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

1	Control Num. (new projects assigned by MPO):	MPO Rec#:	Lead Agency:	Form A
2	Project Title:	Real Time System Mgmt Information Program (RTSMIP) [1201] Mandate
3	Beg. Terminus (southernmost/westernmost pt):	Albuquerque MSA (four county region)
4	End Terminus (northernmost/easternmost pt):	
5	Project Description/Scope of Work:	The purpose of this project is to comply with the federal mandate (23 CFR 511.301-313) for the provision of real-time traffic and travel conditions on "routes of significance" (RoS) within the MSA. This rule applies to MSAs over 1 million population by November 8, 2016, and is tied to the 10-year Census. We are currently under this threshold but are (unoffically) likely to exceed 1 million in 2021. Roadways of significance must be defined by NMDOT in coordination with MPOs per 23 CFR Part 450.
6	Existing Total Estimated Project Cost in TIP:	$1,037,360	Revised Total Estimated Project Cost (if changing OR new project):	$1,037,360

◄ 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.

7 What is the reason for the TIP revision? check all that apply ►

- ☐ -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:	
Preliminary Engineering:	
Design:	
Right-of-Way:	
Estimated Letting Date:	
Project Completion:	upon 1m pop
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.

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.

FORM B

Project: Real Time System Mgmt Information Program (RTSMIP) [1201] Mandate 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
		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**	**0**
PE & Design		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
		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**
Utilities		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
		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**
t-of-Way		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																

Rig			=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	0
Construction/Implementation	24 Traff Mgmt Eng (ITS & TSM)		TIP Amt.															886,320	151,040
			+Prop Rev																
		CMAQ-Mand	=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	886,320	151,040
			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
			TIP Amt.																
			+Prop Rev																
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Est. Let. Month Year▼		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	886,320	151,040
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	886,320	151,040
										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!			

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

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: **Real Time System Mgmt Information Program [1201] Mandate**

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

Lead Agency: **MRCOG** Department: **ITS Subcommittee**
Address: **809 Copper Ave NW** Address Line 2:
City: **Albuquerque** State: **NM** Zip: **87102**
Contact Person: **Nathan Masek** Title: **Transportation Planner**
Telephone: **(505) 724-3620** Ext: Fax: **(505) 247-1750** Email: **nmasek@mrcog-nm.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: **multiple** Municipality/Jurisdiction: **multiple jurisdictions**
NM Senate District: NM House District:

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 ☐-3 ☐-4 =number of lanes to be reconstructed
☐-1 ☐-2 ☐-3 ☐-4 =number of lanes to be rehab/resurf.
☐-1 ☐-2 ☐-3 ☐-4 =number of new/reconstr. shoulders
☐-1 ☐-2 ☐-3 ☐-4 =number of new/reconstr. medians
☐-1 ☐-2 ☐-3 ☐-4 =number of new interchanges
☐-1 ☐-2 ☐-3 ☐-4 =num. of new grade separ./bridges

☐-1 ☐-2 =number of medians to be landscaped
☐-1 ☐-2 ☐-3 ☐-4 =number of outer sides to be landscaped
☐- check if bicycle and/or pedestrian elements are included
☐-1 ☐-2 =num. of new bike/ped separate trails
☐-1 ☐-2 = number of new bike lanes (1 for each side)
- length (linear feet) of new bike path bridge(s)
☐-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

☐-Traffic monitoring sensors such as in-pavement loops/acoustic sensors
☐-RWIS pavement sensors
☒-Video imaging and/or CCTV
☒-Remote traffic monitoring
☐-Traffic signal installation or coord.
☐-Traffic signal pre-emption
☐-Traffic signal prioritization
☐-Traffic signal upgrade
☒-Fiberoptic cable and/or connection
☒-ITS integration
☐-Message Signs
☐-Transit stops/Rail stations/Airport
☒-Other: **RTMC**

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: **Nathan Masek**
Off. Phone: **(505) 724-3620** Ext: email: **nmasek@mrcog-nm.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:

☐- Capacity
☐- Roadway Efficiency Improvements
☐- Preservation/Maintenance of Infrastructure
☒- ITS (Intelligent Transportation Systems)
☐- Freight Movement
☐- Safety Improvements
☐- Transit (Commuter Rail, Park & Ride, Vehicle Purchase)
☐- Alternate Modes (includes Bike/Ped)
☐- Other:

