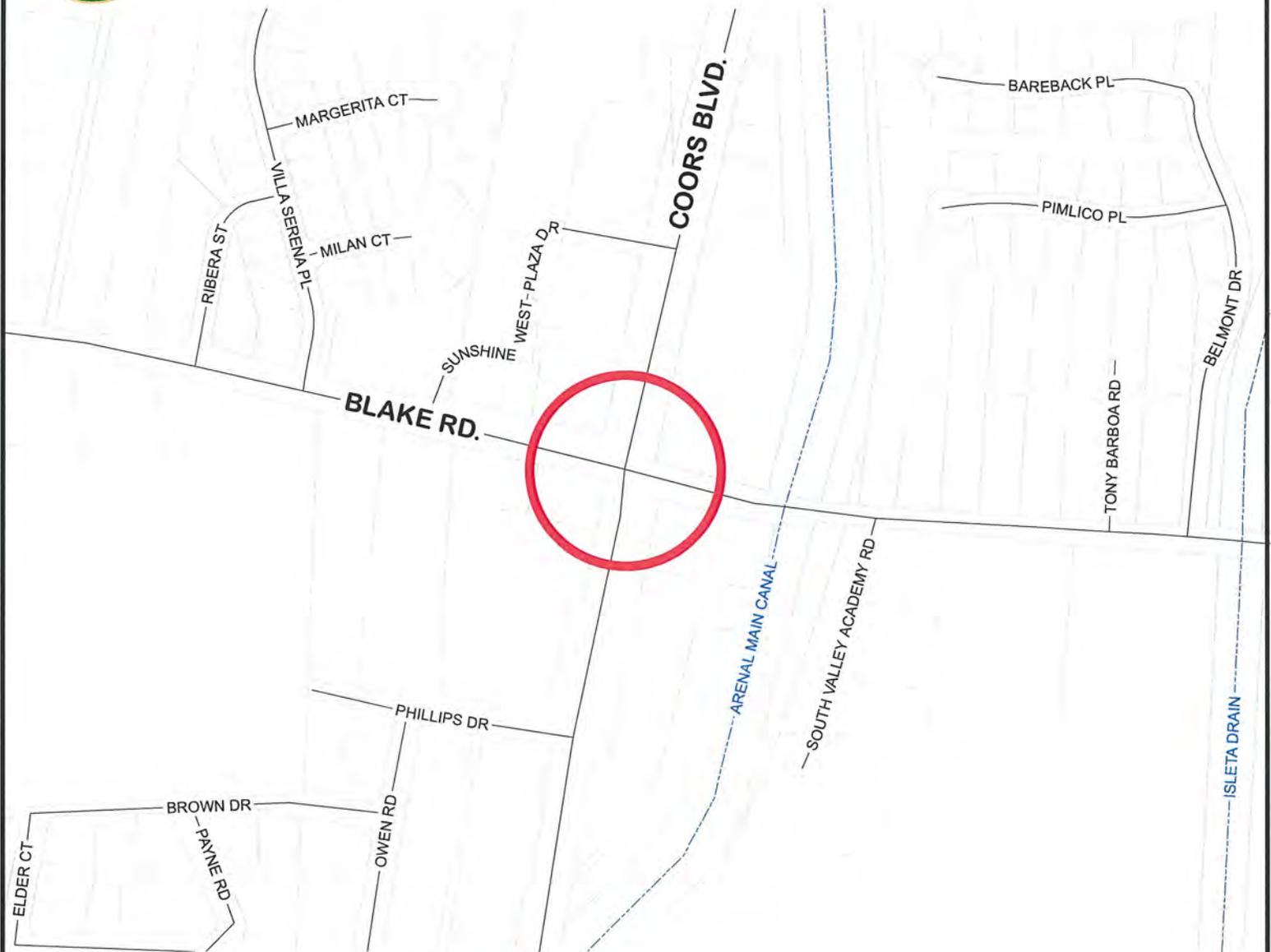
Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **The project will serve new commercial development proposed around the intersection**

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project.

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)



COORS BLVD. & BLAKE RD.



Vicinity Map

Legend

- Road
- - - Waterway
- ▭ Parcel



FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: Control Number: Project Title: **Rio Bravo Adaptive Signal System**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works, Infrastructure Planning**
 Address: **2400 Broadway Blvd SE** Address Line 2:
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Steve Miller** Title: **Director**
 Telephone: **(505) 848-1548** Ext: Fax: **(505) ###-####** Email: **stevem@bernco.gov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Bernalillo County Unincorporated Area**
 NM Senate District: **14** NM House District: **10, 12**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed	<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf.	<input type="checkbox"/> - check if bicycle and/or pedestrian elements are included
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians	<input type="checkbox"/> -1 <input type="checkbox"/> -2 = number of new bike lanes (1 for each side)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges	<input type="checkbox"/> - length (linear feet) of new bike path bridge(s)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input checked="" type="checkbox"/> -Traffic signal installation or coord. | <input checked="" type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input checked="" type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input checked="" type="checkbox"/> -Video imaging and/or CCTV | <input checked="" type="checkbox"/> -Traffic signal prioritization | <input checked="" type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input checked="" type="checkbox"/> -Remote traffic monitoring | <input checked="" type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: <input type="text"/> |
| | <input checked="" type="checkbox"/> -Fiber optic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: **Robert Baker**

Off. Phone: **(505) 848-1575** Ext: email: **rbaker@bernco.gov**

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|--|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input checked="" type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: <input type="text"/> |

Describe the project's purpose. **Improve travel time along Rio Bravo with the installation of adaptive signal control.**

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **50**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **adaptive signal control with improved coordinations reduces collisions -- mainly rear end type**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **signal timing, fiber**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)?

If yes, please note the page/chapter/section number(s) of the plan(s)?

Explain how the project will fulfill the plan priority or recommendation.

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R:
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R:
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (*where it was noncompliant*)
- Other New B/P features:

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies: **reduce travel time on the Rio Bravo corridor**

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **principal arterial, river crossing**

Local Significance: Describe, if applicable, the value of this project to the local community. **reduce travel time for local community**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **Mountain View, San Jose Area are EJ communities**

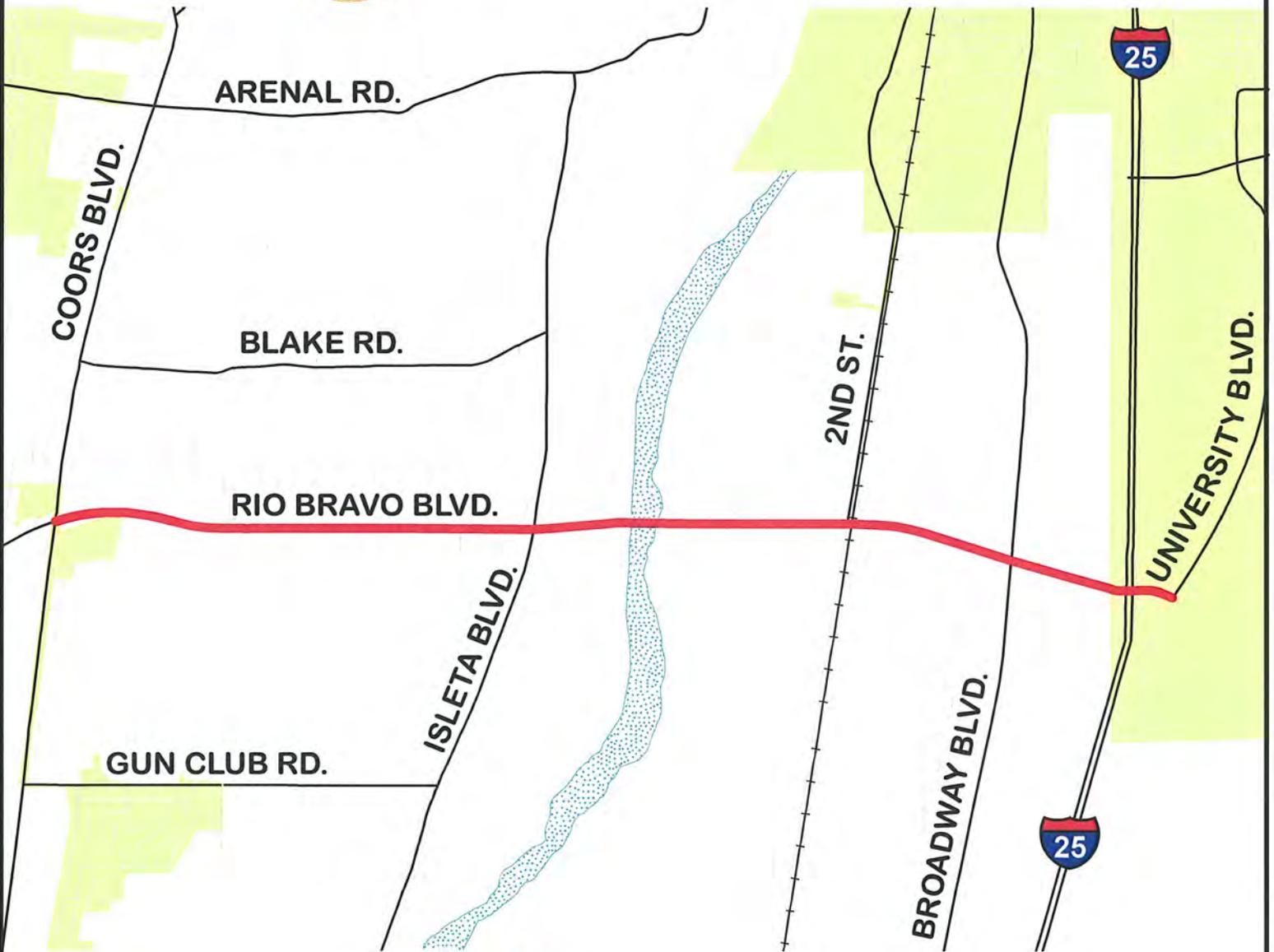
Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **TOD Sector Plan -- Sunport Sector Plan, Isleta Sector Plan**

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project.

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)



RIO BRAVO BLVD.



Legend

-  Project Site
-  Road
-  Railroad
-  City of Albuquerque
-  Rio Grande



Vicinity Map

- 41. **Utility Clearances:** under way
- 42. **ITS Clearances:** under way
- 43. **Railroad Clearances:** under way
- 44. **Other Clearances:** under way

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

- 45. **Economic Vitality:** Type explanation.
 - 46. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 47. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 48. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 49. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 50. **Integration and Connectivity:** Type explanation.
 - 51. **System Management and Operation:** Type explanation.
 - 52. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

53. **Send a completed electronic version** to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



RECREATIONAL TRAILS PROGRAM (RTP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico RTP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, complete this RTP application form and submit both forms to your MPO/RTPO.

Introduction

As outlined in the FFY16/17 NM RTP Guide, this application will be completed by entities applying for RTP funds, and used by the Recreational Trails Advisory Board (RTAB) to score and rank projects submitted for RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding.

Please refer to the FFY16/17 New Mexico RTP Guide when filling out this application. The Guide provides information on the application questions, the overall RTP process, eligible entities, and eligible projects. *Before submitting an application, if within an RTPO area, applicants are required to complete the PFF process and must have District recommendation. If within an MPO area, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

A. Date of Submittal: 11-14-2014

B. Sponsoring entity and type (Non-profits must partner with a governmental entity): Bernalillo County – Local Government

C. Project Name: Alameda Drain Trail

D. Project Category from section G (page 8) of the NM RTP Guide (enter only one number, from 1-5):

2

E. Enter the estimated number of people the proposed project will serve. ~500,000 - Trail links to multi-use and bicycle facilities in overall City of Albuquerque metropolitan area by connecting to the bicycle facilities on Montano Road (connects to the Bosque Trail and Albuquerque's Westside), Alameda Boulevard (connects to the Bosque Trail and Albuquerque's Westside) and the Montano Rail Runner Station.

F. Project Trail Length: 5.3 miles

G. Project Location: Adjacent to the Alameda Drain from Montano Road to Roy Avenue

H. If located within an RTPO area, was the project recommended by the District Representative via the PFF process? No

I. Total amount of RTP funding requested (do not include local match or other sources of funding). Please indicate separate amounts for FFY16 (design and certifications) and FFY17 (construction):

FFY16

FFY17 \$750,000 (construction)

Planning

The Planning factor is intended to ensure that RTP projects are consistent with adopted plans and

policies. If the RTP project is identified in an adopted local, regional or state plan, study or other document, this indicates a level of public involvement and support for the project. In addition to completing this section of the application, applicants must provide a copy of the title page of the plan and page(s) identifying the proposed RTP project(s) (do not attach the entire document). Proposed RTP projects identified in plans receive 2 points per plan, with a maximum of 8 points available (meaning the project is listed in 4 documents). If your project is in an MPO area, the MTP may not be used to score planning points, as it is a minimum requirement that the project be consistent with the MTP. State or Federal natural resource or public land agency applications for maintenance projects that do not disturb new ground; purchase of equipment; educational programs; or construction projects located entirely within the agency's jurisdiction and not connected to a Federal-Aid transportation facility are expected to conform **at a minimum** with the agency's own Management Plan for an automatic 4 points. If the project involves a partnership with another entity and therefore also conforms to other entity plans, the projects may earn additional points accordingly, up to the established maximum of 8 points (meaning the project is listed in the agency's own Management Plan and 2 additional documents).

Planning

The Alameda Drain Trail is identified in the "North Valley Area Plan" (p. 106), the "Pedestrian and Bicyclist Safety Action Plan" (pp. 88, 90, 91), and the "Long Range Bikeway System" map (part of the "2035 MTP"). In addition, the County is entering into a four party agreement (attached) with the City of Albuquerque, the Albuquerque Metropolitan Arroyo Flood Control Authority, and the Middle Rio Grande Conservancy District to manage the Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan (Master Plan). Each entity is contributing \$50,000 to fund the \$200,000 Master Plan which will detail multi-use trail amenities, landscaping, storm drainage improvements, and best management practices for storm water management (BMPs) within the Alameda Drain corridor.

Partnerships

Partnerships are essential to the success of RTP projects and partners must indicate their level of commitment to the project. A commitment can include materials, staff time, volunteer labor or other resources. It is feasible that the commitment can count towards the required local match; however, this needs to be outlined in the application proposal. Each letter of commitment from a project partner is awarded 2 points per letter, with a maximum of 8 points available (meaning there are 4 letters).

Partnerships

The Master Plan discussed above will require each of the entities to commit funding, resources and staff time to the project. The master plan effort will require numerous public meetings with adjacent neighborhood associations, the Greater Albuquerque Bicycling Advisory Committee, the Greater Albuquerque Recreational Trails Committee, other trail users, the local governmental entities themselves, and other interested parties. The project has received \$200,000 in Transportation Alternative Program funding for planning and design of the trail.

Additional Scoring Factors

Beyond planning and partnerships, RTP projects are evaluated on the following considerations, which are adapted from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

Your responses are **limited to 250 words** for each question below.

1. Compatibility and Safety of Users

Most recreational trails will have a variety of uses, including, but not limited to bicycling, mountain biking, cross-country skiing, hiking/jogging/fitness, nature trail activities, equestrian, snowmobiling, and/or motorized uses such as motorcycle or OHV. Therefore, it is critical to encourage responsible use by different user groups. The project can include etiquette signage and pavement markings to encourage trail sharing by different types of users. Safety is also critical as users will not utilize a trail perceived as being unsafe. Examples of safety factors include lighting and in some case, a trail patrol program. Educational programs such as off-highway vehicle safety are also eligible projects.

The trail design and Master Plan will include input from numerous trail users and will balance needs to reach the best accommodation for all users. The trail will have a number of driveway/roadway crossings and the project will investigate giving the trail user the through movement at intersections and providing a stop/yield condition for the motoring public. Engineers for both the City of Albuquerque and Bernalillo County have attended American With Disabilities (ADA) trainings and a National Highway Institute Bicycle Facility Design seminar and will implement the latest innovations in trail design.

2. Health and Quality of Life

One of the goals of the NMDOT RTP is to improve the health and quality of life for New Mexicans by increasing recreational opportunities within and around communities. Projects can provide a broad array of quality-of-life improvements, such as access to culturally or historically significant sites, or improved community health resulting from increased infrastructure for recreational bicycling and walking. Examples of such projects could include an urban trail that increases multi-modal access to a school, thus reducing motor vehicle congestion, improving air quality and providing opportunities for daily physical activity, which helps improve quality of life and overall community health. An example of a motorized project is a snowmobiling trail that provides recreational opportunities in winter months or a motocross track geared towards teenagers on the outskirts of a community.

The Alameda Drain Trail is designated a long-distance (regional) trail on the Long Range Bikeway System map. The trail represents additional north/south routes to complement the existing parallel north/south connections (e.g., North Diversion Channel Trail, Bosque Trail) and to provide more opportunities for linking to recently completed east/west trail segments (e.g., Alameda Boulevard Trail). The trail will also connect to existing bicycle facilities on Montaña Road that connect to Albuquerque’s Westside and to the Montaña Rail Runner station. In addition, the Alameda Drain Trail connects North Valley neighborhoods to downtown employment and schools. Local economic development efforts need to be integrated so that quality of life, natural resources, housing, transportation, etc. are supported and

improved. Aspects of a community reinforce and leverage each other as a means to attract companies and recruit a skilled labor force. This trail complements the approach by providing a non-private vehicular mode option to current and future residents within a diverse North Valley community. The facility will also provide access to the County's North Valley Bike Park and be included in the Bernalillo County Open Space Master Plan for connecting the facilities through Greenways/alternative transportation (see attached notice).

3. Protection and Enhancement of the Environment

This factor emphasizes how RTP eligible projects can protect and enhance the environment, including the re-design, reconstruction, non-routine maintenance, or relocation of trails in order to mitigate and minimize impact to the natural environment. Projects may promote environmental conservation in diverse ways, from reducing motorized vehicle usage, to erosion control improvements. An example is construction of an OHV trail to minimize environmental impacts on other areas. An example of a non-motorized project is an urban trail that increases pedestrian and bicycle access to a school, thus reducing motor vehicle congestion, and improving air quality around the school.

As stated earlier, the Alameda Drain Trail will connect numerous multi-use and bicycle facilities which will encourage greater numbers of people to use the trail for both recreation and transportation. The previously mentioned Master Plan will include suggestions and guidance for landscaping. The landscaping will not only enhance the trail users experience on the facility but also serve as vegetation for the Alameda Drain and function as BMPs to protect the water in the Alameda Drain and ultimately the Rio Grande.

4. Protection and Enhancement of the Environment

Please provide information as to how your RTP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail will reduce VMT and vehicular emissions by increasing opportunities for non-vehicular trips. (MRCOG will provide air quality impact data.)

Please describe how your RTP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail will reduce VMT and vehicular emissions by increasing opportunities for non-vehicular trips. (MRCOG will provide air quality impact data.)

Please explain how your RTP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail is identified in the "North Valley Area Plan" (p. 106), the "Pedestrian and Bicyclist Safety Action Plan" (pp. 88, 90, 91), and the "Long Range Bikeway System" map (part of the "2035 MTP").

5. Efficient System Management and Operation

Please describe how your eligible RTP project will promote efficient system management and operation, particularly with regard to the maintenance of the RTP-funded improvement. Please cite and provide any supporting documents or studies.

Bernalillo County will maintain the trail which is adjacent to its roadway and the City of Albuquerque will maintain the trail which is adjacent to its roadway. Maintaining adjacent assets is more efficient than widely separated ones.

6. System Preservation

Please explain how your eligible RTP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail utilizes Alameda Drain right-of-way parallel to roadway. Multiple uses of these facilities strengthens connections within the overall transportation system.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTP planner or contact. See page 20 of the NM RTP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT RTP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM RTP Guide.)
4. Letter(s) of concurrence from the jurisdiction(s) with ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.



