

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM			
1	Control Num. (new projects assigned by MPO):	MPO Rec#:	Lead Agency: Pueblo de Cochiti Form A
2	Project Title:	Pueblo Route 85 Peralta Creek Bridge	
3	Beg. Terminus (southernmost/westernmost pt):	35.602075, -106.355428	
4	End Terminus (northernmost/easternmost pt):	35.600608, -106.356271	
5	Project Description/Scope of Work:	The project includes the construction of a three span, 250 ft. long bridge over Peralta Creek and road reconstruction on both sides of the bridge as well as safety improvements.	
6	Existing Total Estimated Project Cost in TIP:	\$3,092,606	Revised Total Estimated Project Cost (if changing OR new project): \$2,861,788
7	What is the reason for the TIP revision? check all that apply	<input type="checkbox"/> -New funds avail. <input 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 checked="" type="checkbox"/> -FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> -Env. Doc. Cost Revision <input type="checkbox"/> -Termini Change <input checked="" 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: Preliminary Engineering: _____ Design: 02/2015 Right-of-Way: _____ Estimated Letting Date: _____ Project Completion: _____	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	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																		
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
		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
PE & Design		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	0
Utilities		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	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
		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
Construction/Implementation		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
		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
	TIP Amt																	
	+Prop Rev																	
	=Result	0	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	0
	Resulting Amt.	0	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	0
	Current Prog. Amt.	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
	TIP Amt																	
	+Prop Rev																	
	=Result	0	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	0
	Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Est. Let. Month	Current Prog. Amt.	231,342	0	250,000	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0
Year	Resulting Amt.	231,342	0	75,000	0	75,000	0	1,640,551	272,659	490,551	76,685	0	0	0	0	0	0	0
Existing 4 Year Total Amount Programmed in TIP:										731,342	Diff. Prop.-Existing=		1,563,210					
Resulting 4 Year Total Amount Programmed as Proposed:										2,294,552	Percent Change=		213.75%					

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: **Pueblo Route 85 Peralta Creek Bridge**

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

Lead Agency: **Pueblo de Cochiti** Department: **Planning**
 Address: **255 Cochiti Street** Address Line 2: **PO Box 194**
 City: **Cochiti Pueblo** State: **NM** Zip: **87072**
 Contact Person: **Merrill J. Yazzie** Title: **Tribal Planner**
 Telephone: **(505) 465-3129** Ext: [redacted] Fax: **(505) 465-1135** Email: **merrill_yazzie@pueblodecochiti.org**

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: **Sandoval** Municipality/Jurisdiction: **Pueblo of Cochiti**
 NM Senate District: **22** NM House District: **65**

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 checked="" 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: [redacted] |

Describe the project's purpose. **Pueblo de Cochiti, in cooperation with Central Federal Lands Highway Division (CFLHD) and the Bureau of Indian Affairs (BIA) is proposing a new bridge over Peralta Creek with some road reconstruction on both ends. The Project is located on BIA Route 85, also known as Pueblo Route 85, slightly south of Cochiti Pueblo, New Mexico. Project Improvements include bridge construction, roadway reconstruction, guardrail installation, striping, and revegetation on disturbed surfaces outside the streambed.**

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: Prevent vehicle crashes, improve condition of roadway, roadway countermeasures, safety edges

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:

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:

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. Pueblo Route 85 services residents of Santo Domingo Pueblo, the village of Sile, Cochiti Pueblo, Cochiti Lake, Pena Blanca, and is a primary route for residents of the region, school busses and emergency vehicles.

Local Significance: Describe, if applicable, the value of this project to the local community. Pueblo Route 85 Bridge project provides safe access for farmers of Cochiti Pueblo and access for tribal members to the southwest portion of the reservation for wood gathering, hunting, and fishing.

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. The proposed bridge project benefits the local economy by providing residents of Santo Domingo, the village of Sile, Cochiti Pueblo, the town of Cochiti Lake, Pena Blanca, and tourists access to businesses and recreational areas/facilities at Cochiti Pueblo and Cochiti Lake such as; Kasha-Katuwe Tent Rocks National Monument, Cochiti Lake Library, Pueblo de Cochiti Library, Pueblo de Cochiti convenience store/gas station/laundromat, Cochiti Lake Recreational area, Pueblo de Cochiti golf course/resturant, and Pena Blanca businesses. Since the closure of Pueblo Route 85, businesses and recreational areas have been negatively affected because of the detour and lack of safe access.

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.)