Describe the project's purpose. **The purpose of this project is to comply with the federal mandate (23 CFR 511.301-313) for the provision of real-time traffic and travel conditions on "routes of significance" (RoS) within the MSA. This rule applies to MSAs over 1 million population by November 8, 2016, and is tied to the 10-year Census. We are currently under this threshold but are (unofficially) expected to exceed 1 million in 2021. Roadways of significance must be defined by NMDOT in coordination with MPOs per 23 CFR Part 450.**

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.) % =

☐-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: **Traveler information can alert motorists of blockages, incidents,and travel speeds to reduce the potential for secondary incidents and to improve travel times and optimize flow.**

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: **CCTVs and missing fiber telemetry connections in support of surveillance activities.**

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)? **23 CFR 511 mandate,"Routes of Significance" identified via 23 CFR 450 planning rules, MTP 2035, AMPA Regional ITS Architecture**

If yes, please note the page/chapter/section number(s) of the plan(s)? **MTP Ch 1B, 3B IV 3-33**

Explain how the project will fulfill the plan priority or recommendation. **This project is designed to utilize the multi-agency composition of the ITS Subcommittee to meet this goal.**

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: **Traveler information supports freight movement at critical times of congestion or adverse weather, especially on congested river crossings with limited travel options. Just-in-time freight cannot afford unanticipated delays.**

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. **The project is a response to a mandate per 23 CFR 511, specific to "Routes of Significance" (RoS) within the MSA identified per 23 CFR 450, and applies to MSA of population over 1 million (expected within 16-21 TIP timeframe).**

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

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **Traveler information supports the efficent use and safety for all users of the roadway system.**

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.

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.)

The proposed project is to meet a federal mandate for the provision of real time traveler inforemation including: Construction activities, roadway or lane blocking incidents, roadway weather observations, travel time information. Data is subject to reporting timeliness and accuracy criteria (within 10' of incident verification, and be 85% accurate). Rule applies specifically to "routes of signficance" to be determined by NMDOT in conjuction with MRCOG per 23 CFR Parts 450 which requires coordindescriptionation between NMDOT and MRCOG. Though yet to be formally identified, the ITS Subcommittee is proposing RoS's to include those corridors identifed with the CMP and MRCOG Crash Reporting data.

Tier 1/priority facilities include:

1 - US 550 from PdV to I-25
2 - NM 528 from Alameda to US 550
3 - Alameda Blvd from NM 528 to I-25
4 - PdN from Unser to Tramway
5 - Montano/Montgomery from Unser to Tramway
6 - Menaul Blvd/12th St from I-40 to Tramway
7 - Central/Lomas Blvd from Unser to Tramway
8 - Bridge from Unser to I-25
9 - Gibson Broadway to Louisiana
10 - Attrisco Vista / Dennis Chavez /Rio Bravo from I-40 to University
11 - Unser from Dennis Chavez to PdV
12 - Coors from Dennis Chavez to NM 528
13 - Broadway (double check CMP)
14 - Wyoming from KAFB to PdN
15 - Tramway from I-40 to PdN
16 - Louisian KAFB/Gibson to I-40

Tier 2 facilities include:
17 - NM 6/Main St from I-25 to NM 47
18 - NM 47 from Main St to Rio Bravo Blvd

Infrastructure installations needed to support this function were identified based on a gap analysis of existing and/or near-term programming of ITS surveillance infrastructure combined with MRCOG crash data at key intersections along each of the proposed RoS. Cost estimates were then generated (attached) and the facitlites were identified with Tier 1 and Tier 2 designations in order to prioritize deployment in a reasonable manner in consideration of project development needs, local agency resources, and system needs.

Additional supportive documentation includes a summary of the 23 CFR 511 rule making, a map showing the proposed RoS, and the official MSA/county population projections as generated by the UNM/Geospatial and Population Studies department to identify the exptected timing of the 1 million population threshold triggering the RTMSIP requirement.

Real-Time System Management Information Program

The Real-Time System Management Information Program was included in Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Real-Time System Management Information Program is to provide the capability to monitor in real-time the traffic and travel conditions of the major highways across the U.S. and provide a means of sharing these data with state and local governments and with the traveling public. A Final Rule was published on November 8, 2010, establishing the provisions and parameters for the Real-Time System Management Information Program to be established by State DOTs, other responsible agencies, and partnerships with other commercial entities. The Program is to be established on all Interstate routes within 4 years (November 8, 2014) and on other significant roadways as identified by the States and local agencies within 6 years (November 8, 2016).