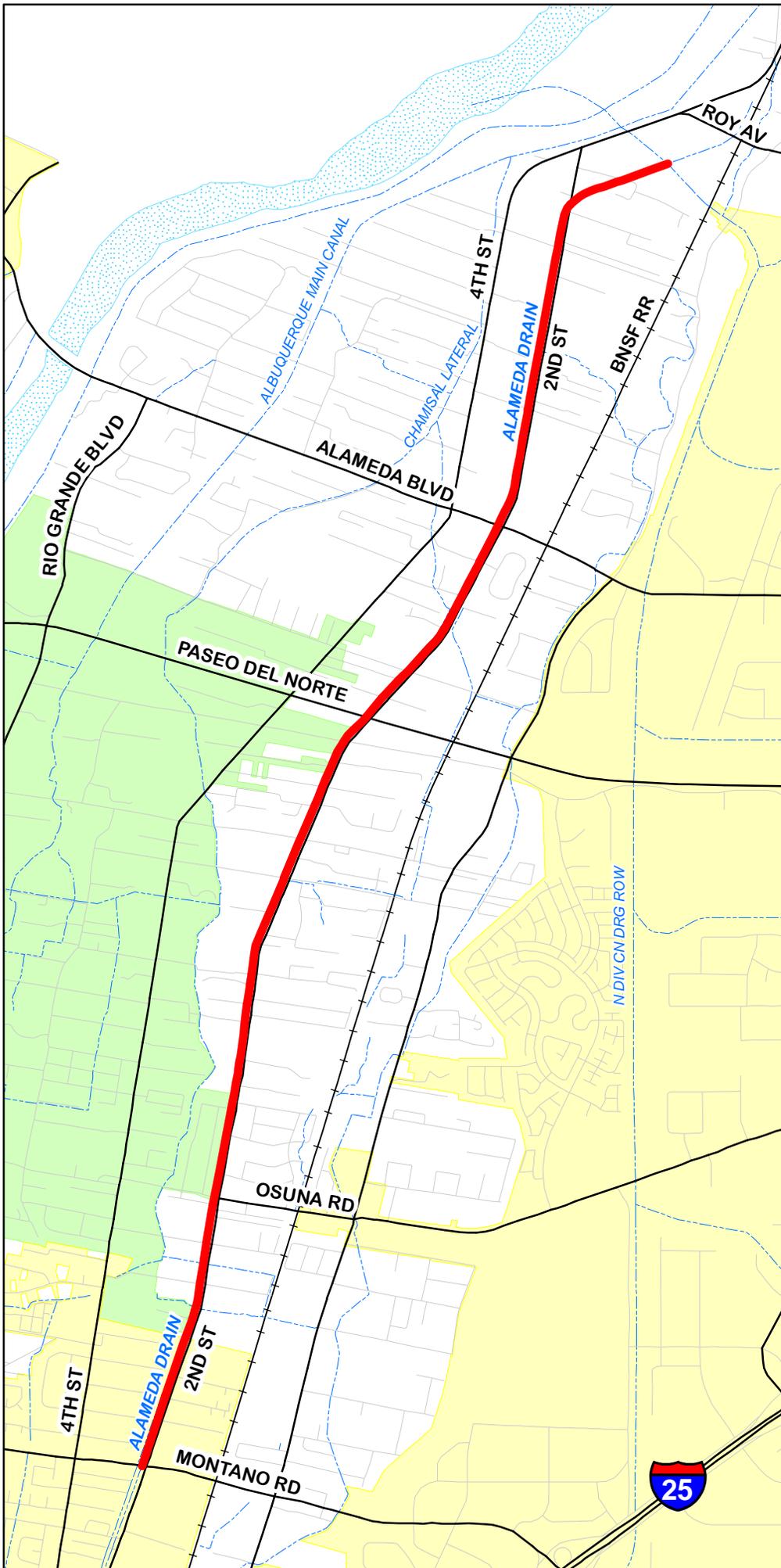
ALAMEDA DRAIN

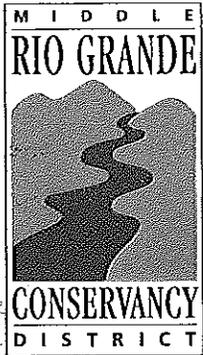
Legend

- Project Site
- Major Road
- Road
- Waterway
- Railroad
- Rio Grande
- City of Albuquerque
- Village of Los Ranchos



Not to Scale





November 1, 2014

Mr. Nolan Bennett
Construction Manager
Bernalillo County Public Works
2400 Broadway Boulevard SE
Albuquerque, New Mexico 87102

REF: PROPOSED STUDY OF A MULTI-USE TRAIL ALONG THE ALAMEDA DRAIN

Dear Mr. Bennett:

THE Board of Directors and the staff of the Middle Rio Grande Conservancy District (MRGCD) support the County of Bernalillo's application for a grant for the development of a multi-use trail along the Alameda Drain. The MRGCD does not grant easements but issues licenses to public or private entities to use MRGCD right of ways. During the design of the trail phase, MRGCD will work with the County to ensure that the trail design does not have any negative impact on the ability of MRGCD to operate and maintain its facilities effectively within its right of way. When the design of the trail is completed, the County will submit an application for a license to use right of way of the MRGCD. As long as the County meets the MRGCD and Bureau of Reclamation's required specifications for licenses, the County will receive a license.

If you need any further information, please do not hesitate to contact us.

Sincerely,

Subhas K. Shah
Chief Engineer/CEO

CC: John Kelly, MRGCD Bernalillo County Director
Ray Gomez, Assistant Engineer MRGCD
General file

P.O. Box 581

87103-0581

1931 Second St. SW

Albuquerque, NM

87102-4515

505-247-0234

Fax # 505-243-7308

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

THIS AGREEMENT is made and entered into this _____ day of _____, 2014 by and among the County of Bernalillo (“COUNTY”), a political subdivision of the State of New Mexico, the Middle Rio Grande Conservancy District (“MRGCD”), a political subdivision of the State of New Mexico, and the City of Albuquerque (“CITY”), a municipal corporation, and the Albuquerque Metropolitan Arroyo Flood Control Authority (“AMAFCA”), a political subdivision of the State of New Mexico, each individually referred to as “PARTY” and collectively referred to as the “PARTIES”.

RECITALS:

1. **WHEREAS**, the COUNTY, MRGCD, the CITY, and AMAFCA have obligations to provide drainage and flood protection in the North Valley; and
2. **WHEREAS**, the MRGCD’s Alameda Drain is a major subsurface drainage and regional storm water conveyance facility in the North Valley; and
3. **WHEREAS**, the COUNTY, the CITY, and AMAFCA desire to work with the MRGCD to develop the Alameda Drain Corridor, from Interstate 40 north to the Pueblo of Sandia boundary, as a multi-use corridor, to include, but not be limited to, multi-use trails, native landscaping, access control, nodal parks, ditch “street” trees, regional storm water conveyance and detention facilities, and storm water quality Best Management Practices (“BMPs”); and
4. **WHEREAS**, the CITY has prepared the Trails and Bikeways Facility Plan, which identifies a multi-use trail along the Alameda Drain in this reach;
5. **WHEREAS**, the COUNTY, the CITY, and AMAFCA are co-permittees for storm water discharges under the Municipal Separate Storm Sewer System (MS4) program issued

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under the National Pollution Discharge Elimination System (NPDES) Clean Water Act;
and

6. **WHEREAS**, the COUNTY, the CITY, and AMAFCA are required under the MS4 program to enhance storm water quality through BMPs; and
7. **WHEREAS**, the COUNTY received \$200,000 of New Mexico Transportation Alternatives Program (TAP) funding for design of the Alameda Drain Trail Project, and is applying for FY16/17 funding for construction, and will use the MASTER PLAN to guide the location, design and construction of the Alameda Drain Trail Project; and
8. **WHEREAS**, the proposed uses must be carefully coordinated with MRGCD operational and maintenance requirements such that the primary function of the Alameda Drain is not compromised, and such that appropriate locations for the other proposed uses can be identified for use by the COUNTY, the CITY, and AMAFCA in the design of future multi-use amenities, storm drainage improvements, and BMPs constructed within the Alameda Drain corridor; and
9. **WHEREAS**, public and stakeholder input on these proposed uses and locations for same is necessary for broad public acceptance of improvements to the Alameda Drain corridor; and
10. **WHEREAS**, it is in the public interest for the PARTIES to jointly participate in the planning, study and design of the Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan” (the “MASTER PLAN”) to allow for a deliberate and comprehensive evaluation of the multi-use opportunities (as further detailed and attached to this Agreement as the “Outline Scope of Services”) and to establish respective footprints for further improvements within, adjacent and to this major MRGCD facility.

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NOW, THEREFORE, IN CONSIDERATION OF THE PROMISES AND COVENANTS CONTAINED HEREIN, THE PARTIES HERETO AGREE AS FOLLOWS:

SECTION ONE: The purpose of this Agreement is to:

- 1.1. Provide the contractual mechanisms among the PARTIES to procure, conduct, and accept the MASTER PLAN.
- 1.2 Provide that the COUNTY will be the lead agency in the procurement and conduct of the MASTER PLAN, while allowing full participation by the MRGCD, the CITY, and AMAFCA, with full and appropriate input from the public and other stakeholders.
- 1.3 Provide that the MRGCD, the CITY, and AMAFCA each provide funding up to Fifty Thousand Dollars (\$50,000.00) each to the COUNTY for the cost of completing the MASTER PLAN.
- 1.4 Provide for the planning, studies, conceptual designs, and public meetings for the MASTER PLAN; to be done by the COUNTY via use of the COUNTY's on-call engineering services agreement(s).
- 1.5 Provide for MRGCD to accept the results of the MASTER PLAN as the basis for approval and licensure of the identified components within the MRGCD right of way, subject to reasonable review and approval of final engineering or landscape plans.

SECTION TWO: COUNTY agrees to:

- 2.1 Be the lead agency for the MASTER PLAN, including procurement of the required services through the COUNTY's use of its on-call engineering services agreement(s).

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COUNTY will develop a scope of services to be distributed as a mini-proposal to its pool of on-call consultants.

- 2.2 The scope of services will include as a Phase One, all necessary elements to complete the MASTER PLAN in accordance with the outline scope of services attached as Exhibit “A” to this Agreement. The County may, at its option, include Phase Two services, which will include design of selected improvements as evaluated in the Phase One MASTER PLAN.
- 2.3 Allow MRGCD, the CITY, and AMAFCA to review, comment and concur with the Phase One scope of services for the MASTER PLAN, prior to soliciting mini proposals.
- 2.4 Coordinate and conduct Selection Advisory Committee (“SAC”) for review and evaluation of the mini proposals, with the understanding that the SAC will consist of five members, including two members from the COUNTY, and one each from the MRGCD, the CITY, and AMAFCA. Normal COUNTY procedures will be used for review, evaluation, and selection of the MASTER PLAN consultant. The SAC shall recommend the three top ranked consulting firms to the COUNTY.
- 2.5 The COUNTY shall negotiate with the top ranked firm (or other firms as allowed by COUNTY procedures) to develop the necessary professional services task order to conduct the consultant services, with the understanding that respective funding from MRGCD, CITY, and AMAFCA funding is limited to Fifty Thousand Dollars (\$50,000.00) each, or one third of the professional services agreement for the Phase One task(s), whichever is less.
- 2.6 Allow MRGCD, the CITY, and AMAFCA to review, comment and concur with the Phase One scope of services for the MASTER PLAN, prior to approving the professional services assignment with the selected on-call consultant.

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- 2.7 Administer the contract for development of the MASTER PLAN and professional services task order with the selected consultant (herein referred to as the “Consultant”) and issue a Notice to Proceed to the Consultant. COUNTY shall be responsible for issuance of any amendments within the original scope of the MASTER PLAN deemed necessary or desirable by COUNTY, provided, however, that COUNTY shall advise the other PARTIES.
- 2.8 Include the MRGCD, the CITY, and AMAFCA as an additional named insured’s by the Consultant, in the same amounts as required by the COUNTY for the MASTER PLAN.
- 2.9 Allow full participation by the MRGCD, the CITY, and AMAFCA, with appropriate input from the public and other stakeholders during developing the MASTER PLAN. The COUNTY will coordinate and form a Project Technical Review team with qualified staff from the COUNTY, MRGCD, the CITY, and AMAFCA to advise, direct, review, and approve the various concepts and deliverables prepared during the conduct of the MASTER PLAN. The COUNTY will also coordinate with MRGCD, the CITY, and AMAFCA develop a public involvement process with appropriate participation from adjacent neighborhoods, trial users, advocacy groups and other relevant representation, to advise, review, and distribute the various concepts prepared during the conduct of the MASTER PLAN.
- 2.10 The COUNTY and its Consultant will make regular briefings to the MRGCD Board of Directors, the CITY, and AMAFCA during conduct of the MASTER PLAN.
- 2.11 Keep a strict accounting of the funds received and disbursed under the terms of this AGREEMENT and upon request makes such available to the other PARTIES.
- 2.12 Contribute all necessary funding in excess of the One Hundred Fifty Thousand Dollars (\$150,000.00) total that may be provided by the MRGCD, the CITY, and AMAFCA.

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- 2.13 Coordinate with MRGCD, and the CITY and AMAFCA as appropriate, as to engineering design of any selected elements from the MASTER PLAN.

SECTION THREE: MRGCD agrees to:

- 3.1 Contribute funding in the amount of one third of the COUNTY's professional services task order for the Phase One MASTER PLAN task(s), not to exceed Fifty Thousand Dollars (\$50,000.00). Payment will be made within 30 days of receipt of invoice from COUNTY, with invoice to be sent any time after issuance of the Consultant's professional services task order by the COUNTY.
- 3.2 Provide one qualified staff member to serve on the SAC for the MASTER PLAN, and to provide staff as appropriate to the Project Technical Review team, as necessary to represent the MRGCD's interests during conduct of the MASTER PLAN.
- 3.3 Provide survey information, land status, GIS shape files and other related information to the COUNTY Consultant for use in the MASTER PLAN.
- 3.4 Provide timely review of all concepts and deliverables produced by the COUNTY Consultant during development of the MASTER PLAN.
- 3.5 Attend all public meetings, design charrettes and other forums where the MASTER PLAN is being discussed.
- 3.6 Upon acceptance of the MASTER PLAN by the MRGCD Board of Directors, use the MASTER PLAN as the basis for component type, location, approval, and licensure of the identified components within the MRGCD right of way, subject to reasonable review and approval of final engineering and/or landscape plans.

SECTION FOUR: CITY agrees to:

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- 4.1 Contribute funding in the amount of one third of the COUNTY's professional services task order for the Phase One MASTER PLAN task(s), not to exceed Fifty Thousand Dollars (\$50,000.00). Payment will be made within 30 days of receipt of invoice from COUNTY, with invoice to be sent any time after issuance of the Consultant's professional services task order by the COUNTY.
- 4.2 Provide one qualified staff member to serve on the SAC for the MASTER PLAN, and to provide staff as appropriate to the Project Technical Review team, as necessary to represent the CITY's interests during conduct of the MASTER PLAN.
- 4.3 Provide relevant information from other CITY planning documents, drainage management plans, and other related information to the COUNTY Consultant for use in the MASTER PLAN.
- 4.4 Provide timely review of all concepts and deliverables produced by the COUNTY Consultant during development of the MASTER PLAN.
- 4.5 Attend all public meetings, design charrettes and other forums where the MASTER PLAN is being discussed.
- 4.6 Coordinate with MRGCD and the COUNTY as to the engineering and/or landscape design of any selected elements from the MASTER PLAN.

SECTION FIVE: AMAFCA agrees to:

- 5.1 Contribute funding in the amount of one third of the COUNTY's professional services task order for the Phase One MASTER PLAN task(s), not to exceed Fifty Thousand

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Dollars (\$50,000.00). Payment will be made within 30 days of receipt of invoice from COUNTY, with invoice to be sent any time after issuance of the Consultant's professional services task order by the COUNTY.

- 5.2 Provide one qualified staff member to serve on the SAC for the MASTER PLAN, and to provide staff as appropriate to the Project Technical Review team, as necessary to represent AMAFCA's interests during conduct of the MASTER PLAN.
- 5.3 Provide relevant information from other AMAFCA planning documents, drainage management plans, and other related information to the COUNTY Consultant for use in the MASTER PLAN.
- 5.4 Provide timely review of all concepts and deliverables produced by the COUNTY Consultant during development of the MASTER PLAN.
- 5.5 Attend all public meetings, design charrettes and other forums where the MASTER PLAN is being discussed.
- 5.6 Coordinate with MRGCD, and the COUNTY and CITY as appropriate, as to the engineering design of any selected elements from the MASTER PLAN.

SECTION SIX: The PARTIES Agree:

- 6.1 That the primary function of the Alameda Drain as a subsurface drainage facility will remain paramount in all planning, studies, and designs resulting from the MASTER PLAN.
- 6.2 Public and stakeholder participation during development of the MASTER PLAN will be sought out and encouraged by the PARTIES.

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- 6.3 To utilize the normal MRGCD and Bureau of Reclamation licensing process for improvements within the MRGCD right of way, with the understanding that the MASTER PLAN will be the basis for component type, location, approval, and licensure of the identified components within the Alameda Drain right of way, subject to reasonable review and approval of final engineering and/or landscape plans.
- 6.4 If any situation arises which adversely affects a PARTIES' participation in this Agreement, said PARTY will immediately, and in writing, notify the other PARTIES. Any circumstance which materially affects this Agreement will be promptly and equitably resolved by the PARTIES and if necessary, an amendment to this Agreement shall be executed.
- 6.5 This Agreement contains the entirety of the understanding of the PARTIES concerning the MASTER PLAN and supersedes all prior discussions or agreements. No modification or amendment shall be enforceable unless done in writing and signed by the PARTIES.
- 6.6 The obligations of each PARTY under this Agreement shall be performed in compliance with all applicable laws, statutes, rules, regulations and ordinances. Nothing herein is intended to constitute any agreement for the PARTIES to perform any activity in violation of the Constitution or Laws of the State of New Mexico.
- 6.7 If any clause or provision in this Agreement is illegal, invalid, or unenforceable, under present or future laws effective during the term of this Agreement, then and in that event, it is the intention of the PARTIES hereto that the remainder of this Agreement shall not be affected thereby.

**Agreement to Provide Planning, Study and Design Services
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- 6.8 The PARTIES shall be strictly accountable for all receipts and disbursement of the funds provided under this Agreement. Upon request, all PARTIES shall make available to each other, for examination or copying, all records with respect to all matters concerning the MASTER PLAN.
- 6.9 It is specifically agreed between the PARTIES executing this Agreement that this Agreement does not and is not intended to create in the public, or any member thereof, any rights whatsoever, such as, but not limited to, the rights of a third party beneficiary, or to authorize anyone not a party to this Agreement to maintain a suit(s) for wrongful death, bodily and/or personal injury(ies) to person(s), damage(s), and/or any other claim(s) whatsoever pursuant to the provisions of this Agreement.
- 6.10 As between the PARTIES, each shall be solely responsible for any and all liability from personal injury, including death, or damage to property, arising from any negligent or intentional act or failure to act of the respective PARTY, its officials, agents, contractors or employees, pursuant to this Agreement. Liabilities of each PARTY shall be subject to the immunities and limitations of the Tort Claims Act §41-4-1, et seq., NMSA, 1978, and any amendments thereto, by entering into this Agreement, the COUNTY, MRGCD, the CITY, and AMAFCA and their “public employees” as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and/or do not waive any limitation of liability pursuant to law. No provision in this Agreement modifies and/or waives any provision of the New Mexico Tort Claims Act.
- 6.11 In the event of a dispute between the PARTIES, each PARTY shall be responsible for its own costs and attorney’s fees.
- 6.12 The PARTIES are expressly not committed to the expenditure of any funds until such time they are authorized by bond issue or other funding source, budgeted, appropriated by their respective public bodies, and approved for expenditure.

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

6.13 This Agreement is subject to approval by the County Manager of Bernalillo County, the MRGCD Board of Directors, the Chief Administrative Officer of the City of Albuquerque, and the AMAFCA Board of Directors, and shall not be binding upon the PARTIES until executed by all PARTIES. Upon approval by all PARTIES, the covenants, terms and conditions of this Agreement shall be binding upon and inure to the benefit of the PARTIES hereto, their successors and assigns.

**Agreement to Provide Planning, Study and Design Services
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Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

EXHIBIT A

Outline Scope of Services

Retain Subsurface Drainage Function

Evaluate MRGCD Maintenance procedures

Identify Constraints

 Utilities

Native Revegetation

 Riparian

 Ditch Bank Vegetation to reduce maintenance

 Goat head control

Aesthetics

Access Control

Trail Connections

 Trail Users

 Pedestrians

 Equestrians

 Cyclists

 ADA

 Trail Alignments

 Trail Separation

 Trail Surfacing

Signage

 Place making

 Locations

 Design

 Uniformity

Landscape

 Ditch "Street" Trees

 Node Parks

 Community Gardens

Hardscape

**Agreement to Provide Planning, Study and Design Services
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Dog Parks

Noise Control

 Berms

 Walls

Flood Control

 Coordination with on-going drainage studies

 Storm Water Harvesting

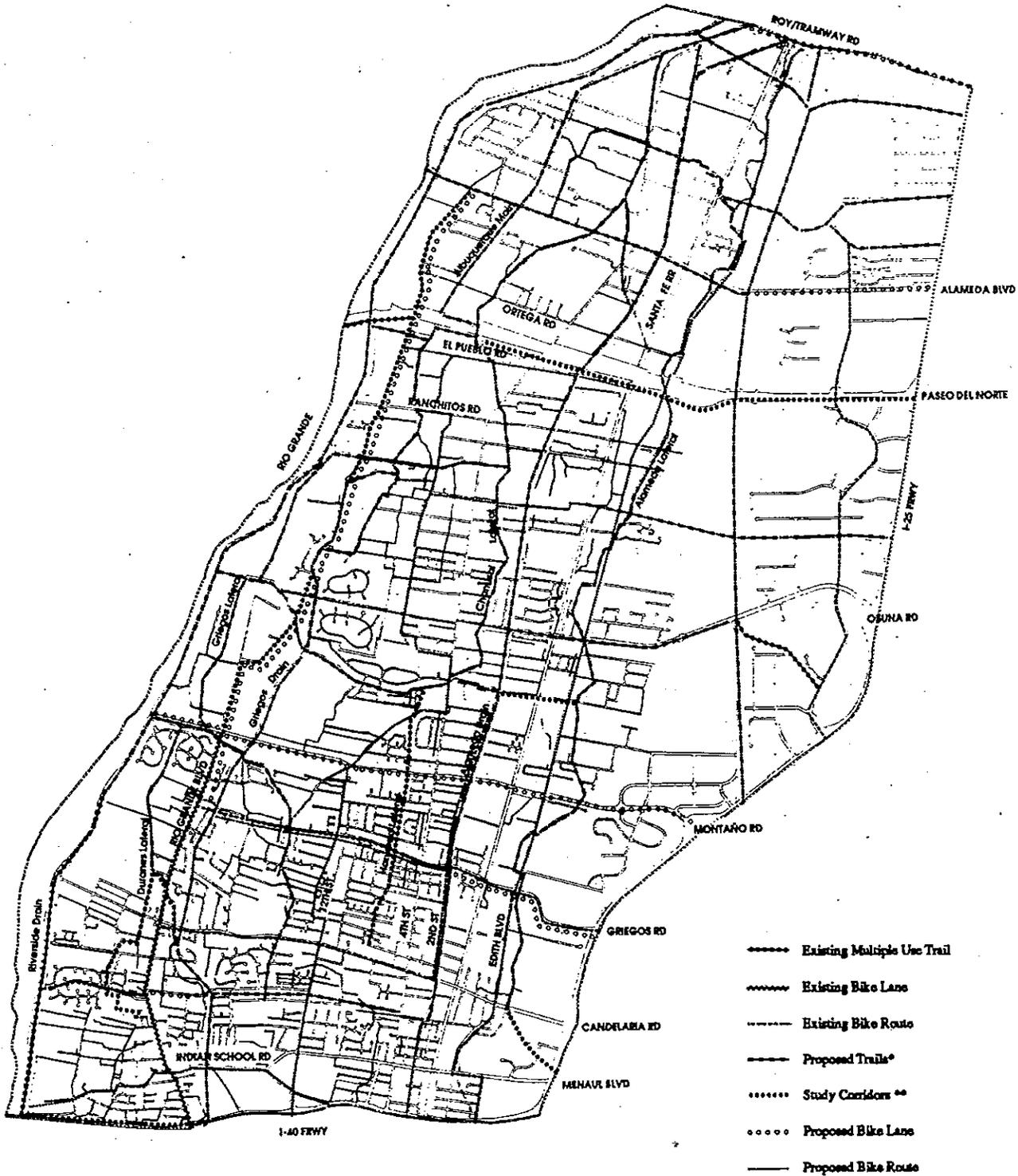
 Qualitative Assessment of Storm Water Quality BMP's

 Locations & Types

 Underground

 In line

 Vegetated Swales



*Trails proposed in Water-Based Recreation Study, Bikeways Master Plan and Facility Plan for Arroyos.
 **Under Consideration in the Trails Facility Plan currently being developed.