Project Background

Pueblo de Cochiti has been collaborating with its local Council of Governments - Metropolitan Planning Organization, State Transportation Commission, New Mexico Department of Transportation - District III, Federal Highway Administration - Central Federal Lands Highway Division (CFLHD), and the Bureau of Indian Affairs - Southwest Region Division of Transportation to provide a safe access for the users of Pueblo Route 85 in the region.

Pueblo de Cochiti began seeking funds for the design and construction of the proposed bridge on Pueblo Route 85 in September 2012, due to the removal of culverts, determined to be undersized by the U.S. Army Corp of Engineers. The decision to remove the culverts resulted in applications for Emergency Relief for Federally Owned Roads (ERFO) program and Federal Emergency Management Agency (FEMA) funds to be ineligible for bridge design and construction.

Funding is requested by the Pueblo de Cochiti for a project to reestablish a connection of communities in the region via a proposed bridge on Pueblo Route 85 south of Cochiti Pueblo, New Mexico. The proposed project is located on Pueblo Route 85, which is part of the Nationwide Tribal Transportation Program inventory database, and is eligible for funding under 23 U.S.C. The proposed bridge spans Peralta Creek - where two (2) culverts, 10 ft. in diameter, were proactively removed to reduce the risk of flooding to the village of Cochiti, due to post-fire conditions as a result of the Las Conchas fire in 2011. The Peralta Creek watershed is located within the boundaries of Pueblo de Cochiti, Kasha-Katuwe Tent Rocks National Monument - Bureau of Land Management, and Santa Fe National Forest.

In August 2014, Pueblo de Cochiti received special appropriations funds in the amount of \$500,000 for full PS&E for bridge design, scheduled to be completed by the end of January 2015. Pueblo de Cochiti has requested FHWA-CFLHD to complete the bridge design. Design will include required surveys, geotechnical studies, and superstructure and substructure design including scour analyses. The design will meet the requirements in accordance with current NMDOT standards, AASHTO, LRFD, and ASTM bridge design standards. CFLHD agreed to avoid disturbance to the shotcrete slope protection (channel rehabilitation completed in June 2013) by altering the abutment/pier locations and span lengths, while maintaining the overall bridge length. Construction will include all necessary foundation work, substructure work, superstructure work, excavation, roadway approach work, guardrail, fencing, erosion and sediment control work items, and miscellaneous work on .08 miles of Pueblo Route 85 at Peralta Creek crossing.

Although less than 100 acres burned on the Cochiti Pueblo reservation, the fire severely burned the Peralta watershed that flows through Cochiti Pueblo before discharging into the Rio Grande river. The burning of the watershed increased the potential flooding conditions by up to 100 times the pre-burn conditions according to U.S. Army Corp of Engineers computed discharge peaks of Peralta watershed at Pueblo Route 85 crossing. Climate change, in the form of severe drought, increased the severity of the burn area and continued drought conditions drastically slow the restoration of the Peralta watershed. With

normal rain events to heavy rain events since the fire, the Peralta watershed experienced heavy floods that range between 5,000 cubic feet per second, to 10,000 cubic feet per second. To put these values in perspective, at high spring runoff levels, the Rio Grande river flows at 5,000 cubic feet per second. The proposed project area was significantly impacted by these floods because Pueblo Route 85 crosses the Peralta Creek drainage.

In 2011, the heavy post-fire flooding exceeded the 2,000 cubic feet per second capacity of the culverts and overtopped Pueblo Route 85 at the Peralta Creek crossing. The gabion structure was damaged and compromised the integrity of the culvert system. In 2012, as an emergency measure, the Cochiti Governors made the proactive decision to remove the culverts because of the lack of capacity created a barrier for the flood waters which threatened the village of Cochiti and individual home sites. The removal of the culverts reduced the pinch point and allowed the flood waters to flow through the crossing and around the Pueblo infrastructure. Pueblo de Cochiti leadership responded and took action to limit the extent of damage to the Pueblo and proved to be the best decision because it saved lives and prevented severe damage to homes and the Pueblo during the heavy July 2013 and September 2013 rain events.

Currently, local residents, including emergency vehicles, cross Peralta Creek using a makeshift one lane road of loosely compacted dirt at grade within the channel bottom located approximately 100 feet west of the closed road.

Grant Funds and Sources

Pueblo de Cochiti requests \$1,600,000 from FY17 STP-Rural and \$450,000 from FY18 STP-Rural. Federal funding match for FY17 STP-Rural and FY18 STP-Rural is \$349,344. Pueblo de Cochiti will utilize TTP funds to cover Federal funding match and will also include local non-match funding for FY14 through FY18 (TTP funds) in the amount of \$462,444, for a total project cost of \$2,861,788.