The Final Rule also requests additional comments relating to the costs and benefits of the Real-Time System Management Information Program and general information about current and planned programs. The Final Rule with its questions seeking comments and the link for submitting comments by December 23, 2010 are noted below.

What's New

Data Exchange Format Specification and companion Guide

The Data Exchange Format Specification (DXFS) helps in the development of interoperable real-time traffic and travel information within and among public agencies, as well as with private entities to establish Real-Time System Management Information Programs (RTSMIP) by establishing a standards-based specification of key RTSMIP interfaces. The DXFS can be used to define the information exchanges across a system-to-system interface, helping the interoperability of systems. A companion document is the Guide on how to use the DXFS for specifying implementation of RTSMIP at a State or regional level.

The Real-Time System Management Information Program provides a foundation of basic traffic and travel conditions information that may be built upon and used by public agencies, other public and private parties who may deliver value-added information products, and the traveling public. Data exchange formats will allow the information to be more easily interchanged and used among agencies and other parties.

Policy, Legislation, & Regulations

- **Federal Register Notice Published on July 19, 2011** (HTML, PDF, 182KB) - ACTION: Summary of responses to request for comments. The final rule establishing the minimum parameters and requirements for States to make available and share traffic and travel conditions information via real-time information programs as required by Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was published on November 8, 2010. In issuing the final rule, the FHWA also sought additional comments relating to the costs and benefits of the Real-Time System

Management Information Program and general information about current and planned programs. Thirty-one entities provided responses to the Request for Comments and this document provides a summary of those responses.

- **Federal Register Notice Published on November 8, 2010** (HTML, PDF 121KB) - ACTION: Final rule; request for comments. This rule is effective December 23, 2010. Establishment of the real-time information program for traffic and travel conditions reporting along the Interstate system highways shall be completed no later than November 8, 2014. Establishment of the real-time information program for traffic and travel conditions reporting along the State-designated metropolitan area routes of significance shall be completed no later than November 8, 2016.
- **Federal Register Notice Published on January 14, 2009** (HTML, PDF 100KB) - This notice seeks comments from States and other jurisdictions and interested parties on a proposed rule to establish minimum parameters and requirements for States to make available and share traffic and travel conditions information via the Real-Time System Management Information Program. Comments may be submitted until April 14, 2009 at http://www.regulations.gov/fdmspublic/component/main?main=DocketDetail&d=FHWA-2006-24219. [FHWA Docket Number FHWA-2006-24219].
- **Federal Register Notice Published on October 15, 2007** (HTML, PDF 325KB) - This notice seeks comments from States and other jurisdictions and interested parties on Interim Guidance on the Information Sharing Specifications and Data Exchange Formats for the Real-Time System Management Information Program. Comments may be submitted until February 12, 2008. [FHWA Docket Number FHWA-2007-28969].
- **Federal Register Notice Published on May 4, 2006** (HTML, PDF 65KB) - This notice seeks comments and information for the Real-Time System Management Information Program under Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). [FHWA Docket Number FHWA-06-24219]

Resources

- Data Exchange Format Specification (DXFS) - The Data Exchange Format Specification (DXFS) helps in the development of interoperable real-time traffic and travel information within and among public agencies, as well as with private entities to establish Real-Time System Management Information Programs (RTSMIP). The DXFS establishes a standards-based specification of key RTSMIP interfaces, and can be used to define the information exchanges across a system-to-system interface to help interoperability of the systems. The DXFS does not specify communication protocols, but it does refer to existing standardized protocols that can be used for transferring the data.
- Implementation Guidance for DXFS - A guide on how to use the DXFS for specifying implementation of RTSMIP at a State or regional level. It is recommended that this companion document be used side-by-side or with a copy of the DXFS handily available.
- Real-Time System Management Information Program [1201] Fact Sheet
- Recording of T3 Webinar on "Innovative Approaches to Real-Time System Management Information" is available. A T3 webinar was held on May 21, 2014, that featured speakers from three FHWA Division Offices presenting the status of their State's Real-Time System

Management Information Program and innovative approaches towards compliance with Part 511 of Title 23 of the Code of Federal Regulations (23 CFR 511).