January 1993

TRAILS & BIKEWAYS

North Valley Area Plan



NEWS RELEASE

For Immediate Release
Nov. 12, 2014

www.bernco.gov  

Contact: Larry Gallegos
lagallegos@bernco.gov
O. 505.468.1273
C. 505.228.6668

CANCELLED - Today's and Tomorrow's Community Workshop Meetings for North Valley Parks and Open Space

Community workshops and meetings rescheduled next Thursday and Friday, Nov. 20-21

Bernalillo County –The public was invited to participate in two community planning sessions on the future of parks and Open Space in the North Valley today and tomorrow, which have been cancelled and rescheduled due to a gas leak issue at the Los Griegos Health and Social Services Center.

Next week, county planners will host two workshop sessions from 9 a.m.-6 p.m. at the Los Griegos Health and Social Services Center, 1231 Candelaria Road NW. The public is invited to participate.

The goal of these work sessions is to produce a draft master plan that will guide the future of Bernalillo County Parks and Recreation facilities and programs in the North Valley.

County planners are working on a long-term plan for renovation and expansion of parks and Open Space programs and facilities throughout the county, including the 4-H / County Extension Property, the Bachechi Open Space and Raymond G. Sanchez Community Center.

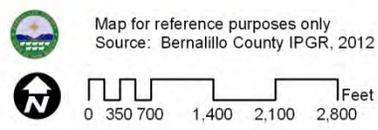
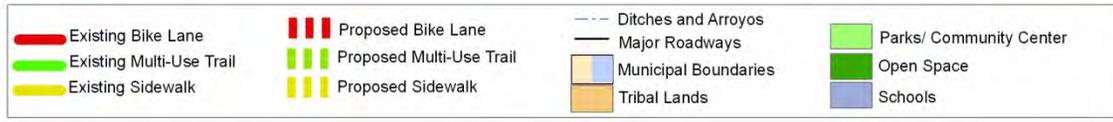
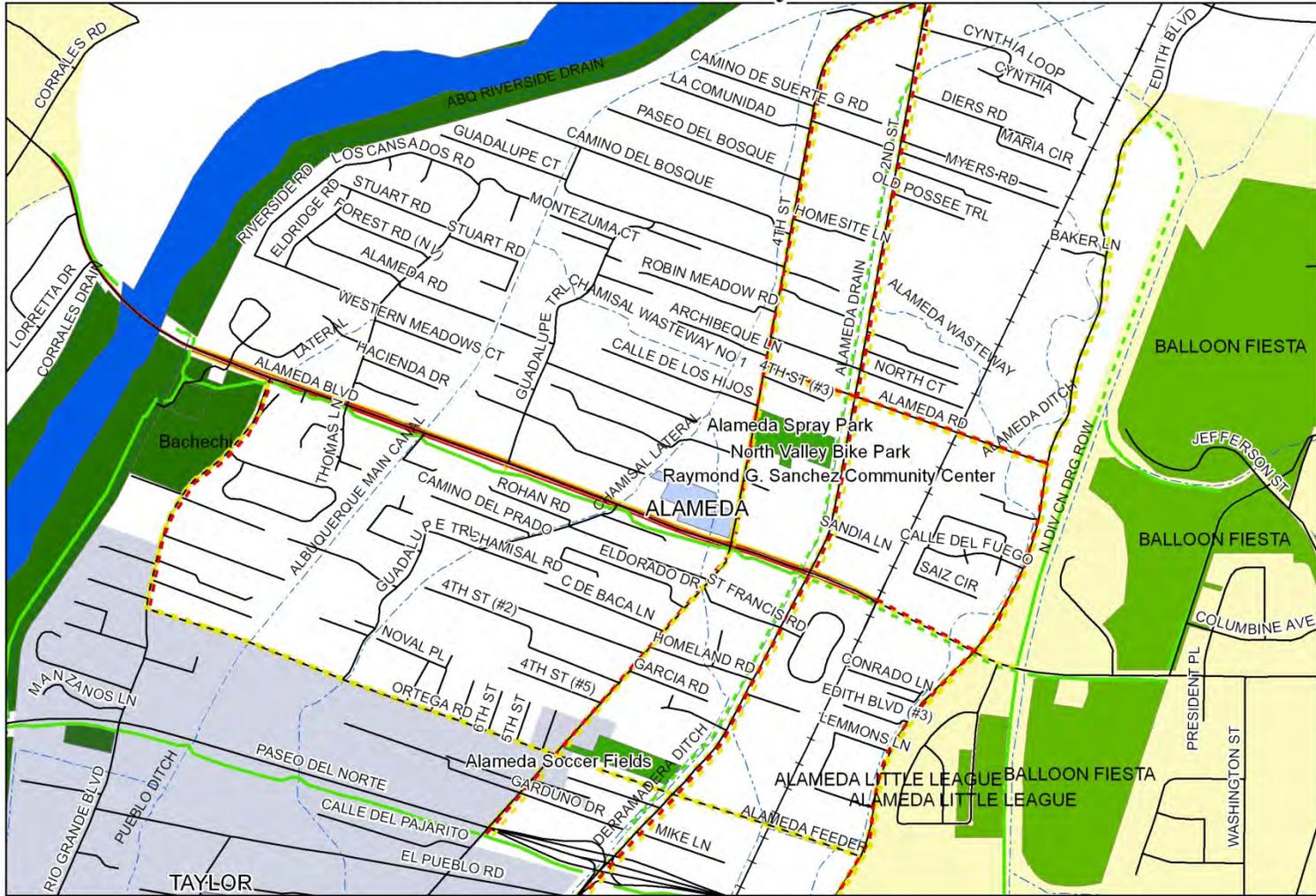
Comments and suggestions can also be sent to county planner John Barney at jcbarney@bernco.gov, or by calling (505) 314-0404.

###

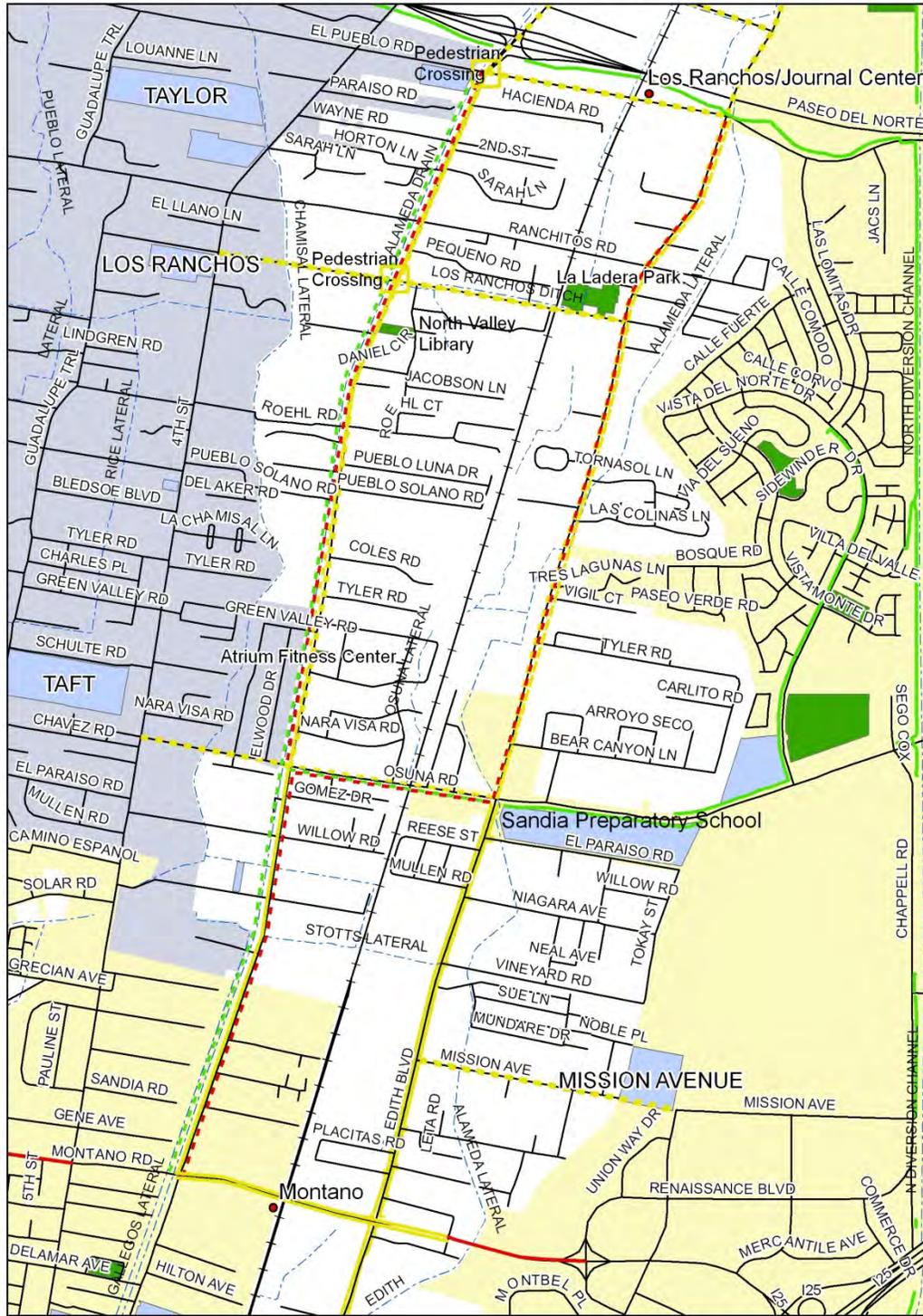
Exhibit 30: Bernalillo County Regional Pedestrian and Bicycle Facility Projects - Northwest Area (continued)

Facility	Type	Description	Connectivity	Funding	Cost	Source
4 th St. Corridor	Sidewalks, Bike Lanes(restripe lanes), Crosswalks, Lighting, Bus Shelters	Osuna Rd to Roy Ave.		STP-U, CMAQ	\$ 381,007	BC
2 nd St. (North) Corridor	Sidewalks, Bike Lanes, Crosswalks, Lighting	Osuna Rd to Roy Ave.	North Valley Library	STP-U, CMAQ	\$ 9,209,121	MTP
Osuna Rd.	Sidewalks, Bike Lane, Crosswalks, Lighting	2 nd St. to Edith Blvd.		STP-U, CMAQ	\$ 3,069,000	MTP
Edith Blvd. Corridor	Sidewalks, Bike Lanes	Osuna Rd. to N. Diversion Channel		STP-U, CMAQ	\$1,300,000	MTP
Rio Grande Blvd.	Sidewalks, Bike Lanes	Ortega Rd. to Alameda Rd.	Bachechi OS	STP-E	\$ 470,000	MTP
Ortega Rd.	Sidewalks	Rio Grande to Edith (easement req'd)		GO Bonds	\$ 599,660	BC
Mission Ave.	Sidewalks, crosswalks, lighting	Edith Blvd. to Renaissance Dr.	Mission ES	GO, SRTS	\$ 214,480	BC
Irving Blvd.	Complete sidewalk, bike lane gaps	La Paz Dr. to Golf Course Rd.		GO Bonds	\$ 536,000	BC
La Orilla Rd.	MU Trail, Sidewalks, Bike lanes	Golf Course Rd. to Coors Blvd.		Funded - \$400,000		
El Pueblo Railrunner Station	Sidewalks, Bike Lanes	El Pueblo Rd. 2 nd St. to Edith Blvd.		HSIP	\$ 202,740	BC
Alameda Rd.	Sidewalks	4 th St. to Edith Blvd.		GO Bonds	\$ 242,280	BC
Los Ranchos Rd.	Sidewalks, crosswalks, lighting	4 th St. and Edith Blvd.	Los Ranchos ES	GO, SRTS	\$ 327,180	BC
La Paz Dr.	Sidewalks	Irving Blvd. to Chaparral Cir.		GO Bonds	\$ 229,020	BC
Paradise Hills Neighborhood	Sidewalk Repair, Complete gaps, ADA accessible	28 streets	Paradise Com.Ctr SierraVista ES	GO Bonds	\$2,140,000	BC
Paradise Blvd.	Sidewalks, bike lanes, MU trail	La Paz Dr. to Golf Course Rd.		GO Bonds	\$ 390,440	BC
Paradise Hills Midblock Crossing	Pedestrian bridge or HAWK signal	La Paz @ Paradise Blvd.	Monroe MS, Sunset View ES	HSIP	\$ N/A	COA
Paradise Blvd. Trail	Widen, extend MU Trail	La Paz Dr. to Golf Course Rd.	“	Funded in TIP-\$819,288		
Alameda Drain Trail (MRGCD)	Multi-Use Trail	Montano Rd. to N. Diversion Channel		Funded in TIP-\$629,000		
N.Diversion Channel (AMAFCA)	Multi-Use Trail extension	Balloon Park to Alameda Drain Trail		STP-E	\$1,260,000	MTP
Calabacillas Arroyo (AMAFCA)	Multi-Use Trail	Lyon Rd. to Gold Course Rd.		STP-E	\$2,000,000	MTP

Alameda Area Pedestrian-Bicycle Facilities



North Edith Area Pedestrian-Bicycle Facilities



Map for reference purposes only
 Source: Bernalillo County IPGR, 2012

0 350 700 1,400 2,100 2,800 Feet

● Railrunner Station
— Existing Bike Lane
— Existing Multi-Use Trail
— Existing Sidewalk
— Proposed Bike Lane
— Proposed Multi-Use Trail
— Proposed Sidewalk
— Ditches and Arroyos
— Major Roadways
— Municipal Boundaries
— Tribal Lands
■ Parks/Community Center
■ Open Space
■ Schools

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** 2nd St NW 24. **Length (mi.):** 5.3
 25. **Begin mile post/intersection:** Roy Ave 26. **End mile post/intersect.:** Montano Rd
 27. **Directions from nearest major intersection or landmark:** Enter directions, field will expand.
 28. **Google Maps link (see tutorial for help):** <http://goo.gl/maps/rT5wL>
 29. **Roadway FHWA Functional Classification(s):** Principal Arterial
-

Funding Information

30. **Has this project received Federal funding previously? Yes. If yes, which years? 2014 Which program(s)?** TAP

In the table below, please itemize the total project cost by type and funding source.

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
32. Preliminary Engineering	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
33. Design	200000	\$Amount	Bond match	\$Amount	\$Amount	
34. Right-Of-Way	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
35. Construction	3000000	\$Amount	Bond match	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	3200000

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

37. **Public Involvement:** North Valley community meetings were held for CIP and Pedestrian and Bicyclist Safety Action Plan identifying this project need.

38. **Right of Way:** N/A

39. **Design:** under way

40. **Environmental Certification**:** under way

- 41. **Utility Clearances:** under way
- 42. **ITS Clearances:** under way
- 43. **Railroad Clearances:** under way
- 44. **Other Clearances:** under way

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

- 45. **Economic Vitality:** Type explanation.
 - 46. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 47. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 48. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 49. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 50. **Integration and Connectivity:** Type explanation.
 - 51. **System Management and Operation:** Type explanation.
 - 52. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

53. **Send a completed electronic version** to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY16/17 NM TAP Guide, this application will be completed by entities applying for TAP funds, and used by the statewide selection committee to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the FFY16/17 New Mexico TAP Guide when filling out this application. The Guide provides information on the application questions, the overall TAP process, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the PFF process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

- A. Date of Submittal: November 14, 2014 B. Sponsoring entity: Bernalillo County
- C. Project Name: Alameda Drain Trail
- D. If located within an RTPO, was the project recommended by the District Representative via the PFF process? NA
- E. Total amount of TAP funding requested (*do not include local match or other sources of funding*).
Please separately indicate amounts for FFY16 and FFY17: FY17 - \$750,000
-

Planning

Planning is a critical factor in project development, and the TAP projects must be included in or consistent with the local ICIP and/or other eligible planning documents. The selection committee will score the planning factor based upon the information provided on your PIF (page 1) and the supporting documentation. *Applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 4 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond planning, TAP projects are evaluated on the following considerations, which are adapted from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.

1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.

0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

Your responses are **limited to 250 words** for each question below.

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail connects North Valley neighborhoods to downtown employment. Local economic development efforts need to be integrated so that quality of life, natural resources, housing, transportation, etc. are supported and improved. Aspects of a community reinforce and leverage each other as a means to attract companies and recruit a skilled labor force. This trail complements the approach by providing a non-private vehicular mode option to current and future residents within a diverse North Valley community. The project has received \$200,000 in Transportation Alternative Program funding for planning and design of the trail.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail provides a safe, off-roadway alternative for pedestrians and bicyclists. Studies by the League of American bicyclists have shown that dedicated cycling facilities increase ridership instead of expecting all cyclists of all abilities to use vehicular travel lanes.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail is designated a long-distance (regional) trail on the Long Range Bikeway System map. The trail represents additional north/south routes to complement the existing parallel north/south connections (e.g., North Diversion Channel Trail, Paseo del Bosque Trail) and to provide more opportunities for linking to recently completed east/west trail segments (e.g., Alameda Boulevard Trail). The facility will also provide access to the County's North Valley Bike Park and be included in the Bernalillo County Open Space Master Plan for connecting the facilities through Greenways/alternative transportation (see attached notice).

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail will reduce VMT and vehicular emissions by increasing opportunities for non-vehicular trips. (MRCOG will provide air quality impact data.) In addition, Bernalillo County is entering into a four party agreement (attached) with the City of Albuquerque, the Albuquerque Metropolitan Arroyo Flood Control Authority, and the Middle Rio Grande Conservancy District to manage the Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan (Master Plan). Each entity is

contributing \$50,000 to fund the \$200,000 Master Plan which will detail multi-use trail amenities, landscaping, storm drainage improvements, and best management practices for storm water management (BMPs) within the Alameda Drain corridor.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail provides transportation choices to low income and minority populations in the North Valley.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail is identified in the "North Valley Area Plan" (p. 106), the "Pedestrian and Bicyclist Safety Action Plan" (pp. 88, 90, 91), and the "Long Range Bikeway System" map (part of the "2035 MTP").

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

Bernalillo County will maintain the trail which is adjacent to its roadway. Maintaining adjacent assets is more efficient than widely separated ones.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The Alameda Drain Trail utilizes Alameda Drain right-of-way parallel to roadway. Multiple uses of these facilities strengthens connections within the overall transportation system.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM TAP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT TAP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM TAP Guide.)
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.