- Surface Transportation: Efforts to Address Highway Congestion through Real-Time Traffic Information Systems Are Expanding but Face Implementation Challenges - Link to Government Accountability Office report GAO-10-121R, published November 30, 2009.
- Webcast Recording Available for Real-Time System Information Final Rule - On December 14, 2010, a webinar was held to explain the contents and request for comments contained in the Real-Time System Management Information Program Final Rule. The presentation, recording, podcast, full transcript, chat transcript, and closed-captioning file is available for viewing.

Contact Us

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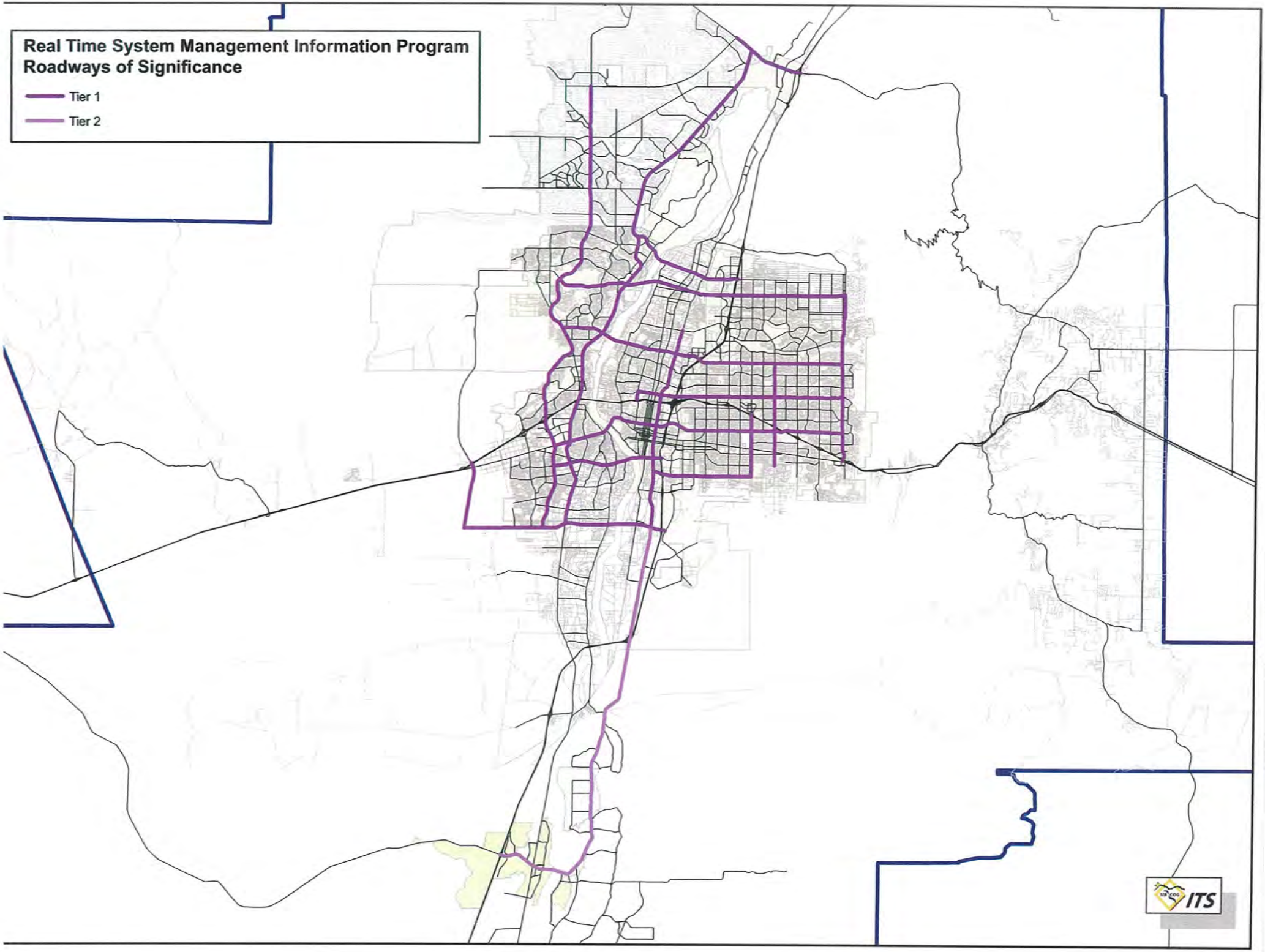

Real Time System Management Information Program
Roadways of Significance
Tier 1
Tier 2
ITS

RTMSIP - RoS Cost Estimate (surveillance needs)

Year 1 Tier 1 CCTV installations based on MRCOG intersection Crash Data:

Web Development	$50,000
Web O & M	$50,000
Salaries (3 FT emp.)	$300,000

CCTV Surveillance and assoc. fiber at key intersections:

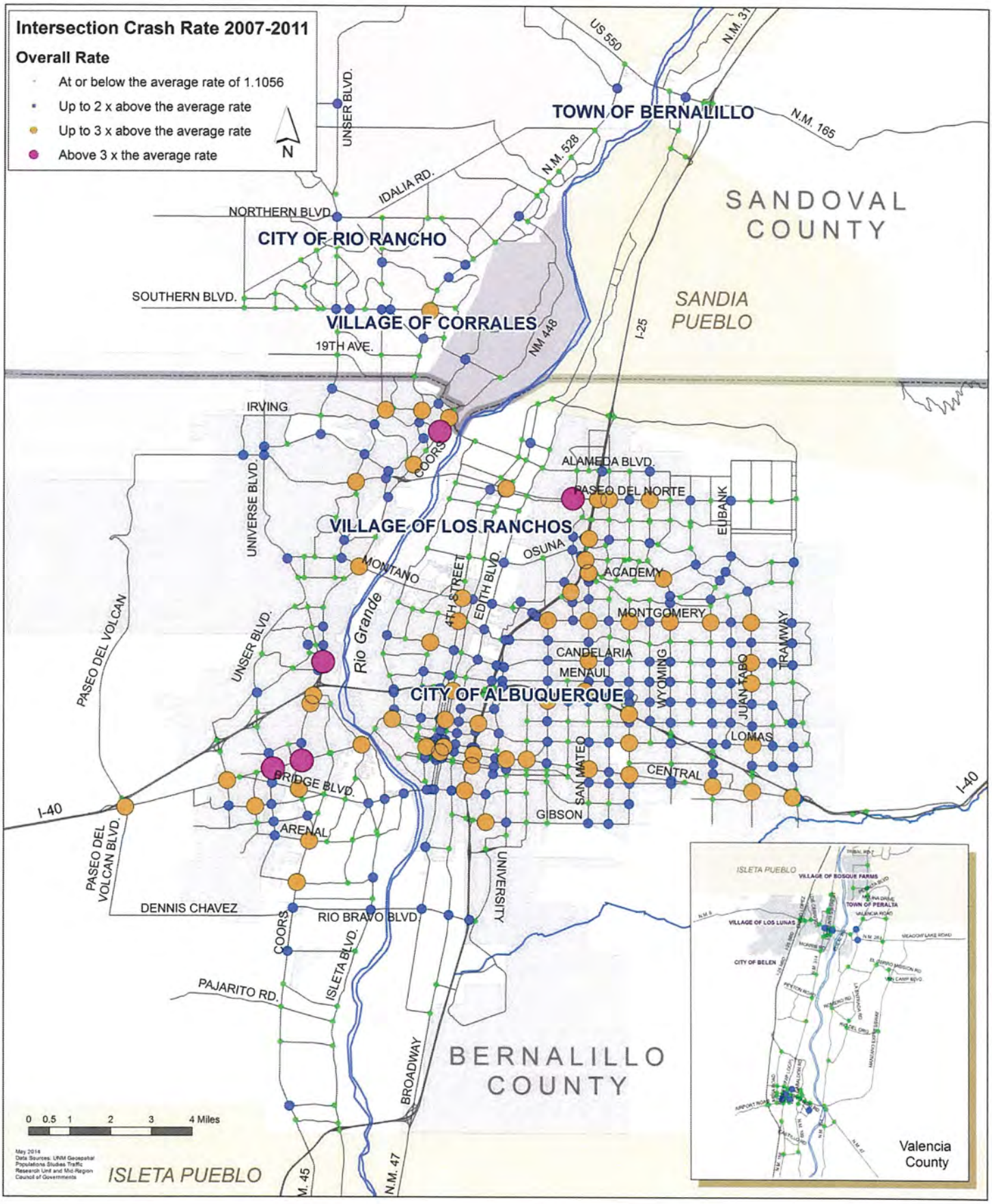
1)	**Montgomery /San Mateo**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$84,000	
2)	**Montogomery/Carlisle**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$0	
3)	**Montogomery/Louisiana**			
		CCTV	$5,000	
	($12 lf) (2 mi gap)	assoc. fiber	$126,720	
4)	**Montogomery/Eubank**			
		CCTV	$5,000	
	($12 lf) (2 mi gap)	assoc. fiber	$126,720	
5)	**Menaul/Juan Tabo**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$63,360	
6)	**Lomas/Juan Tabo**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$63,360	
7)	**Central/Coors**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$0	
8)	**Central/Atrisco**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$0	
9)	**Central/Rio Grande**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$0	
10)	**Central/Unser**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$0	
11)	**San Antonio/Pan American**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$0	
12)	**Arenal/Coors**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$55,200	
13)	**Barcelona/Coors**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$36,000	
14)	**Central/Dennis Chavez**			
		CCTV	$5,000	
	($12 lf)	assoc. fiber	$12,000	