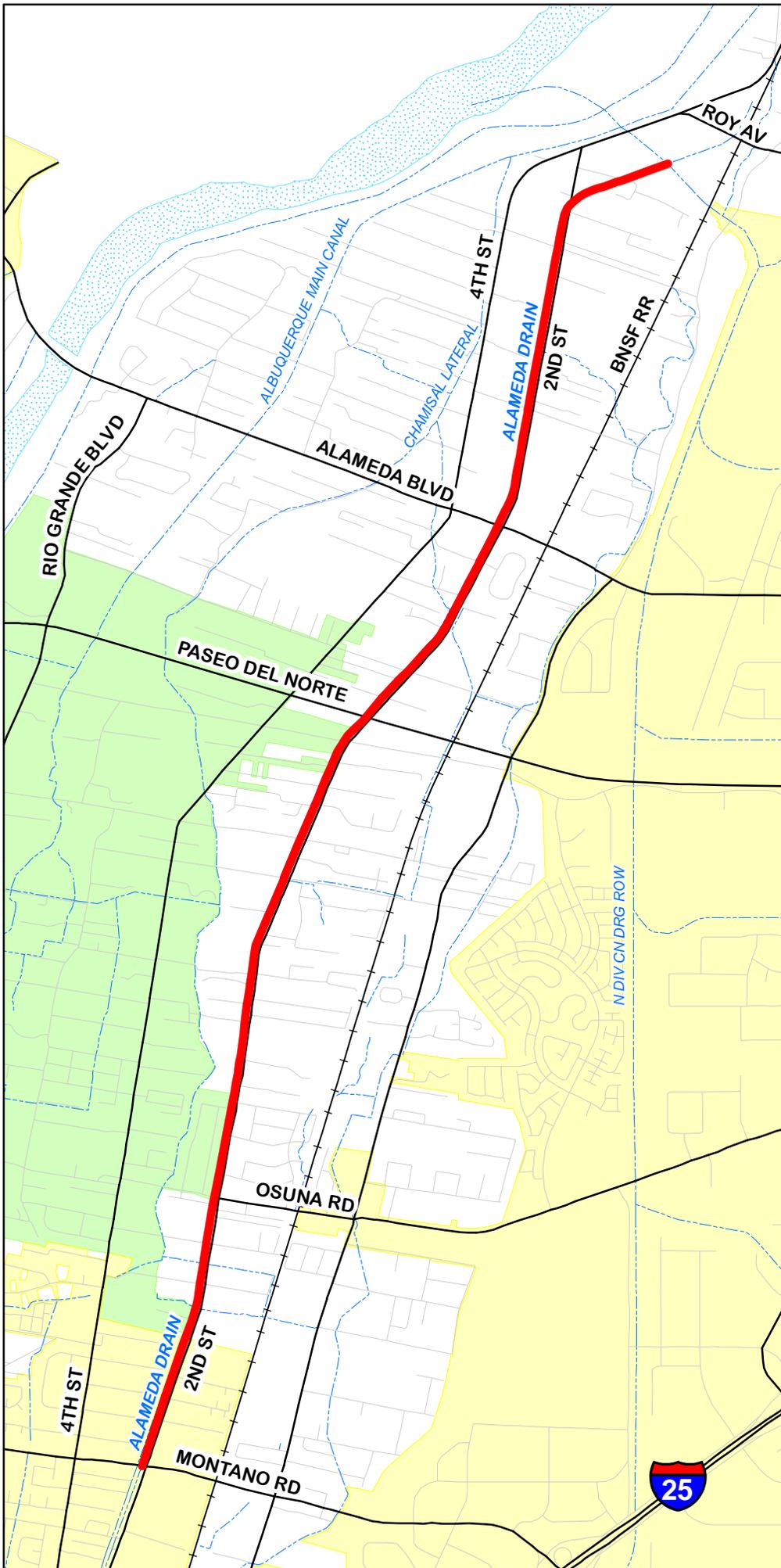
ALAMEDA DRAIN

Legend

- Project Site
- Major Road
- Road
- Waterway
- Railroad
- Rio Grande
- City of Albuquerque
- Village of Los Ranchos



Not to Scale





November 1, 2014

Mr. Nolan Bennett
Construction Manager
Bernalillo County Public Works
2400 Broadway Boulevard SE
Albuquerque, New Mexico 87102

REF: PROPOSED STUDY OF A MULTI-USE TRAIL ALONG THE ALAMEDA DRAIN

Dear Mr. Bennett:

THE Board of Directors and the staff of the Middle Rio Grande Conservancy District (MRGCD) support the County of Bernalillo's application for a grant for the development of a multi-use trail along the Alameda Drain. The MRGCD does not grant easements but issues licenses to public or private entities to use MRGCD right of ways. During the design of the trail phase, MRGCD will work with the County to ensure that the trail design does not have any negative impact on the ability of MRGCD to operate and maintain its facilities effectively within its right of way. When the design of the trail is completed, the County will submit an application for a license to use right of way of the MRGCD. As long as the County meets the MRGCD and Bureau of Reclamation's required specifications for licenses, the County will receive a license.

If you need any further information, please do not hesitate to contact us.

Sincerely,

Subhas K. Shah
Chief Engineer/CEO

CC: John Kelly, MRGCD Bernalillo County Director
Ray Gomez, Assistant Engineer MRGCD
General file

P.O. Box 581

87103-0581

1931 Second St. SW

Albuquerque, NM

87102-4515

505-247-0234

Fax # 505-243-7308

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

THIS AGREEMENT is made and entered into this _____ day of _____, 2014 by and among the County of Bernalillo (“COUNTY”), a political subdivision of the State of New Mexico, the Middle Rio Grande Conservancy District (“MRGCD”), a political subdivision of the State of New Mexico, and the City of Albuquerque (“CITY”), a municipal corporation, and the Albuquerque Metropolitan Arroyo Flood Control Authority (“AMAFCA”), a political subdivision of the State of New Mexico, each individually referred to as “PARTY” and collectively referred to as the “PARTIES”.

RECITALS:

1. **WHEREAS**, the COUNTY, MRGCD, the CITY, and AMAFCA have obligations to provide drainage and flood protection in the North Valley; and
2. **WHEREAS**, the MRGCD’s Alameda Drain is a major subsurface drainage and regional storm water conveyance facility in the North Valley; and
3. **WHEREAS**, the COUNTY, the CITY, and AMAFCA desire to work with the MRGCD to develop the Alameda Drain Corridor, from Interstate 40 north to the Pueblo of Sandia boundary, as a multi-use corridor, to include, but not be limited to, multi-use trails, native landscaping, access control, nodal parks, ditch “street” trees, regional storm water conveyance and detention facilities, and storm water quality Best Management Practices (“BMPs”); and
4. **WHEREAS**, the CITY has prepared the Trails and Bikeways Facility Plan, which identifies a multi-use trail along the Alameda Drain in this reach;
5. **WHEREAS**, the COUNTY, the CITY, and AMAFCA are co-permittees for storm water discharges under the Municipal Separate Storm Sewer System (MS4) program issued

**Agreement to Provide Planning, Study and Design Services
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Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

under the National Pollution Discharge Elimination System (NPDES) Clean Water Act;
and

6. **WHEREAS**, the COUNTY, the CITY, and AMAFCA are required under the MS4 program to enhance storm water quality through BMPs; and
7. **WHEREAS**, the COUNTY received \$200,000 of New Mexico Transportation Alternatives Program (TAP) funding for design of the Alameda Drain Trail Project, and is applying for FY16/17 funding for construction, and will use the MASTER PLAN to guide the location, design and construction of the Alameda Drain Trail Project; and
8. **WHEREAS**, the proposed uses must be carefully coordinated with MRGCD operational and maintenance requirements such that the primary function of the Alameda Drain is not compromised, and such that appropriate locations for the other proposed uses can be identified for use by the COUNTY, the CITY, and AMAFCA in the design of future multi-use amenities, storm drainage improvements, and BMPs constructed within the Alameda Drain corridor; and
9. **WHEREAS**, public and stakeholder input on these proposed uses and locations for same is necessary for broad public acceptance of improvements to the Alameda Drain corridor;
and
10. **WHEREAS**, it is in the public interest for the PARTIES to jointly participate in the planning, study and design of the Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan” (the “MASTER PLAN”) to allow for a deliberate and comprehensive evaluation of the multi-use opportunities (as further detailed and attached to this Agreement as the “Outline Scope of Services”) and to establish respective footprints for further improvements within, adjacent and to this major MRGCD facility.

**Agreement to Provide Planning, Study and Design Services
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Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

NOW, THEREFORE, IN CONSIDERATION OF THE PROMISES AND COVENANTS CONTAINED HEREIN, THE PARTIES HERETO AGREE AS FOLLOWS:

SECTION ONE: The purpose of this Agreement is to:

- 1.1. Provide the contractual mechanisms among the PARTIES to procure, conduct, and accept the MASTER PLAN.
- 1.2 Provide that the COUNTY will be the lead agency in the procurement and conduct of the MASTER PLAN, while allowing full participation by the MRGCD, the CITY, and AMAFCA, with full and appropriate input from the public and other stakeholders.
- 1.3 Provide that the MRGCD, the CITY, and AMAFCA each provide funding up to Fifty Thousand Dollars (\$50,000.00) each to the COUNTY for the cost of completing the MASTER PLAN.
- 1.4 Provide for the planning, studies, conceptual designs, and public meetings for the MASTER PLAN; to be done by the COUNTY via use of the COUNTY's on-call engineering services agreement(s).
- 1.5 Provide for MRGCD to accept the results of the MASTER PLAN as the basis for approval and licensure of the identified components within the MRGCD right of way, subject to reasonable review and approval of final engineering or landscape plans.

SECTION TWO: COUNTY agrees to:

- 2.1 Be the lead agency for the MASTER PLAN, including procurement of the required services through the COUNTY's use of its on-call engineering services agreement(s).

**Agreement to Provide Planning, Study and Design Services
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Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

COUNTY will develop a scope of services to be distributed as a mini-proposal to its pool of on-call consultants.

- 2.2 The scope of services will include as a Phase One, all necessary elements to complete the MASTER PLAN in accordance with the outline scope of services attached as Exhibit “A” to this Agreement. The County may, at its option, include Phase Two services, which will include design of selected improvements as evaluated in the Phase One MASTER PLAN.
- 2.3 Allow MRGCD, the CITY, and AMAFCA to review, comment and concur with the Phase One scope of services for the MASTER PLAN, prior to soliciting mini proposals.
- 2.4 Coordinate and conduct Selection Advisory Committee (“SAC”) for review and evaluation of the mini proposals, with the understanding that the SAC will consist of five members, including two members from the COUNTY, and one each from the MRGCD, the CITY, and AMAFCA. Normal COUNTY procedures will be used for review, evaluation, and selection of the MASTER PLAN consultant. The SAC shall recommend the three top ranked consulting firms to the COUNTY.
- 2.5 The COUNTY shall negotiate with the top ranked firm (or other firms as allowed by COUNTY procedures) to develop the necessary professional services task order to conduct the consultant services, with the understanding that respective funding from MRGCD, CITY, and AMAFCA funding is limited to Fifty Thousand Dollars (\$50,000.00) each, or one third of the professional services agreement for the Phase One task(s), whichever is less.
- 2.6 Allow MRGCD, the CITY, and AMAFCA to review, comment and concur with the Phase One scope of services for the MASTER PLAN, prior to approving the professional services assignment with the selected on-call consultant.

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- 2.7 Administer the contract for development of the MASTER PLAN and professional services task order with the selected consultant (herein referred to as the “Consultant”) and issue a Notice to Proceed to the Consultant. COUNTY shall be responsible for issuance of any amendments within the original scope of the MASTER PLAN deemed necessary or desirable by COUNTY, provided, however, that COUNTY shall advise the other PARTIES.
- 2.8 Include the MRGCD, the CITY, and AMAFCA as an additional named insured’s by the Consultant, in the same amounts as required by the COUNTY for the MASTER PLAN.
- 2.9 Allow full participation by the MRGCD, the CITY, and AMAFCA, with appropriate input from the public and other stakeholders during developing the MASTER PLAN. The COUNTY will coordinate and form a Project Technical Review team with qualified staff from the COUNTY, MRGCD, the CITY, and AMAFCA to advise, direct, review, and approve the various concepts and deliverables prepared during the conduct of the MASTER PLAN. The COUNTY will also coordinate with MRGCD, the CITY, and AMAFCA develop a public involvement process with appropriate participation from adjacent neighborhoods, trial users, advocacy groups and other relevant representation, to advise, review, and distribute the various concepts prepared during the conduct of the MASTER PLAN.
- 2.10 The COUNTY and its Consultant will make regular briefings to the MRGCD Board of Directors, the CITY, and AMAFCA during conduct of the MASTER PLAN.
- 2.11 Keep a strict accounting of the funds received and disbursed under the terms of this AGREEMENT and upon request makes such available to the other PARTIES.
- 2.12 Contribute all necessary funding in excess of the One Hundred Fifty Thousand Dollars (\$150,000.00) total that may be provided by the MRGCD, the CITY, and AMAFCA.

**Agreement to Provide Planning, Study and Design Services
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- 2.13 Coordinate with MRGCD, and the CITY and AMAFCA as appropriate, as to engineering design of any selected elements from the MASTER PLAN.

SECTION THREE: MRGCD agrees to:

- 3.1 Contribute funding in the amount of one third of the COUNTY's professional services task order for the Phase One MASTER PLAN task(s), not to exceed Fifty Thousand Dollars (\$50,000.00). Payment will be made within 30 days of receipt of invoice from COUNTY, with invoice to be sent any time after issuance of the Consultant's professional services task order by the COUNTY.
- 3.2 Provide one qualified staff member to serve on the SAC for the MASTER PLAN, and to provide staff as appropriate to the Project Technical Review team, as necessary to represent the MRGCD's interests during conduct of the MASTER PLAN.
- 3.3 Provide survey information, land status, GIS shape files and other related information to the COUNTY Consultant for use in the MASTER PLAN.
- 3.4 Provide timely review of all concepts and deliverables produced by the COUNTY Consultant during development of the MASTER PLAN.
- 3.5 Attend all public meetings, design charrettes and other forums where the MASTER PLAN is being discussed.
- 3.6 Upon acceptance of the MASTER PLAN by the MRGCD Board of Directors, use the MASTER PLAN as the basis for component type, location, approval, and licensure of the identified components within the MRGCD right of way, subject to reasonable review and approval of final engineering and/or landscape plans.

SECTION FOUR: CITY agrees to:

**Agreement to Provide Planning, Study and Design Services
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- 4.1 Contribute funding in the amount of one third of the COUNTY's professional services task order for the Phase One MASTER PLAN task(s), not to exceed Fifty Thousand Dollars (\$50,000.00). Payment will be made within 30 days of receipt of invoice from COUNTY, with invoice to be sent any time after issuance of the Consultant's professional services task order by the COUNTY.
- 4.2 Provide one qualified staff member to serve on the SAC for the MASTER PLAN, and to provide staff as appropriate to the Project Technical Review team, as necessary to represent the CITY's interests during conduct of the MASTER PLAN.
- 4.3 Provide relevant information from other CITY planning documents, drainage management plans, and other related information to the COUNTY Consultant for use in the MASTER PLAN.
- 4.4 Provide timely review of all concepts and deliverables produced by the COUNTY Consultant during development of the MASTER PLAN.
- 4.5 Attend all public meetings, design charrettes and other forums where the MASTER PLAN is being discussed.
- 4.6 Coordinate with MRGCD and the COUNTY as to the engineering and/or landscape design of any selected elements from the MASTER PLAN.

SECTION FIVE: AMAFCA agrees to:

- 5.1 Contribute funding in the amount of one third of the COUNTY's professional services task order for the Phase One MASTER PLAN task(s), not to exceed Fifty Thousand

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Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

Dollars (\$50,000.00). Payment will be made within 30 days of receipt of invoice from COUNTY, with invoice to be sent any time after issuance of the Consultant's professional services task order by the COUNTY.

- 5.2 Provide one qualified staff member to serve on the SAC for the MASTER PLAN, and to provide staff as appropriate to the Project Technical Review team, as necessary to represent AMAFCA's interests during conduct of the MASTER PLAN.
- 5.3 Provide relevant information from other AMAFCA planning documents, drainage management plans, and other related information to the COUNTY Consultant for use in the MASTER PLAN.
- 5.4 Provide timely review of all concepts and deliverables produced by the COUNTY Consultant during development of the MASTER PLAN.
- 5.5 Attend all public meetings, design charrettes and other forums where the MASTER PLAN is being discussed.
- 5.6 Coordinate with MRGCD, and the COUNTY and CITY as appropriate, as to the engineering design of any selected elements from the MASTER PLAN.

SECTION SIX: The PARTIES Agree:

- 6.1 That the primary function of the Alameda Drain as a subsurface drainage facility will remain paramount in all planning, studies, and designs resulting from the MASTER PLAN.
- 6.2 Public and stakeholder participation during development of the MASTER PLAN will be sought out and encouraged by the PARTIES.

**Agreement to Provide Planning, Study and Design Services
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- 6.3 To utilize the normal MRGCD and Bureau of Reclamation licensing process for improvements within the MRGCD right of way, with the understanding that the MASTER PLAN will be the basis for component type, location, approval, and licensure of the identified components within the Alameda Drain right of way, subject to reasonable review and approval of final engineering and/or landscape plans.
- 6.4 If any situation arises which adversely affects a PARTIES' participation in this Agreement, said PARTY will immediately, and in writing, notify the other PARTIES. Any circumstance which materially affects this Agreement will be promptly and equitably resolved by the PARTIES and if necessary, an amendment to this Agreement shall be executed.
- 6.5 This Agreement contains the entirety of the understanding of the PARTIES concerning the MASTER PLAN and supersedes all prior discussions or agreements. No modification or amendment shall be enforceable unless done in writing and signed by the PARTIES.
- 6.6 The obligations of each PARTY under this Agreement shall be performed in compliance with all applicable laws, statutes, rules, regulations and ordinances. Nothing herein is intended to constitute any agreement for the PARTIES to perform any activity in violation of the Constitution or Laws of the State of New Mexico.
- 6.7 If any clause or provision in this Agreement is illegal, invalid, or unenforceable, under present or future laws effective during the term of this Agreement, then and in that event, it is the intention of the PARTIES hereto that the remainder of this Agreement shall not be affected thereby.

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

- 6.8 The PARTIES shall be strictly accountable for all receipts and disbursement of the funds provided under this Agreement. Upon request, all PARTIES shall make available to each other, for examination or copying, all records with respect to all matters concerning the MASTER PLAN.
- 6.9 It is specifically agreed between the PARTIES executing this Agreement that this Agreement does not and is not intended to create in the public, or any member thereof, any rights whatsoever, such as, but not limited to, the rights of a third party beneficiary, or to authorize anyone not a party to this Agreement to maintain a suit(s) for wrongful death, bodily and/or personal injury(ies) to person(s), damage(s), and/or any other claim(s) whatsoever pursuant to the provisions of this Agreement.
- 6.10 As between the PARTIES, each shall be solely responsible for any and all liability from personal injury, including death, or damage to property, arising from any negligent or intentional act or failure to act of the respective PARTY, its officials, agents, contractors or employees, pursuant to this Agreement. Liabilities of each PARTY shall be subject to the immunities and limitations of the Tort Claims Act §41-4-1, et seq., NMSA, 1978, and any amendments thereto, by entering into this Agreement, the COUNTY, MRGCD, the CITY, and AMAFCA and their “public employees” as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and/or do not waive any limitation of liability pursuant to law. No provision in this Agreement modifies and/or waives any provision of the New Mexico Tort Claims Act.
- 6.11 In the event of a dispute between the PARTIES, each PARTY shall be responsible for its own costs and attorney’s fees.
- 6.12 The PARTIES are expressly not committed to the expenditure of any funds until such time they are authorized by bond issue or other funding source, budgeted, appropriated by their respective public bodies, and approved for expenditure.

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

6.13 This Agreement is subject to approval by the County Manager of Bernalillo County, the MRGCD Board of Directors, the Chief Administrative Officer of the City of Albuquerque, and the AMAFCA Board of Directors, and shall not be binding upon the PARTIES until executed by all PARTIES. Upon approval by all PARTIES, the covenants, terms and conditions of this Agreement shall be binding upon and inure to the benefit of the PARTIES hereto, their successors and assigns.

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

EXHIBIT A

Outline Scope of Services

Retain Subsurface Drainage Function

Evaluate MRGCD Maintenance procedures

Identify Constraints

 Utilities

Native Revegetation

 Riparian

 Ditch Bank Vegetation to reduce maintenance

 Goat head control

Aesthetics

Access Control

Trail Connections

 Trail Users

 Pedestrians

 Equestrians

 Cyclists

 ADA

 Trail Alignments

 Trail Separation

 Trail Surfacing

Signage

 Place making

 Locations

 Design

 Uniformity

Landscape

 Ditch "Street" Trees

 Node Parks

 Community Gardens

Hardscape

**Agreement to Provide Planning, Study and Design Services
for
Alameda Drain Comprehensive Land Management and Multi-Use Corridor Master Plan**

Dog Parks

Noise Control

 Berms

 Walls

Flood Control

 Coordination with on-going drainage studies

 Storm Water Harvesting

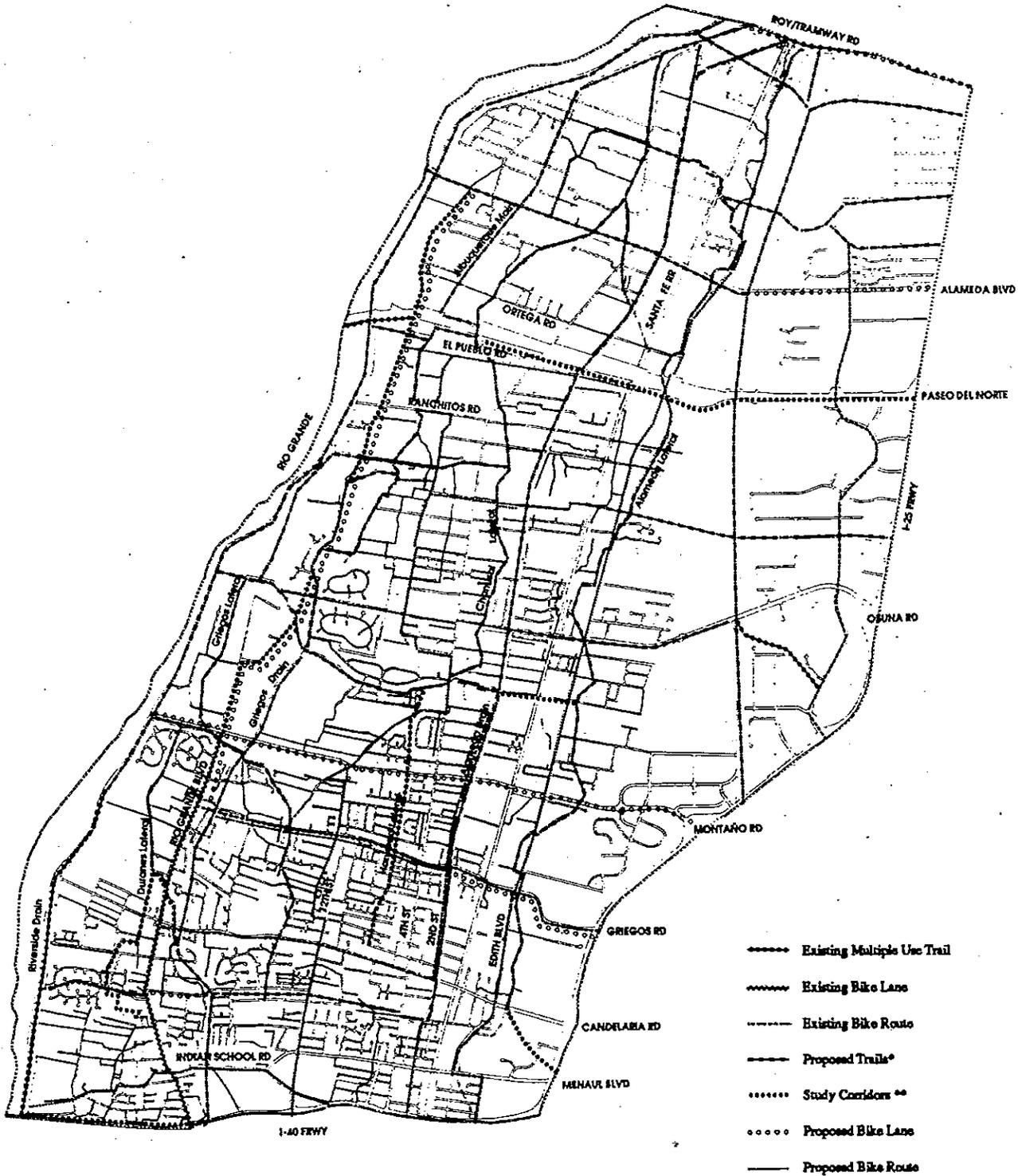
 Qualitative Assessment of Storm Water Quality BMP's

 Locations & Types

 Underground

 In line

 Vegetated Swales



*Trails proposed in Water-Based Recreation Study, Bikeways Master Plan and Facility Plan for Arroyos.
 **Under Consideration in the Trails Facility Plan currently being developed.



January 1993

TRAILS & BIKEWAYS

North Valley Area Plan



NEWS RELEASE

For Immediate Release
Nov. 12, 2014

www.bernco.gov  

Contact: Larry Gallegos
lagallegos@bernco.gov
O. 505.468.1273
C. 505.228.6668

CANCELLED - Today's and Tomorrow's Community Workshop Meetings for North Valley Parks and Open Space

Community workshops and meetings rescheduled next Thursday and Friday, Nov. 20-21

Bernalillo County –The public was invited to participate in two community planning sessions on the future of parks and Open Space in the North Valley today and tomorrow, which have been cancelled and rescheduled due to a gas leak issue at the Los Griegos Health and Social Services Center.

Next week, county planners will host two workshop sessions from 9 a.m.-6 p.m. at the Los Griegos Health and Social Services Center, 1231 Candelaria Road NW. The public is invited to participate.

The goal of these work sessions is to produce a draft master plan that will guide the future of Bernalillo County Parks and Recreation facilities and programs in the North Valley.

County planners are working on a long-term plan for renovation and expansion of parks and Open Space programs and facilities throughout the county, including the 4-H / County Extension Property, the Bachechi Open Space and Raymond G. Sanchez Community Center.

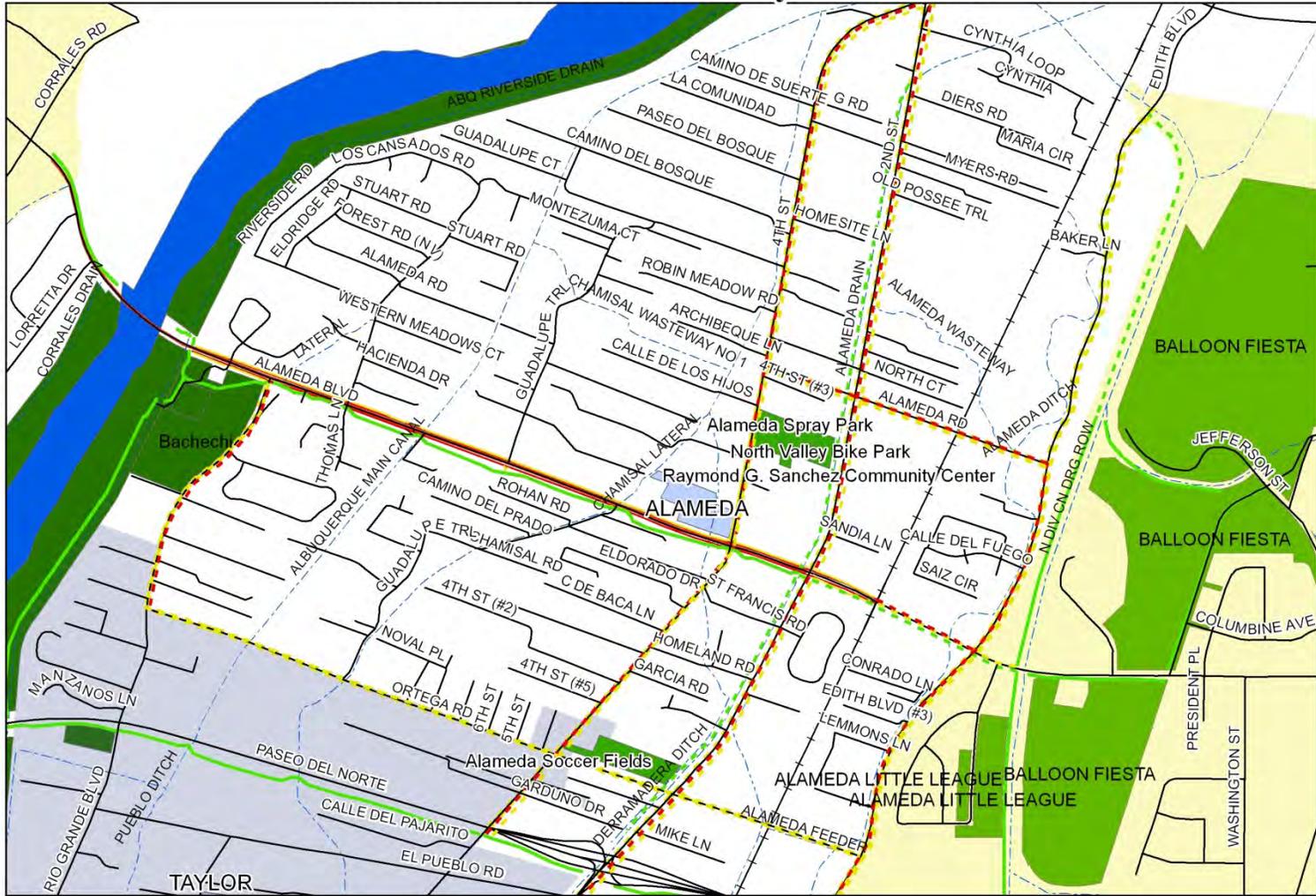
Comments and suggestions can also be sent to county planner John Barney at jcbarney@bernco.gov, or by calling (505) 314-0404.

###

Exhibit 30: Bernalillo County Regional Pedestrian and Bicycle Facility Projects - Northwest Area (continued)

Facility	Type	Description	Connectivity	Funding	Cost	Source
4 th St. Corridor	Sidewalks, Bike Lanes(restripe lanes), Crosswalks, Lighting, Bus Shelters	Osuna Rd to Roy Ave.		STP-U, CMAQ	\$ 381,007	BC
2 nd St. (North) Corridor	Sidewalks, Bike Lanes, Crosswalks, Lighting	Osuna Rd to Roy Ave.	North Valley Library	STP-U, CMAQ	\$ 9,209,121	MTP
Osuna Rd.	Sidewalks, Bike Lane, Crosswalks, Lighting	2 nd St. to Edith Blvd.		STP-U, CMAQ	\$ 3,069,000	MTP
Edith Blvd. Corridor	Sidewalks, Bike Lanes	Osuna Rd. to N. Diversion Channel		STP-U, CMAQ	\$1,300,000	MTP
Rio Grande Blvd.	Sidewalks, Bike Lanes	Ortega Rd. to Alameda Rd.	Bachechi OS	STP-E	\$ 470,000	MTP
Ortega Rd.	Sidewalks	Rio Grande to Edith (easement req'd)		GO Bonds	\$ 599,660	BC
Mission Ave.	Sidewalks, crosswalks, lighting	Edith Blvd. to Renaissance Dr.	Mission ES	GO, SRTS	\$ 214,480	BC
Irving Blvd.	Complete sidewalk, bike lane gaps	La Paz Dr. to Golf Course Rd.		GO Bonds	\$ 536,000	BC
La Orilla Rd.	MU Trail, Sidewalks, Bike lanes	Golf Course Rd. to Coors Blvd.		Funded - \$400,000		
El Pueblo Railrunner Station	Sidewalks, Bike Lanes	El Pueblo Rd. 2 nd St. to Edith Blvd.		HSIP	\$ 202,740	BC
Alameda Rd.	Sidewalks	4 th St. to Edith Blvd.		GO Bonds	\$ 242,280	BC
Los Ranchos Rd.	Sidewalks, crosswalks, lighting	4 th St. and Edith Blvd.	Los Ranchos ES	GO, SRTS	\$ 327,180	BC
La Paz Dr.	Sidewalks	Irving Blvd. to Chaparral Cir.		GO Bonds	\$ 229,020	BC
Paradise Hills Neighborhood	Sidewalk Repair, Complete gaps, ADA accessible	28 streets	Paradise Com.Ctr SierraVista ES	GO Bonds	\$2,140,000	BC
Paradise Blvd.	Sidewalks, bike lanes, MU trail	La Paz Dr. to Golf Course Rd.		GO Bonds	\$ 390,440	BC
Paradise Hills Midblock Crossing	Pedestrian bridge or HAWK signal	La Paz @ Paradise Blvd.	Monroe MS, Sunset View ES	HSIP	\$ N/A	COA
Paradise Blvd. Trail	Widen, extend MU Trail	La Paz Dr. to Golf Course Rd.	“	Funded in TIP-\$819,288		
Alameda Drain Trail (MRGCD)	Multi-Use Trail	Montano Rd. to N. Diversion Channel		Funded in TIP-\$629,000		
N.Diversion Channel (AMAFCA)	Multi-Use Trail extension	Balloon Park to Alameda Drain Trail		STP-E	\$1,260,000	MTP
Calabacillas Arroyo (AMAFCA)	Multi-Use Trail	Lyon Rd. to Gold Course Rd.		STP-E	\$2,000,000	MTP

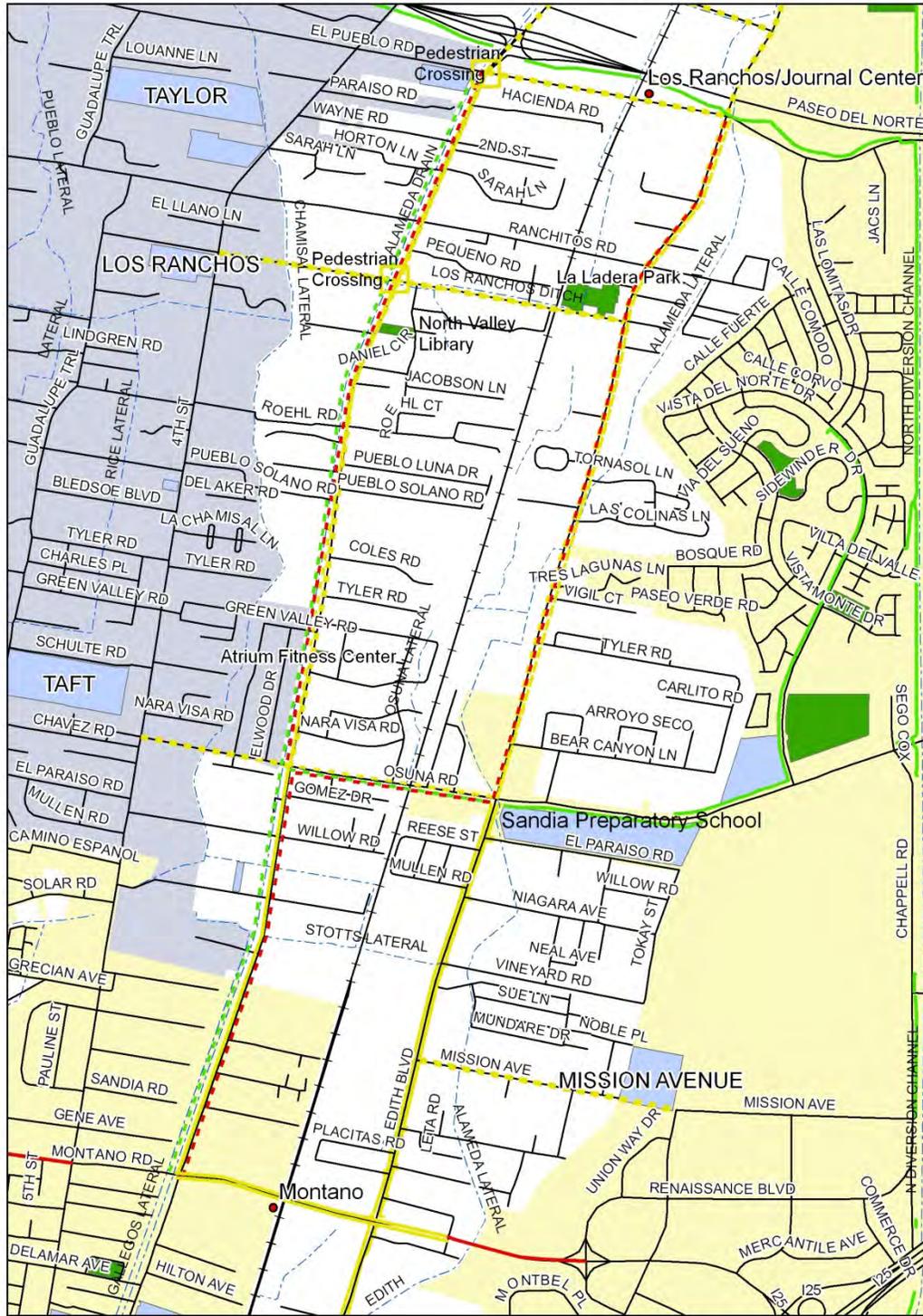
Alameda Area Pedestrian-Bicycle Facilities



Existing Bike Lane	Proposed Bike Lane	Ditches and Arroyos	Parks/ Community Center
Existing Multi-Use Trail	Proposed Multi-Use Trail	Major Roadways	Open Space
Existing Sidewalk	Proposed Sidewalk	Municipal Boundaries	Schools
		Tribal Lands	

Map for reference purposes only
Source: Bernalillo County IPGR, 2012

North Edith Area Pedestrian-Bicycle Facilities



Map for reference purposes only
 Source: Bernalillo County IPGR, 2012

0 350 700 1,400 2,100 2,800 Feet

● Railrunner Station
— Existing Bike Lane
— Existing Multi-Use Trail
— Existing Sidewalk
— Proposed Bike Lane
— Proposed Multi-Use Trail
— Proposed Sidewalk
— Ditches and Arroyos
— Major Roadways
— Municipal Boundaries
— Tribal Lands
■ Parks/Community Center
■ Open Space
■ Schools

Project Details (fill out where applicable)

23. Route # (or Street) Name: various 24. Length (mi.): Enter length in miles.
25. Begin mile post/intersection: Enter begin point. 26. End mile post/intersect.: Enter end point.
27. Directions from nearest major intersection or landmark: Enter directions, field will expand.
28. Google Maps link (see tutorial for help): Enter shortened Google Maps URL [goo.gl/maps/xxxx].
29. Roadway FHWA Functional Classification(s): various
-

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s).
Which program(s)? Enter program(s).

In the table below, please itemize the total project cost by type and funding source.

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	\$Amount	\$Amount	70,000	\$Amount	\$Amount	
32. Preliminary Engineering	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
33. Design	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
34. Right-Of-Way	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
35. Construction	500000	\$Amount	\$Amount	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	570000

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

37. **Public Involvement:** to be started
38. **Right of Way:** N/A
39. **Design:** to be started
40. **Environmental Certification**:** to be started
41. **Utility Clearances:** N/A
42. **ITS Clearances:** to be started

43. **Railroad Clearances:** N/A

44. **Other Clearances:** N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

- 45. **Economic Vitality:** Type explanation.
 - 46. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 47. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 48. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 49. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 50. **Integration and Connectivity:** Type explanation.
 - 51. **System Management and Operation:** Type explanation.
 - 52. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

53. **Send a completed electronic version** to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY16/17 NM TAP Guide, this application will be completed by entities applying for TAP funds, and used by the statewide selection committee to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the FFY16/17 New Mexico TAP Guide when filling out this application. The Guide provides information on the application questions, the overall TAP process, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the PFF process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

A. Date of Submittal: November 2014
County

B. Sponsoring entity: City of Albuquerque and Bernalillo

C. Project Name: Bike Share

D. If located within an RTPO, was the project recommended by the District Representative via the PFF process? N/A

E. Total amount of TAP funding requested (*do not include local match or other sources of funding*).
Please separately indicate amounts for FFY16 and FFY17: \$500,000

Planning

Planning is a critical factor in project development, and the TAP projects must be included in or consistent with the local ICIP and/or other eligible planning documents. The selection committee will score the planning factor based upon the information provided on your PIF (page 1) and the supporting documentation. *Applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 4 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond planning, TAP projects are evaluated on the following considerations, which are adapted from the "planning factors" outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

Several prosperous cities around the country have instituted bike share programs as a tool to revitalize their downtowns, attract tourism, and retain college-educated millennials and young professionals who are the foundation for future economic activity in any region. Albuquerque has a number of positive economic initiatives coming to fruition such as Innovate ABQ, CNM's STEMulus, and ABQ Ingenuity in its city center. Bike share would catalyze existing efforts, while making Albuquerque a more attractive place for businesses to relocate. The City of Albuquerque's 50 Mile Activity Loop Plan identifies bike share as an amenity to further business opportunities. Bike share will encourage investment, competitiveness, and attract the creative class, while giving burquenos a stronger sense of place. People walking or biking are more likely to stop at neighborhood businesses which keeps tax revenue in our local economy (Vanderkooy 2014). A number of studies explore how bicycle pedestrian investments result in more local spending (Smart Growth America, 2012; Tollery 2011; Currans, et al 2012). Minneapolis reported bike share users spent an extra \$150,000 locally (Center for Transportation Studies, 2012). The first phase of kiosks would be located at existing shopping and employment centers such as Old Town, Downtown, EDO, Nob Hill and UNM, so bike share would benefit both locals and tourists making shorter trips. Creating and investing in a more balanced transportation system has a high return on investment: 11.4 jobs are created for every \$1million spent on bicycle infrastructure compared to 7.8 jobs for road only projects (Garrett-Peltier 2011).

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

The City's bikeways and trail facilities grew by almost 200% between 200 and 2010 to 620 miles (COA Bikeways and Trails Master Plan, 2014). Studies indicate improving and expanding bike infrastructure leads to more bicyclists. According to MRCOG's travel survey, 4% of those surveyed bike to work and 2% bike for other trips. Policies that increase the number of people walking or biking can serve as an effective strategy improving walking and bicycling safety (Alliance for Biking and Walking, 2014). The City has introduced a complete streets ordinance that will require construction of safer facilities. Signed routes, bike lanes, and wider sidewalks contribute to increased safety. As bicyclists and pedestrians become more common, motorists have increased awareness of them (Alliance for Biking and Walking, 2014). Bicycle and

pedestrian safety will improve with the implementation of a bike share system given there will be more people walking to bike share kiosks and utilizing bikes for shorter trips. Additionally, bike kiosks will help to spur new bike safety projects around and between locations such as lighting, safe crossings, signage, buffered bike lanes, etc. These projects will improve connectivity along bike routes and further connect people to transit safely.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

A bike share project will increase accessibility and mobility to employees, students, and tourists in Albuquerque's urban core by providing bike kiosks in convenient locations to allow cyclists to make local trips near their offices, classrooms, and hotels during the day. Bike share kiosks will be connected by bike lanes, trails, and shared roadways in the central city area. A recent report by Jeff Speck makes a number of recommendations for improving bike facilities in the downtown area, including narrowing travel lanes to accommodate buffered bike lanes and/or cycle tracks. These improvements will better connect bikeshare locations with safe, convenient bikeways for all users. Additionally, Rio Metro Regional Transit District (RMRTD) has identified bikeshare in their TDM plan. They are interested in locating kiosks at Railrunner commuter stations in Albuquerque and Santa Fe. Santa Fe MPO is investigating a bikeshare program in that city. Together, these efforts will increase connectivity of the bikeshare system throughout the region for commuters and tourists.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

Increasing the bike mode share will contribute towards improvement in air quality for the region.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

Bike share will contribute towards reducing vehicle delay and congestion, towards active, healthy lifestyles among residents and visitors, and will expand transportation choices in the city center. Increasing the bike mode share will contribute toward improvement in air quality for the region. Studies show vehicles miles traveled (VMT) decreases in well-connected street networks with access to public transportation, which in turn has a positive impact on the environment (Victoria Transport Institute, 2014). Washington, DC's bike share of 22,000 members in November 2011, resulted in a 4.4 million reduction in VMT (Institute for Transportation and Development Policy, 2014). Bike share will encourage people to utilize a bike for shorter trips, which reduces greenhouse gas emissions (Shaheen, 2012), the consumption of fossil fuels and improves air quality (Institute for Transportation and Development Policy, 2014).

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

Albuquerque/ Bernalillo County Comprehensive Plan, Policy 4 Transportation and Transit, a, multi-modal corridors and centers, h, bikeways and trails network, i, parallel facilities and safe crossings.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

A bike share system will be installed within the public right-of-way of existing roadways, trails, parks, community centers, and plazas. Bike rental kiosks will be maintained by private organizations and/ or local government agencies. In 2008, the City of Albuquerque first investigated implementing a bike share program but a major funder pulled out during the economic crisis. Since then other studies have been conducted on local bike share. The University of New Mexico's Community and Regional Planning program offered two courses to investigate both the feasibility and operations and maintenance of a bike share program. In the fall of 2014, the Downtown Action Team (DAT) applied for and received a \$15,000 PNM MainStreet grant to implement a pilot bikeshare program in downtown to launch in 2015. Blue Cross Blue Shield, Century Link, and other businesses have expressed interest in investing in bike share as a way to retain young millennial employees. Currently, the City of Albuquerque, Bernalillo County and the Mid-Region Council of Governments (MRCOG), are applying for a technical assistance grant from the US Environmental Protection Agency (EPA) to convene public, private, and government stakeholders for a two-day workshop. This technical assistance will also identify who will operate and maintain the system. Additionally, the City of Albuquerque will soon release an RFP for a consultant to investigate bike lockers as well as the feasibility and implementation of a bike share program in Albuquerque. All of these pieces brought together will help to further bike share in Albuquerque.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

Bike share increase mode share which translates to less costly wear and tear on our existing infrastructure. Also, studies show that people and businesses want to live and locate in areas with bike share (Alliance for Walking and Biking, 2014). Based on City and UNM bike share studies referenced above for Albuquerque, local businesses are very interested in obtaining kiosks in front of their businesses. Bike share will likely attract future growth, development, and improvements to the city center where infrastructure exists. Bike share facilities will reactivate community spaces by drawing more users to activity centers and spin-off of street food vending and other economic activity.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM TAP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT TAP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM TAP Guide.)
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).

6. Any documentation—such as plans or studies—that are referenced and support the application.

Citations

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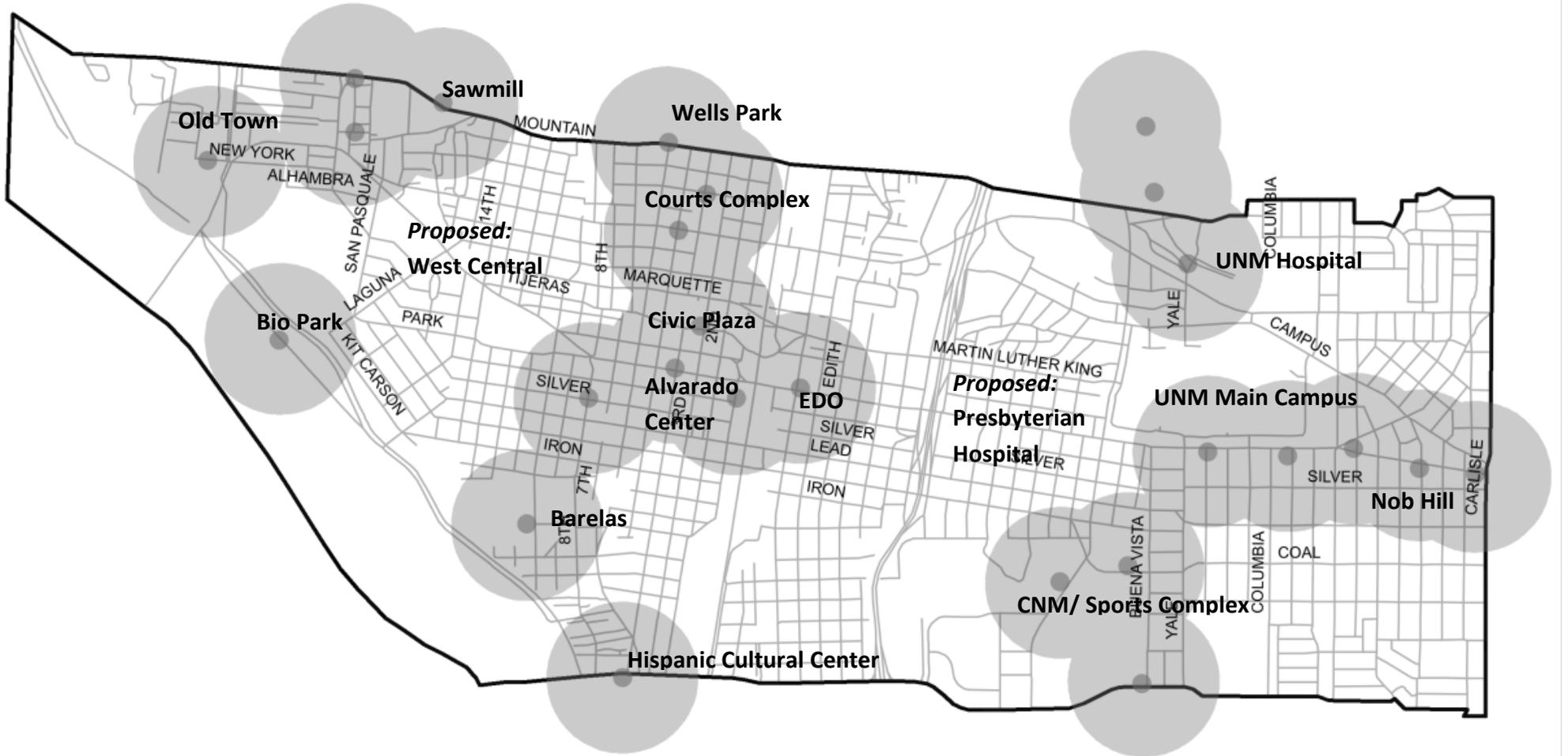
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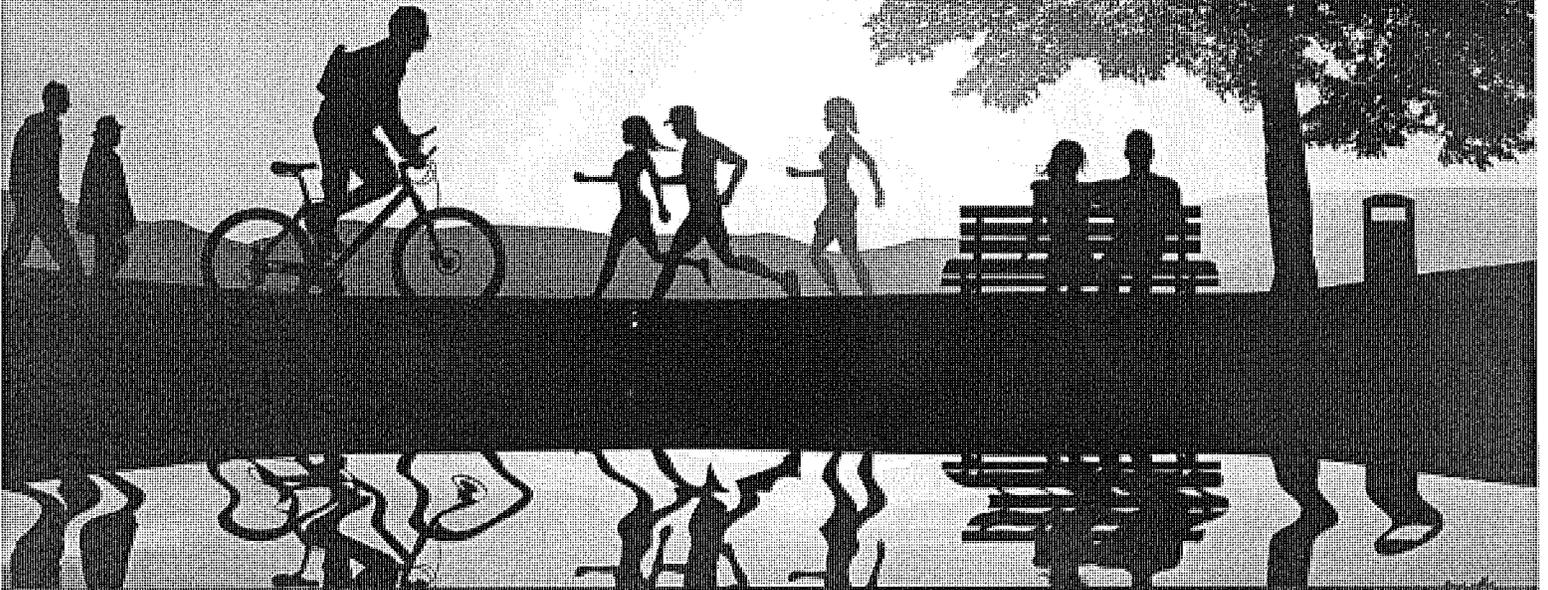
Tollery, R. (2011). Good for Business: The Benefits of Making Streets More Walking and Cycling Friendly. Retrieved from <http://www.heartfoundation.org.au/active-living/Documents/Good-for-business.pdf>, November 9, 2014.

Vanderkooy, Zach. (2014). "The best thing about a bike-friendly city isn't the bikes – it's the city." Retrieved from <http://usa.streetsblog.org/2014/11/06/the-best-thing-about-a-bike-friendly-city-isnt-the-bikes-its-the-city/>, November 8, 2014.

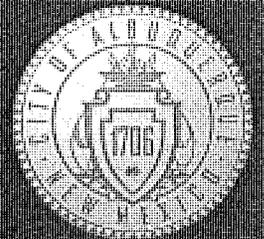
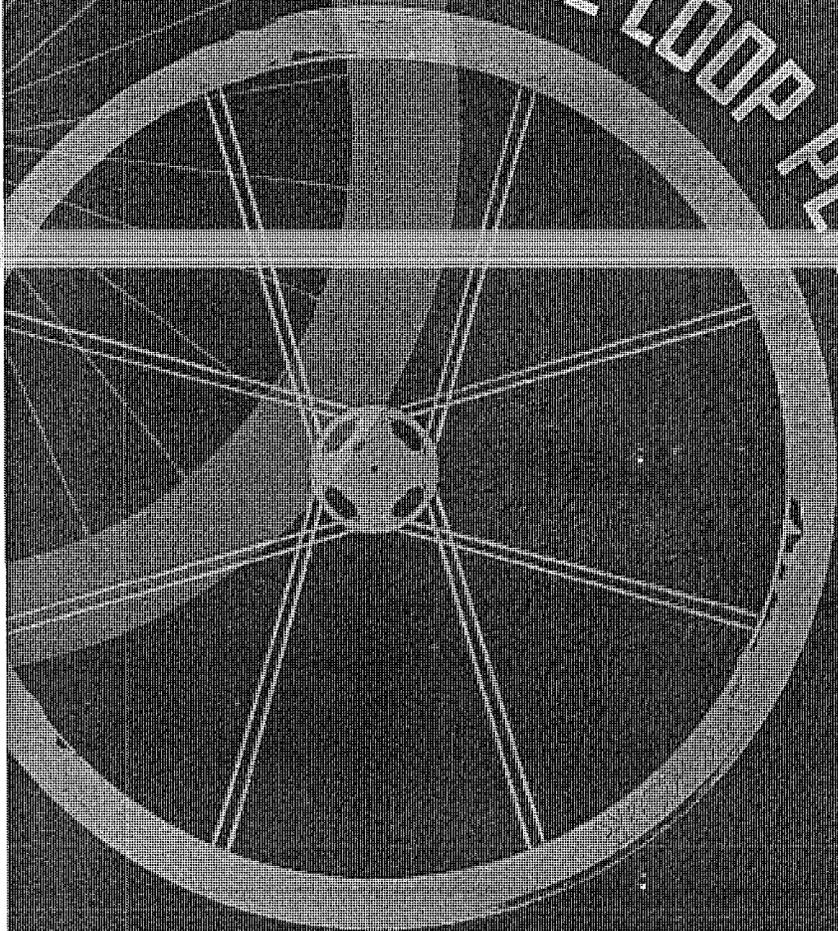
Bike Share Kiosk Locations



**WILSON
& COMPANY**
ENGINEERS & ARCHITECTS



50 MILE LOOP PLAN



September 2013

In addition to these built elements the following wayfinding/branding elements and technological components could be incorporated into various aspects of the Loop experience. The use of some iconic imagery, color, and / or monuments at key locations along the Loop would be a good way to attract interest and invite people to visit the Loop. Locations selected should be visible not just to users on the Loop, but to passing pedestrians, drivers, and cyclists. Once on the Loop, similar elements can help mark the different character zones and alert users to key features of interest. QR Codes (matrix barcodes) could be incorporated into any of the proposed nodes, rest stops, destinations/gateways, or access points. They could have links to Google maps, City web pages, Apps, self-guided tours, custom route planners, event and cultural information unique to specific locations along the Loop.

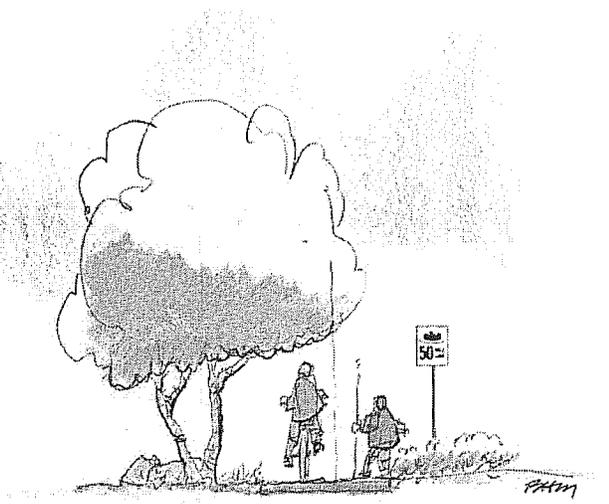


Figure 7ES. Proposed Wayfinding/Signage

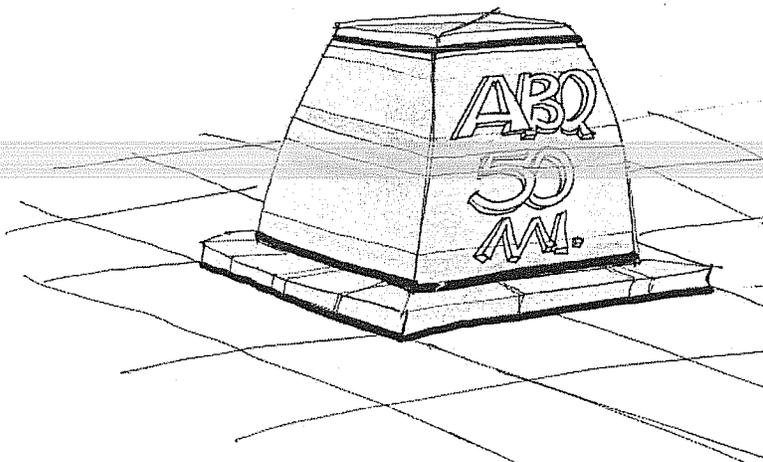


Figure 8ES. Proposed Monument Signage

As the Loop becomes more popular, private amenities and business opportunities will begin to be established. They could include bike shops, bike rentals, Bike Share programs, portable food/drink kiosks, bicycle tourism, bed & breakfasts, and other such small-scale commercial and service uses, possibly through Bike In Zoning (BIZ).



Bikeways & Trails Facilities Plan

Albuquerque, NM

2014

- In space-constrained applications, such as the redevelopment of an existing building, allow for the conversion of motor vehicle parking spaces into long-term bicycle parking to meet the bylaw requirement (typically five bicycle parking spaces can be achieved per motor vehicle parking space).
- Extending or introducing payment-in-lieu-of-parking programs to allow funds to be collected in-lieu of vehicle parking and placed in a sustainable transportation infrastructure fund to finance active transportation projects, which may include a centralized bicycle parking and end-of-trip facility (e.g., a bike station). Note: This should not replace bicycle parking and end-of-trip facility requirements.

Other Trends in Bicycle & Trail Planning

The City Bicycle and Trail Coordinator(s) should stay abreast of current trends and the state of the practice for encouraging and promoting bicycle and trail use. Some of the current concepts that could be considered include:

- Bike Share Programs
- Bicycle Friendly Business Districts and other zone code amendments to support bicycle culture
- Explore regulation of electric cycles and electric assistance cycles. Electric bikes and trikes may become increasingly important for our aging citizen who may need this capability to continue to enjoy cycling. They also provide a transportation capability for citizen who can no longer drive a motor vehicle.
- Explore development of a water trail in the Albuquerque reach of the Rio Grande and where feasible and considering public security develop/redevelop public infrastructure to support it. There are many groups nationally pursuing this type of initiative. Adoption of such a project can release state boat safety money and federal scenic river money and it is consistent with the Bosque Action Plan.
- Smart Trips - This is a program that targets neighborhoods to encourage people to walk, bicycle and take the bus. It also involves assessment of the impact of this intervention.
<https://www.portlandoregon.gov/transportation/43801>

As staff time, funding, and local priorities dictate, the bicycle and trail coordinator(s) should consider the local applications of these national trends.

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM			
1	Control Num. (new projects assigned by MPO):	MPO Rec#:	Lead Agency: Bernalillo County
2	Project Title:	Bike Share	
3	Beg. Terminus (southernmost/westernmost pt):	Multiple locations	
4	End Terminus (northernmost/easternmost pt):		
5	Project Description/Scope of Work:	Install bike share kiosks and rental bikes in multiple locations throughout central city at locations to be determined. Note: local match will be used for environmental and design.	
6	Existing Total Estimated Project Cost in TIP:	Revised Total Estimated Project Cost (if changing OR new project):	\$570,000
7	What is the reason for the TIP revision? check all that apply	<input type="checkbox"/> -New funds avail. <input checked="" type="checkbox"/> -New Project <input type="checkbox"/> -Design Cost Increase/Decrease <input type="checkbox"/> -ROW Cost Revision <input type="checkbox"/> -PS&E Cost Est. <input type="checkbox"/> -Letting Adjustment <input type="checkbox"/> -FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> -Env. Doc. Cost Revision <input type="checkbox"/> -Termini Change <input type="checkbox"/> -Scope Revisions <input type="checkbox"/> -Construction Cost change based on PE or Design Document	
8	Enter the most recent estimated or actual project development completion dates (month/year)	Environmental Document: 3/16 Preliminary Engineering: 3/16 Design: 9/16 Right-of-Way: 9/16 Estimated Letting Date: 3/17 Project Completion: 12/17	To Be Completed by MPO Staff <input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP? <input type="checkbox"/> -Is this project CMAQ Eligible? <input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive? <input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"? Date Submission Received:
9	Check if this is an ongoing project: <input type="checkbox"/> (TDM, bike/ped educ. prog., Bus Purchase, etc.)		

◀ Enter termini ONLY for new projects OR to change existing terminus
 ◀ Enter termini ONLY for new projects OR to change existing terminus
 ◀ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

Please Read!

STOP Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which:

- which add a project to the TIP.

STOP Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:

- split an existing TIP project into two or more projects OR
- combine two or more projects into one project OR
- for any proposal which changes the termini of a capacity project any length OR
- for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

FORM B		Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM										Project: Bike Share CN: 0							
Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019		FFY 2020		FFY 2021		
			Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	
Scoping/Env. Doc.	15 Preliminary Engineering	TIP Amt																	
		+Prop Rev																	
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PE & Design	15 Preliminary Engineering	TIP Amt																	
		+Prop Rev																	
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Utilities	NA Not Applicable	TIP Amt																	
		+Prop Rev																	
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Right-of-Way	16 Right-of-Way	TIP Amt																	
		+Prop Rev																	
		=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Construction/Implementation	01 New Constr	TAP-Lg Urb	TIP Amt						487,008	82,992									
			+Prop Rev																
			=Result	0	0	0	0	0	0	487,008	82,992	0	0	0	0	0	0	0	
			TIP Amt							0	0								
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Current Prog. Amt.	0	0	0	0	0	0	0	487,008	82,992	0	0	0	0	0	0	0
		Resulting Amt.	0	0	0	0	0	0	487,008	82,992	0	0	0	0	0	0	0		
Est. Let. Month Year		Existing 4 Year Total Amount Programmed in TIP: 570,000										Diff. Prop.-Existing= 0		Resulting 4 Year Total Amount Programmed as Proposed: 570,000				Percent Change: 0.00%	

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **ABQ Bikeshare**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works**
 Address: **2400 Broadway Blvd SE** Address Line 2: [redacted]
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Steve Miller** Title: **Director, Infrastructure Planning**
 Telephone: **(505) 848-1548** Ext: [redacted] Fax: **(505) ###-####** Email: **stevem@bernco.gov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Albuquerque City**
 NM Senate District: **12** NM House District: **11**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
 -2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

-1 -2 -3 -4 =number of new lanes to be built -1 -2 =number of medians to be landscaped
 -1 -2 -3 -4 =number of lanes to be reconstructed -1 -2 -3 -4 =number of outer sides to be landscaped
 -1 -2 -3 -4 =number of lanes to be rehab/resurf. - check if bicycle and/or pedestrian elements are included
 -1 -2 -3 -4 =number of new/reconstr. shoulders -1 -2 =num. of new bike/ped separate trails
 -1 -2 -3 -4 =number of new/reconstr. medians -1 -2 = number of new bike lanes (1 for each side)
 -1 -2 -3 -4 =number of new interchanges - length (linear feet) of new bike path bridge(s)
 -1 -2 -3 -4 =num. of new grade separ./bridges -1 -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: [redacted] |
| | <input type="checkbox"/> -Fiberoptic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: [redacted]

Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input checked="" type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: [redacted] |

Describe the project's purpose. **Provide rental bike kiosks and smart bikes at various locations in the downtown**

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = [redacted]

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **bicycle signage**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **on-street bicycle treatments**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Downtown sector plan**

If yes, please note the page/chapter/section number(s) of the plan(s)? **p 94**

Explain how the project will fulfill the plan priority or recommendation. **provide more bike infrastructure, bike racks**

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R:
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R:
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other: **park & bike ride**

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other: **bicycle storage**

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (*where it was noncompliant*)
- Other New B/P features: **kiosks**

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies:

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

Central Avenue

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **Projects to strengthen economic activity downtown have significance for the entire region.**

Local Significance: Describe, if applicable, the value of this project to the local community. **Downtown residents and employees will benefit directly from additional transportation options**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **Neighborhoods surrounding downtown are EJ communities to benefit.**

Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **Strengthen downtown residential, retail, and office development as well as convention and tourism related activities.**

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **PNM, CNM, CityLink and other downtown businesses are supporting/ contributing towards bikeshare.**

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)





PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** November 14, 2014 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. If phased: Enter phase number and total # of phases.
4. **Sponsoring public entity:** Bernalillo County 5. **Project Name:** Rio Grande Blvd Bike Lanes
Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
-
6. **Is the project on the ICIP?** Yes / No If yes, year and priority #: 2016-2020, #67 (District 4 bike lanes) out of 121
7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): 2035 MTP Long Range Bikeway System Plan
8. **Is the project in the TIP/STIP?** No. If yes, year(s): Enter year(s). Control #: Enter CN.
9. **Is the project on the MPO TIP/RTPO RTIPR?** Yes. If yes, which year(s): 2035 MTP
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
10. **County:** Bernalillo 11. **US Congressional District:** 1
12. **New Mexico House District:** 15 13. **New Mexico Senate District:** 9 and 10
-
14. **Contact Person and/or PDE:** Richard Meadows
15. **Address:** 2400 Broadway SE, Building N
16. **Phone:** 848-1500 17. **Fax:** 848-1510 18. **E-mail:** rmeadows@berncov.gov
19. **MPO or RTPO:** Mid-Region RTPO 20. **NMDOT District #:** 3
-

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

Project is called for in several land use and transportation plans adopted by Bernalillo County, the City of Albuquerque, the Village of Los Ranchos, and MRCOG. Work involved will include a boundary survey to identify any ROW issues, some utility pole relocation, appropriate environmental investigation, design, and construction.

22. **Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles**

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: 16 ROW, 21 Safety

- 39. **Design:** Fall 2016
- 40. **Environmental Certification**:** Fall 2016/winter 2017
- 41. **Utility Clearances:** Fall 2016/winter 2017
- 42. **ITS Clearances:** N/A
- 43. **Railroad Clearances:** N/A
- 44. **Other Clearances:** N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

- 45. **Economic Vitality:** Type explanation.
 - 46. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 47. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 48. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 49. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 50. **Integration and Connectivity:** Type explanation.
 - 51. **System Management and Operation:** Type explanation.
 - 52. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

53. **Send a completed electronic version** to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY16/17 NM TAP Guide, this application will be completed by entities applying for TAP funds, and used by the statewide selection committee to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the FFY16/17 New Mexico TAP Guide when filling out this application. The Guide provides information on the application questions, the overall TAP process, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the PFF process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

- A. Date of Submittal: November 14, 2014 B. Sponsoring entity: Bernalillo County
- C. Project Name: Rio Grande Blvd Bike Lanes – Ortega Road to Alameda NW
- D. If located within an RTPO, was the project recommended by the District Representative via the PFF process? No
- E. Total amount of TAP funding requested (*do not include local match or other sources of funding*).
Please separately indicate amounts for FFY16 and FFY17: \$1,400,000
-

Planning

Planning is a critical factor in project development, and the TAP projects must be included in or consistent with the local ICIP and/or other eligible planning documents. The selection committee will score the planning factor based upon the information provided on your PIF (page 1) and the supporting documentation. *Applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 4 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond planning, TAP projects are evaluated on the following considerations, which are adapted from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.

1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.

0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

Private sector economic development and discretionary spending by the public follows infrastructure (re)development investments made by the public sector. Infrastructure redevelopment provides a physical platform and impetus to catalyze and create attractive and inviting places. Quality of life facilities and an interconnected trail network contribute to attracting business and qualified workers, as well as to provide desired mobility choices (Source: Urban Land Institute Forum, Albuquerque, February 2013). These three statements are the economic vitality premises behind this request for bi-directional bikelanes on Rio Grande Boulevard between Ortega Rd and Alameda NW. The Village of Los Ranchos would benefit because continuous bike lanes from the north could attract more customers to their summer Farmers Market at the Village Hall, the Village's Anderson Farm and the City's Los Poblanos Open Space properties, and to other businesses in the Village limits and the North Valley. Quality bicycling facilities also help attract tourist dollars and are what helped Albuquerque achieve a Silver Medal Status with the League of American Bicyclists (League of American Bicyclists 2013). These bike lanes will also provide an alternative north-south bike commuter route, with links to the Paseo del Norte and Alameda corridors and employment centers in the North I-25 area. The Trust for Public Land (TPL) has numerous studies and analyses that correlate investment in recreation infrastructure, which a bike lane is a subset of, and economic vitality that can be found at www.tpl.org.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

Bikelanes currently exist south of the proposed project area on Rio Grande through the Village of Los Ranchos and City all the way to Old Town. Safety will be improved for cyclists and pedestrians by extending the bikelanes north approximately 3500' from Ortega Road to the final terminus at Alameda NW where east-west bikelanes and a multi-use trail exist. Pedestrians can also use bike lanes safely if they walk against the flow of traffic. Map 5 in the Aug 2014 "BC Pedestrian and Bicyclist Crash Data Analysis 2008-2011" shows that one or more non-fatal bicycle crash occurred at the intersection of Rio Grande and Alameda NW. According to MRCOG traffic counts from their website, average weekday traffic flow in 2012 was over 49,000 vehicles on Alameda and 6,400 on Rio Grande, with northbound flows on Rio Grande Boulevard being heavy during the weekday pm peak hour (Rio Grande Estates NA, 2010). An image from MRCOG's nascent bike count map (<http://labs.strava.com/heatmap>) is attached. Bikelanes will give cyclists and motor vehicles safe separation so that the State law mandating 5' of passing space can be achieved. This stretch of Rio Grande is not as safe as it could be since the inconsistent pavement edges are several inches above the adjacent grade of the dirt shoulders, and motorists often cross the yellow line to pass a cyclist who rides inches away from and above the shoulders. Bike lanes will improve safety for cyclists, pedestrians, and motorists in navigating themselves and avoiding the other.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

These bikelanes will extend the on-street north-south connection with existing bike lanes further south on Rio Grande. It will also connect with the east-west Paseo del Norte trail intersection, the east-west bike lane and trail on Alameda, and major Open Space destinations, the Alameda and Bachechi Open Space properties, at the southwest corner of Rio Grande and Alameda. Completion of this project will allow the proposed future bikelane that is identified with dashed blue lines in the Long Range Bikeway System map (see attachment) to be snapped together and updated with a solid line indicating a completed facility. Connection of an integrated mobility network with recreational destinations such as the Alameda and Bachechi Open Space properties is highly desirable. Theoretically, fewer river crossings by motorized vehicles and reduced congestion at the Rio Grande/Alameda NW intersection could result. Improved facilities and connections will encourage Open Space visitors from elsewhere in the North Valley and Albuquerque to consider using the Rio Grande bikelanes should they choose to travel by bicycle.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

Anytime a vehicular mode to make a single trip is replaced by a non-vehicular mode to make the same trip, gas is conserved, air quality is improved, and greenhouse gas emissions are reduced. Rio Grande bikelanes will give individuals a mobility option when needing to travel on Rio Grande Boulevard. North Valley commuting patterns, as identified on page 18 of the Pedestrian and Bicycle Safety Action Plan, could increase from the .1% and .3% that were measured in 2000 and 2005-09, respectively, by extending the bikelanes north to Alameda.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

Any completion of non-vehicular facility gaps strengthens the overall network of pedestrian and bicycle facilities, particularly when attractive destinations like the Alameda and Bachechi Open Spaces are adjacent. Reasonable non-motorized mobility options promote health, activity, and have environmental benefits as noted above. It also promotes quality of life and safety for Paseo del Bosque trail users who would have fewer cyclists to contend with since these Rio Grande bikelanes will give cyclists riding faster than 15 mph a more appropriate facility than the slower-moving cyclists, joggers, walkers, children, etc. on the multi-use trail. Rio Grande Boulevard is one of the most scenic and pleasant roadways in the entire metropolitan area, so having bike lanes that traverse the entire corridor makes the road even more inviting for local and visiting cyclists.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

Several locally adopted plans identify the construction of these bike lanes. Bernalillo County's Pedestrian and Bicyclist Safety Action Plan (2011), the Park Open Space and Trails Master Plan (2003-2013), the 2035 MTP Long Range Bikeway System Plan, Bernalillo County's 2014-2020 Capital Improvement Plan and 2016-2021 Infrastructure Capital Improvement Plan, the Village of Los Ranchos Master Plan (2011), and the North Valley Area Plan (1993) all identify these bike lanes as future facilities to help achieve community and local government goals. Page 42 of the Pedestrian and Bicyclist Safety Action Plan specifically mentions the gap in bikelanes on Rio Grande between Ortega Road and Alameda. The Village of Los Ranchos is constructing bike lanes from Paseo del Norte to Ortega that will be constructed by December 1, 2014. Extending bikelanes north from Ortega to Alameda will also meet future County

roadway policy that will be enacted upon adoption of a Complete Streets Plan and ordinance that Bernalillo County will undertake in 2015.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

Maintenance of this bikelane will simply be added to Bernalillo County's existing maintenance duties for Rio Grande Boulevard.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The intention is to add a newly paved 5' wide bike lane to each existing travel lane. Crumbling and inconsistent pavement edges visible today will be sawcut so that the bike lanes can be cleanly added, thereby allowing bikelanes to help protect the edges of vehicular travel lanes.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM TAP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT TAP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM TAP Guide.)
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.

**Transportation Alternatives Program Application
Bernalillo County and the Rio Grande Blvd NW Bikelanes
November 14, 2014**

The maps below are used to justify and support the County's application.



Figure 1 - Dashed Line Showing Future Desired Bike Lanes on Rio Grande Boulevard NW (2035 MTP)

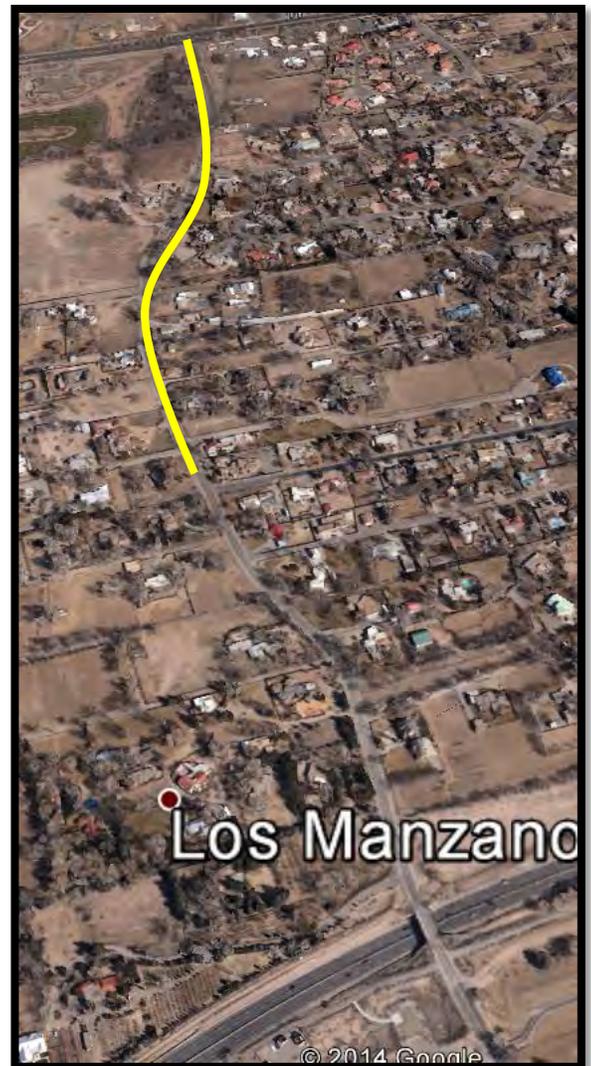


Figure 2 - 2012 Aerial View of Rio Grande Boulevard (yellow line) Between Ortega Road and Alameda.

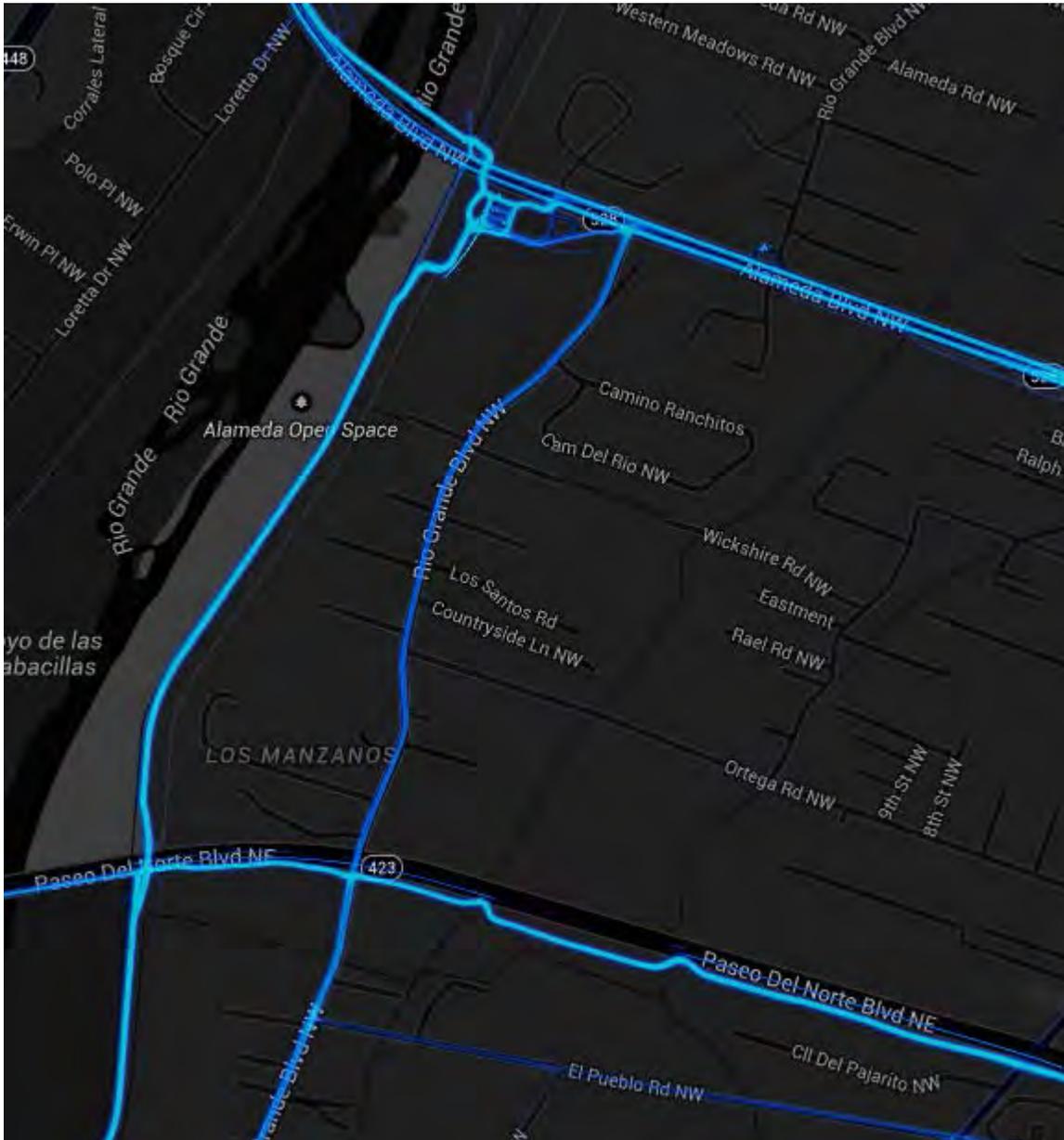


Figure 3 - Image from <http://labs.strava.com>

The image from Strava depicts relative bicycle user counts. Actual counts in a 24 hour period were not included. The thicker and lighter the blue line, the higher the volume of bicyclists. Two conclusions can be drawn from this image. First, the darker blue and thicker line on Rio Grande Boulevard south of Paseo del Norte indicates that more cyclists ride on Rio Grande south of Paseo del Norte than north, probably because of the lack of bike lanes. Second, the stretch of Rio Grande Boulevard between Paseo del Norte and Alameda is a thinner, darker shade of blue than the north-south and east-west bike lane and trail facilities that would connect to Rio Grande Boulevard. It is believed that development of Rio Grande Boulevard bike lanes over time would come close to matching the color and thickness of surrounding blue lines.

**VILLAGE OF LOS RANCHOS
DE ALBUQUERQUE
BERNALILLO COUNTY
RESOLUTION NO. 2014-9-1**

**A RESOLUTION ADOPTING AN INFRASTRUCTURE CAPITAL IMPROVEMENT
PLAN (ICIP) FY 2016-2020**

WHEREAS, the Village of Los Ranchos de Albuquerque recognizes that the financing of public capital projects has become a major concern in New Mexico and nationally; and

WHEREAS, in times of scarce resources, it is necessary to find new financing mechanisms and maximize the use of existing resources; and

WHEREAS, systematic capital improvements planning is an effective tool for communities to define their development needs, establish priorities and pursue concrete actions and strategies to achieve necessary project development; and

WHEREAS, this process contributes to local and regional efforts in project identification and selection in short and long range capital-planning efforts.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF LOS RANCHOS DE ALBUQUERQUE that;

1. The Village of Los Ranchos has adopted the attached Infrastructure Capital Improvement Plan, and
2. It is intended that the Plan be a working document and is the first of many steps toward improving rational, long-range capital planning and budgeting for New Mexico's Infrastructure.
3. This Resolution supersedes Resolution No. 2013-9-1.

PASSED, APPROVED AND ADOPTED by the Governing Body at its meeting of **September 10, 2014**.

APPROVED:

[SEAL]

Donald T. Lopez, Mayor Pro Tem
Village of Los Ranchos

ATTEST:

Stephanie Dominguez, Clerk

Infrastructure Capital Improvement Plan FY 2016-2020

97 of 126

ICIP Capital Project Description

Year/Rank 2016 002

Project Title: Road Improvements **Project Type:** Renovate/Repair **Category:** Hiways/Roads/Streets/Bridges **ID:**30261
Legislative Language: To design and construct subgrade and surface improvements to Los Ranchos Road, Ranchitos Road and Rio Grande Blvd. **Colonias?** No

Description/Scope of Work: Design surface and subgrade improvements to roadways to include, removal of existing surfaces, excavation, replacement of subgrade material, adjustment of utility facilities, replacement of removed asphalt and placement of pavement markers.

Does the project have life expectancy of 10 or more years? No **Is the project necessary to address population growth?** No

Has the land and all necessary easement or rights of way been acquired to complete the project? N/A

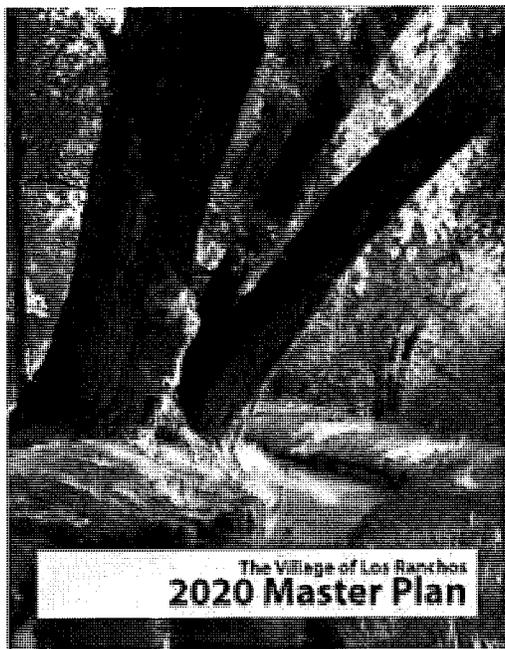
Street/Waterline Project (Name the streets, if applicable, and/or specific areas that will be affected.)
 Rio Grande Blvd from Paseo del Norte north to northern boundary of the Village; Los Ranchos Road from 4th Street east to the Chamisal Lateral; Ranchitos from 4th Street east to the Chamisal Lateral.

Location: 6718 Rio Grande Blvd Los Ranchos DE ALBQ, NM **Latitude:** 35.159126 **Longitude:** -106.65432

Is the project necessary to eliminate potential or actual issue(s) in: **Health?** No **Safety?** Yes **Liability?** No **Other?** Yes
Is this project required by Federal, State or Judicial mandate? No **Issued by:** **Date of Order:**
Is this project tied to another funding source as a match component? No **Funding source:**

Has this project received previous legislative funding?	No	Year Funded	Amount Funded
			0
			0
			0
			0

Funded to Date:	Sources	Amount	Secured Funds?
	LFUNDS	440,000	Yes
		0	No
	Other	0	No
	Total Funded To Date	440,000	



portation route
 Connect Rio Grande non-motorized transportation routes with east/west routes to provide access to Fourth Street for business and transit use.



Policy D. Provide infrastructure for safe traffic volumes and speeds to the extent appropriate and possible on Village roads.

Action Steps:

- Contract with professional transportation engineers for a Village transportation plan for slowing traffic through the Village
- Discourage non-stop commuter traffic through the Village by installing traffic calming devices to slow traffic and/or diverting the traffic to designated Urban Principal Arterials
- Install traffic calming measures within acceptable engineering standards:
 - Investigate negative effects on adjacent streets prior to installation
 - Seek private funding whenever possible
 - Ensure they further overall Village transportation goals
- Enforce speed limits and employ speed lowering measures
- Encourage adequate roadside pull-outs for law enforcement use both within the Village and on the surrounding Arterials to facilitate traffic control
- Update Village ordinances to adopt safe American Association of State Highway Transportation Officials (AASHTO) standards
- Identify and lobby for road improvement projects for state and federal funding that further overall Village transportation goals

Policy E. Establish, maintain, and make available easily accessed, natural trails and routes for non-motorized transportation throughout the Village, connecting north and south to east and west.

Action Steps:

- Design and build appropriate formal trails and paths for non-motorized transportation routes paralleling and connecting the transportation corridors in the Village
- Devise a management plan for maintenance of these non-motorized transportation routes
- Enforce non-motorized only use of such routes within the Village
- Continue to make formal alternative transportation trails a project for funding, and seek available funding to:

- develop linkages to trails near home and workplaces
- maintain existing trails
- restore damaged sections
- Support open space acquisition to provide additional non-motorized routes
- Ensure non-motorized route connectivity from within the Village to ABQ Ride stops along Fourth Street and to the Rail Runner stations
- Develop an ordinance for bicycle and scooter parking
- Work with MTCOG to consider the Los Ranchos Rail Runner station as an appropriate site for a full or partial service bike station or bike lockers
- Consider east/west bicycle routes along Vineyard, Chavez, and Willow to connect with the north/south routes of Fourth Street and Rio Grande
- Encourage development of a bicycle transportation loop around the Village using Rio Grande, Montañita, Second Street, and Paseo del Norte
- Ensure connectivity from north/south to east/west of the planned and existing non-motorized routes along Rio Grande at Alameda, Paseo del Norte and El Pueblo; and along Montañita at the Bosque Trail, Rio Grande and Second Street
- Create non-motorized routes throughout the Village that are easily accessed and maintain the natural nature of paths and walkways
- Coordinate with and support surrounding jurisdictions in adopting regional non-motorized route plans that ensure linking with Village routes and with public transit
- Design, develop, and advertise fitness routes for both pedestrians and bicycles along the non-motorized routes within the Village
- Ensure amenities such as trash cans and doggie "pick up" bags to contain litter and animal waste are provided along Village owned trails and walkways



- Develop separate transportation plans and standards for Fourth Street and the Transit District which should consider:

- Connecting the Transit District and the Village Center and making those sites major transportation and transit connection points
- Safety for pedestrian and vehicular traffic
- Pedestrian facilities throughout the corridor length – walk areas, crossings, green streets
- Bicycle facilities throughout the corridor length – lanes, crossings, bike parking
- Transit facilities, including more and improved shaded bus benches
- Street lighting, both public and private, that abides by Village ordinances and national Dark Skies standards appropriate for the commercial use along Fourth Street
- Reduce poles adjacent to the roadway by encouraging utilities to relocate utility lines underground
- Adequate storm sewer systems for the entire corridor to enable safe vehicular and non-vehicular movement during severe storms
- Significant traffic calming features, safe left hand turning lanes, and adequate off-road parking, especially at the Rail Runner station and the Village Center, to encourage patronizing local business
- Streetscape defined by man made structures but with a semi-rural character and features such as landscaped medians
- Open space acquisition to maintain views and semi-rural character



Policy B. Maintain Guadalupe Trail as a residential/agricultural corridor.

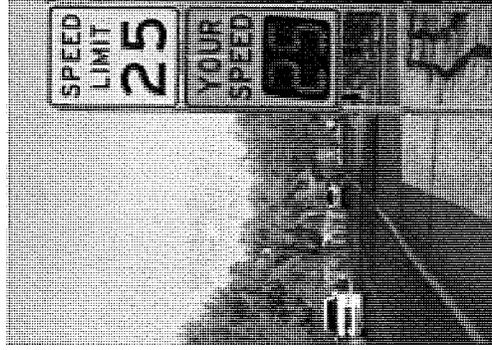
Action Steps:

- Develop and adopt roadway standards for Guadalupe Trail, both for where it is an Urban Collector and where it is not, that will maintain its current residential/agricultural atmosphere
- Maintain Guadalupe Trail and other residential roads in the corridor that are neither Arterials or Collectors as narrow, winding, residential roads
- Pavement width should be maintained and not be increased
- Earthen shoulders should be preserved for pedestrian and other uses
- Promote an "adopt a corridor" program to free litter and weeds
- Coordinate with MRCCOG to consider removing the Urban Collector classification of the southern portion of Guadalupe Trail

Policy C. Maintain Rio Grande Boulevard as a residential/agricultural corridor for lower-speed and non-motorized transportation.

Action Steps:

- Coordinate with MRCCOG to lower the classification of Rio Grande between El Pueblo and Gringos to an Urban Collector to better match both the Village's intended use and its physical roadway nature, and also make it equivalent to Corrales Road
- Continue the Rio Grande roadway as low speed, scenic and winding, with an emphasis on local residential use
- Install Village entryway features such as medians with signage at Montaño and Ortega Roads to slow traffic
- Do not allow stop lights or other similar urban roadway features
- Pavement width and other roadway features should be maintained and not be altered or increased so as to permit higher capacity vehicular traffic
- Traffic calming and speed lowering measures should continue to be employed and enforced
- Maintain non-motorized transportation trails and/or lanes along the length of the Boulevard
- Work with other entities in the metropolitan area to designate Rio Grande Boulevard as a bicycle trans-



Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM			
1	Control Num. (new projects assigned by MPO):	MPO Rec#:	Lead Agency: Bernalillo County Form A
2	Project Title:	Rio Grande Blvd Bike Lanes	
3	Beg. Terminus (southernmost/westernmost pt):	Ortega Rd	
4	End Terminus (northernmost/easternmost pt):	Alameda Blvd	
5	Project Description/Scope of Work:	Construct bike lanes on either side of the roadway. Note: Local match will be used to complete the environmental and design phase.	
6	Existing Total Estimated Project Cost in TIP:	Revised Total Estimated Project Cost (if changing OR new project):	\$1,400,000
7	What is the reason for the TIP revision? check all that apply ▶	<input type="checkbox"/> -New funds avail. <input checked="" type="checkbox"/> -New Project <input type="checkbox"/> -Design Cost Increase/Decrease <input type="checkbox"/> -ROW Cost Revision <input type="checkbox"/> -PS&E Cost Est. <input type="checkbox"/> -Letting Adjustment <input type="checkbox"/> -FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> -Env. Doc. Cost Revision <input type="checkbox"/> -Termini Change <input type="checkbox"/> -Scope Revisions <input type="checkbox"/> -Construction Cost change based on PE or Design Document	
8	Enter the most recent estimated or actual project development completion dates (month/year) ▶	Environmental Document: 3/16 Preliminary Engineering: 3/16 Design: 9/16 Right-of-Way: 9/16 Estimated Letting Date: 3/17 Project Completion: 12/17 Check if this is an ongoing project: <input type="checkbox"/> (TDM, bike/ped educ prog., Bus Purchase, etc.)	To Be Completed by MPO Staff <input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP? <input type="checkbox"/> -Is this project CMAQ Eligible? <input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive? <input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"? Date Submission Received: _____ <input type="checkbox"/> -TIP Amendment <input type="checkbox"/> -TIP Admin. Mod.
9	Complete Form B (below) for All TIP proposals which revise funding.		
Please Read!	STOP Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which: ■ which add a project to the TIP.		
	STOP Complete Form C but only steps C.1 and C.2 for TIP revision proposals which: ■ split an existing TIP project into two or more projects OR ■ combine two or more projects into one project OR ■ for any proposal which changes the termini of a capacity project any length OR ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.		

◀ Enter termini ONLY for new projects OR to change existing terminus
 ▶ Enter termini ONLY for new projects OR to change existing terminus
 ▶ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

FORM B														Project: Rio Grande Blvd Bike Lanes CN: 0					
Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM																			
Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019		FFY 2020		FFY 2021		
			Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	
Scoping/Env. Doc.	15 Preliminary Engineering		TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PE & Design	15 Preliminary Engineering		TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	43 Utilities		TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way	16 Right-of-Way		TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction/Implementation	01 New Constr	TAP-Lg Urb	TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			TIP Amt																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Est. Let. Month	Current Prog. Amt.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Year ▼	Resulting Amt.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Existing 4 Year Total Amount Programmed in TIP: 0 Diff. Prop.-Existing= 1,400,000 Resulting 4 Year Total Amount Programmed as Proposed: 1,400,000 Percent Change: #DIV/0!																			

Phase	Work Type	Fund Source	FFY 2020		FFY 2021		
			Prog Amt	Match	Prog Amt	Match	
Scoping/Env. Doc.	15 Preliminary Engineering		TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			Resulting Amt.	0	0	0	0
PE & Design	15 Preliminary Engineering		TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			Resulting Amt.	0	0	0	0
Utilities	43 Utilities		TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			Resulting Amt.	0	0	0	0
Right-of-Way	16 Right-of-Way		TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			Resulting Amt.	0	0	0	0
Construction/Implementation	01 New Constr	TAP-Lg Urb	TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			TIP Amt	0	0	0	0
			+Prop Rev	0	0	0	0
			=Result	0	0	0	0
			Resulting Amt.	0	0	0	0
Est. Let. Month	Current Prog. Amt.		0	0	0	0	
Year ▼	Resulting Amt.		0	0	0	0	

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **Rio Grande Bike Lanes**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works**
 Address: **2400 Broadway Blvd SE** Address Line 2: [redacted]
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Steve Miller** Title: **Director, Infrastructure Planning**
 Telephone: **(505) 848-1548** Ext: [redacted] Fax: **(505) ###-####** Email: **stevem@bernco.gov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Albuquerque City**
 NM Senate District: **10** NM House District: **15**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
 -2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed	<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf.	<input type="checkbox"/> - check if bicycle and/or pedestrian elements are included
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 = number of new bike lanes (1 for each side)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges	<input type="checkbox"/> - length (linear feet) of new bike path bridge(s)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: [redacted] |
| | <input type="checkbox"/> -Fiberoptic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: [redacted]

Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input checked="" type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: [redacted] |

Describe the project's purpose. **Add bicycle facilities to a minor arterial roadway**

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **100**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **adding paved shoulders**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **on street bicycle treatments**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Los Ranchos 2020 Master Plan**

If yes, please note the page/chapter/section number(s) of the plan(s)? **p 148**

Explain how the project will fulfill the plan priority or recommendation. **connect Rio Grande non-motorized routes w/ east-west routes**

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R:
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R:
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (*where it was noncompliant*)
- Other New B/P features:

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies:

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

2nd St NW

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **The proposed bicycle facilities provide connections to Bachechi Open Space, Alameda Trail, Bosque Trail, and Paseo del Norte Trail as well as bicycle commuter route from West Side to North Valley and downtown Albuquerque.**

Local Significance: Describe, if applicable, the value of this project to the local community. **The proposed bike lanes will extend existing bike lanes within Village of Los Ranchos north into unincorporated area.**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **N/A**

Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **Will support various recreational and ecotourism uses in the area including Bachechi open space.**

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **N/A**

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)

[REDACTED]

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM

1 Control Num. (new projects assigned by MPO): **A300161** MPO Rec#: _____ Lead Agency: **Bernalillo County** **Form A**

2 Project Title: **Woodward Ave**

3 Beg. Terminus (southernmost/westernmost pt): **2nd St SE**

4 End Terminus (northernmost/easternmost pt): **Broadway Blvd SE**

5 Project Description/Scope of Work: **Completely reconstruct Woodward Road to address vehicle, drainage, bicycle, and pedestrian needs.**

6 Existing Total Estimated Project Cost in TIP: **\$3,050,000** Revised Total Estimated Project Cost (if changing OR new project): _____

7 What is the reason for the TIP revision? -New funds avail. -New Project -Design Cost Increase/Decrease -ROW Cost Revision
 -PS&E Cost Est. -Letting Adjustment -FTA or TTP funding adjusted to actual award amount -Env. Doc. Cost Revision
 -Termini Change -Scope Revisions -Construction Cost change based on PE or Design Document

8 Enter the most recent estimated or actual project development completion dates (month/year) ▶
 Environmental Document: **6/15**
 Preliminary Engineering: **6/15**
 Design: **12/15**
 Right-of-Way: **1/17**
 Estimated Letting Date: **1/17**
 Project Completion: **12/17**
 Check if this is an ongoing project: (TDM, bike/ped educ prog., Bus Purchase, etc.)

To Be Completed by MPO Staff
 -Is this project a TCM (Transp. Control Measure) in a SIP?
 -Is this project CMAQ Eligible?
 -Has project been in 1st 2 years of TIP and is inactive?
 -Has project been in 1st 2 years of TIP with "rollovers"?
 Date Submission Received: _____
 -TIP Amendment -TIP Admin. Mod.

◀ Enter termini ONLY for new projects OR to change existing terminus
 ◀ Enter termini ONLY for new projects OR to change existing terminus
 ◀ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

9 Complete Form B (below) for All TIP proposals which revise funding.

STOP Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which:
 ■ which add a project to the TIP.

STOP Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:
 ■ split an existing TIP project into two or more projects OR
 ■ combine two or more projects into one project OR
 ■ for any proposal which changes the termini of a capacity project any length OR
 ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

FORM B Project: **Woodward Ave** CN: **A300161**

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM

Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019		FFY 2020		FFY 2021			
			Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match		
Scoping/Env. Doc.	15 Preliminary Engineering	Local Bond Funds	TIP Amt																	
			+Prop Rev																	
			=Result	0	0	0	107,000	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt	0	0	0	107,000	0	0	0	0	0	0	0	0	0	0	0	0	0
PE & Design	15 Preliminary Engineering	Local Bond Funds	TIP Amt																	
			+Prop Rev																	
			=Result	0	0	0	214,000	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt	0	0	0	214,000	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	NA Not Applicable		TIP Amt																	
			+Prop Rev																	
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way	16 Right-of-Way	Local Bond Funds	TIP Amt																	
			+Prop Rev																	
			=Result	0	0	0	53,500	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt	0	0	0	53,500	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction/Implementation	01 New Constr	Local Bond Funds	TIP Amt																	
			+Prop Rev																	
		STP-U Lg Urb	TIP Amt																	
			+Prop Rev																	
Est. Let. Month	Current Prog. Amt.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Resulting Amt.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Existing 4 Year Total Amount Programmed in TIP:										3,050,000		Diff. Prop.-Existing=		400						
Resulting 4 Year Total Amount Programmed as Proposed:										3,050,400		Percent Change:		0.01%						

Phase	Work Type	Fund Source	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021
Scoping/Env. Doc.	15 Preliminary Engineering	Local Bond Funds	0	107,000	0	0	0	0	0	0
PE & Design	15 Preliminary Engineering	Local Bond Funds	0	214,000	0	0	0	0	0	0
Utilities	NA Not Applicable		0	0	0	0	0	0	0	0
Right-of-Way	16 Right-of-Way	Local Bond Funds	0	53,500	0	0	0	0	0	0
Construction/Implementation	01 New Constr	Local Bond Funds	0	0	0	2,675,500	0	0	0	0
Construction/Implementation	01 New Constr	STP-U Lg Urb	0	0	0	2,285,947	389,953	0	0	0
Est. Let. Month	Current Prog. Amt.		0	0	0	2,675,500	0	0	0	0
Est. Let. Month	Resulting Amt.		0	0	0	2,285,947	389,953	0	0	0

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

STOP Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.
Also complete Forms A and B for all TIP proposals.

? Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: Control Number: Project Title: **Woodward Ave Improvements**

STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Bernalillo County** Department: **Public Works-Technical Services**
 Address: **2400 Broadway SE** Address Line 2:
 City: **Albuquerque** State: **NM** Zip: **87102**
 Contact Person: **Rodrigo L. Eichwald** Title: **Engineer**
 Telephone: **(505) 848-1574** Ext: Fax: **(505) 848-1510** Email: **reichwald@bernco.gov**

STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Bernalillo** Municipality/Jurisdiction: **Albuquerque City**
 NM Senate District: **12/14** NM House District: **10**

Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built	<input type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped
<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed	<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf.	<input checked="" type="checkbox"/> - check if bicycle and/or pedestrian elements are included
<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new bike/ped separate trails
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 = number of new bike lanes (1 for each side)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges	<input type="checkbox"/> - length (linear feet) of new bike path bridge(s)
<input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges	<input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)

ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- | | | |
|---|--|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration |
| <input type="checkbox"/> -RWIS pavement sensors | <input type="checkbox"/> -Traffic signal pre-emption | <input type="checkbox"/> -Message Signs |
| <input type="checkbox"/> -Video imaging and/or CCTV | <input type="checkbox"/> -Traffic signal prioritization | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring | <input checked="" type="checkbox"/> -Traffic signal upgrade | <input type="checkbox"/> -Other: <input type="text"/> |
| | <input checked="" type="checkbox"/> -Fiber optic cable and/or connection | |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or Nmasek@mrcog-nm.gov

If "yes", who will be the contact person for data collection? Name: **Bobby Baker**

Off. Phone: **(505) 848-1574** Ext: email: **rbaker@bernco.gov**

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- | | |
|---|---|
| <input checked="" type="checkbox"/> - Capacity | <input type="checkbox"/> - Freight Movement |
| <input type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems) | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: <input type="text"/> |

Describe the project's purpose.

Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **100**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

Safety Improvement Assessment Information:

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **High pedestrian risk at 2nd St intersection w/ bicycle crash; includes bike lanes; intersection geometry improvements, railroad crossing safety measures**

Congestion Management Process (CMP) Assessment Information:

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **intersection w/ Broadway will have signal upgrades and intersection turn lanes**

Land Use Conformity Information:

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)?

If yes, please note the page/chapter/section number(s) of the plan(s)?

Explain how the project will fulfill the plan priority or recommendation.

Intermodal Connectivity Information (check ALL boxes that apply):

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R:
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R:
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (where it was noncompliant)
- Other New B/P features:

Freight Movement Assessment:

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies: **Intersection 2nd St and Broadway Blvd are primary freight corridors**

Air Quality Information for Transit projects:

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

Air Quality Information for Bicycle/Pedestrian projects:

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

Rio Bravo Blvd

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **Part of the regional Support Blvd corridor with connectivity to airport and I-25**

Local Significance: Describe, if applicable, the value of this project to the local community. **Serves local San Jose neighborhood with improved connectivity to 2nd St**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **>75% minority population; <75% median household income**

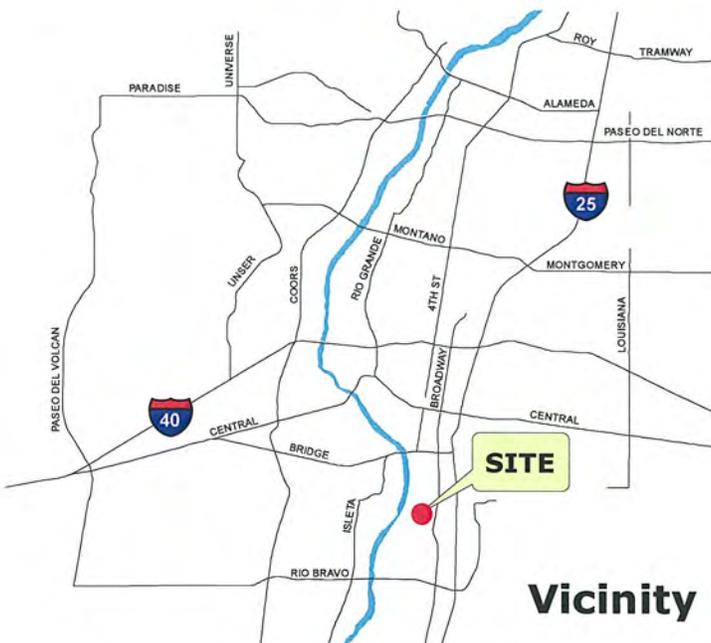
Land Use Significance: Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **Improves capacity and access to an employment center**

Private Sector Involvement: Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project.

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**
(Supplemental documentation may also be submitted separately with this application.)



WOODWARD ROAD SE



Legend

-  Project Site
-  Road
-  Waterway
-  Railroad
-  Parcel
-  Rio Grande
-  City of Albuquerque



Vicinity Map