total cost est. Year 1: $1,037,360

total -infra. + web O/M:
$687,360

RTMSIP - RoS Cost Estimate
Recurring Annual Cost Estimate:

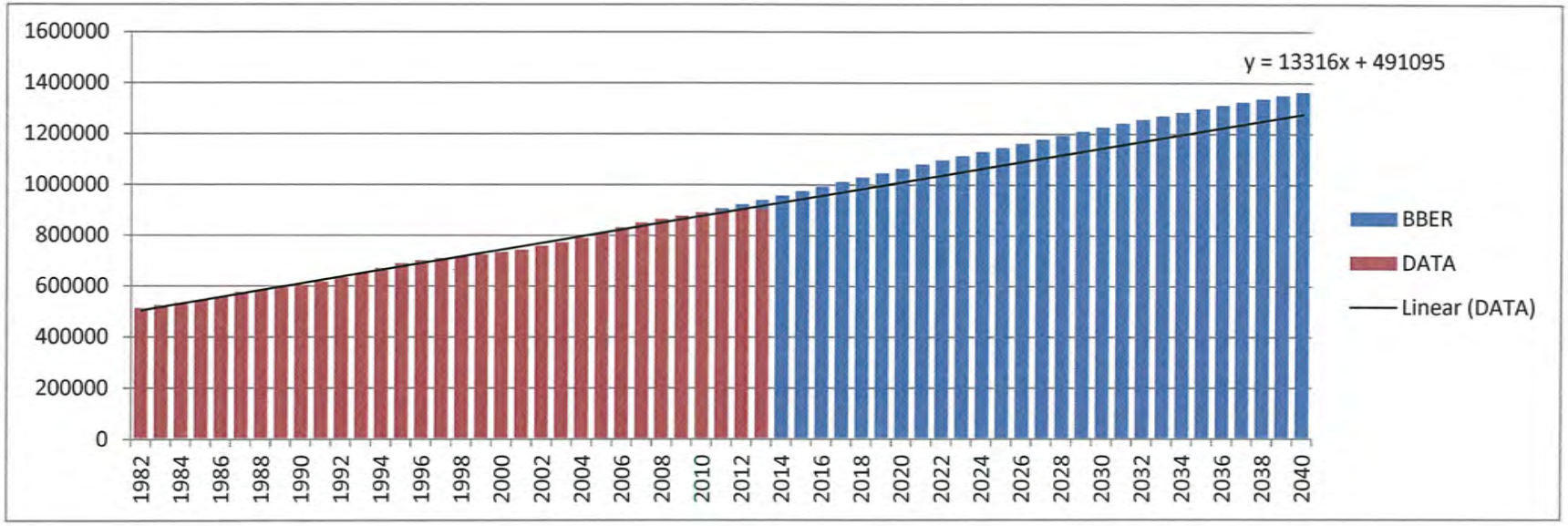
Infra. O & M (20% of infra.)	$137,472
Web O & M	$50,000
Salaries (3 FT emp.)	$300,000
recurring/annual cost estimate:	**$487,472**


Intersection Crash Rate 2007-2011
Overall Rate
At or below the average rate of 1.1056
Up to 2 x above the average rate
Up to 3 x above the average rate
Above 3 x the average rate
N
US 550
N.M. 313
TOWN OF BERNALILLO
N.M. 165
UNSER BLVD.
N.M. 528
IDALIA RD.
NORTHERN BLVD.
CITY OF RIO RANCHO
SANDOVAL COUNTY
SOUTHERN BLVD.
SANDIA PUEBLO
VILLAGE OF CORRALES
19TH AVE.
NM 448
I-25
IRVING
COORS
ALAMEDA BLVD.
PASEO DEL NORTE
EUBANK
UNIVERSE BLVD.
VILLAGE OF LOS RANCHOS
OSUNA
MONTANO
4TH STREET
EDITH BLVD.
ACADEMY
PASEO DEL VOLCAN
UNSER BLVD.
Rio Grande
MONTGOMERY
TRAMWAY
CANDELARIA
WYOMING
JUAN TABO
MENAUL
CITY OF ALBUQUERQUE
LOMAS
SAN MATEO
CENTRAL
I-40
BRIDGE BLVD.
GIBSON
ARENAL
PASEO DEL VOLCAN BLVD.
UNIVERSITY
DENNIS CHAVEZ
RIO BRAVO BLVD.
COORS
ISLETA BLVD.
PAJARITO RD.
BROADWAY
BERNALILLO COUNTY
0 0.5 1 2 3 4 Miles
May 2014
Data Sources: UNM Geospatial Populations Studies Traffic Research Unit and Mid-Region Council of Governments
ISLETA PUEBLO
N.M. 45
N.M. 47
ISLETA PUEBLO
VILLAGE OF BOSQUE FARMS
TOWN OF PERALTA
VILLAGE OF LOS LUNAS
CITY OF BELEN
Valencia County

New Mexico County Populations Projections ***Nov-14***

University of New Mexico, Geospatial and Population Studies

County	2005	2010	2015	2020	2025	2030	2035
NEW MEXICO	1,969,292	2,162,331	2,356,236	2,540,145	2,707,757	2,864,796	3,018,289
Bernalillo	614,508	713,020	811,861	905,393	993,650	1,080,297	1,166,590
Sandoval	107,104	125,675	144,087	163,315	182,592	200,822	217,806
Torrance	18,282	20,052	22,184	24,584	26,990	29,132	31,007
Valencia	71,459	79,894	89,045	98,459	107,294	115,416	123,212
							1,538,616

	BC	SC	TC	VC	MSA	Census:
2010	664,636	132,434	16,383	76,735	890,188	889,627
2011	674,973	136,714	16,487	77,920	906,094	896,871
2012	686,130	141,008	16,591	79,103	922,832	900,464
2013	697,556	145,328	16,699	80,285	939,868	902,797
2014	709,238	149,676	16,811	81,466	957,191	
2015	721,153	154,048	16,927	82,644	974,772	
2016	733,141	158,446	17,052	83,816	992,455	
2017	745,060	162,867	17,183	84,977	**1,010,087**	
2018	756,897	167,313	17,317	86,125	1,027,652	
2019	768,633	171,784	17,453	87,259	1,045,129	
2020	780,244	176,276	17,589	88,380	1,062,489	
2021	791,682	180,788	17,725	89,488	1,079,683	
2022	802,912	185,314	17,863	90,578	1,096,667	
2023	813,932	189,849	18,000	91,646	1,113,427	
2024	824,742	194,396	18,135	92,695	1,129,968	
2025	835,325	198,950	18,266	93,726	1,146,267	
2026	845,739	203,507	18,395	94,739	1,162,380	
2027	856,072	208,061	18,520	95,733	1,178,386	
2028	866,325	212,601	18,641	96,706	1,194,273	
2029	876,496	217,128	18,757	97,657	1,210,038	
2030	886,564	221,644	18,865	98,589	1,225,662	
2031	896,383	226,141	18,969	99,502	1,240,995	
2032	905,839	230,616	19,067	100,393	1,255,915	
2033	914,945	235,066	19,160	101,264	1,270,435	
2034	923,701	239,493	19,253	102,117	1,284,564	
2035	932,091	243,897	19,344	102,949	1,298,281	
2036	940,115	248,276	19,433	103,759	1,311,583	
2037	947,889	252,634	19,523	104,550	1,324,596	
2038	955,519	256,974	19,615	105,326	1,337,434	
2039	963,012	261,298	19,707	106,087	1,350,104	
2040	970,371	265,607	19,801	106,830	1,362,609	

Unofficial MSA population trend line: