

| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM | | | |
|---|--|--|--|
| 1 | Control Num. (new projects assigned by MPO): | TBD | MPO Rec#: TBD |
| 2 | Project Title: | Santo Domingo Pueblo - Rio Grande Bridge Project | |
| 3 | Beg. Terminus (southernmost/westernmost pt): | westernmost pt. | |
| 4 | End Terminus (northernmost/easternmost pt): | easternmost pt. | |
| 5 | Project Description/Scope of Work: | Construct new bridge over Rio Grande. Construction and Construction Management. Connecting Santo Domingo Pueblo to Sile. | |
| 6 | Existing Total Estimated Project Cost in TIP: | \$0 | Revised Total Estimated Project Cost (if changing OR new project): \$4,381,804 |
| 7 | What is the reason for the TIP revision? | <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 TIP 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: Preliminary Engineering: Design: 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: |
| 9 | Complete Form B (below) for All TIP proposals which revise funding. Please Read! Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which: ■ which add a project to the TIP. Please Read! 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
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 ◀ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

| FORM B | | Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM | | | | | | | | | | | | CN: TBD | | | | |
|-----------------------------|--------------------|---|--|-------|----------|-------|-----------|-------|----------|-------|----------|-------|----------|---------|----------|-------|----------|-------|
| 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 | 08 Brdg New Constr | Tribal Funds | | | | | 4,381,804 | 0 | | | | | | | | | | |
| | | +Prop Rev | | | | | 4,381,804 | 0 | | | | | | | | | | |
| | | =Result | 0 | 0 | 0 | 0 | 4,381,804 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 4,381,804 | 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 | 4,381,804 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | Existing 4 Year Total Amount Programmed in TIP: 0 Diff. Prop.-Existing= 4,381,804 Resulting 4 Year Total Amount Programmed as Proposed: 4,381,804 Percent Change: #DIV/0! | | | | | | | | | | | | | | | |

which will serve as a place to educate and sell local Santo Domingo art work. The multi-use trail will be the interstitial piece which will connect all of these development parcels, effectively making each individual project stronger.

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: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** ISR88/SP88 24. **Length (mi.):** 1.6
25. **Begin mile post/intersection:** Indian Service Road 88 (SP88) 26. **End mile post/intersect.:** NM22
27. **Directions from nearest major intersection or landmark:** Segment 2 of the proposed multi-use pedestrian trail will be located parallel to ISR88 (SP88) which generally runs in a north/south direction, beginning at the intersection of NM22 and SP88. SP88 is a two-lane undivided highway that is classified as a rural minor arterial road.
28. **Google Maps link (see tutorial for help):**
<https://www.google.com/maps/place/Santo+Domingo+Pueblo/@35.4969582,-106.3158504,3891m/data=!3m1!1e3!4m2!3m1!1s0x87187d2fff6d3523:0x4995e1032540308d>
29. **Roadway FHWA Functional Classification(s):** Major Collector
-

Funding Information

30. **Has this project received Federal funding previously? Yes. If yes, which years?** Segment 1 was funded during FFY14/FFY15 **Which program(s)?** TAP Rural

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 | \$76,896 | \$Amount | \$Amount | \$13,104 | \$Amount | |
| 34. Right-Of-Way | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 35. Construction | \$854,400 | \$Amount | \$Amount | \$145,600 | \$Amount | Total |
| 36. Other Process | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | 1,090,000 |

* 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:** Underway
38. **Right of Way:** BIA Coordination Underway

- 39. **Design:** Will be started
- 40. **Environmental Certification**:** NEPA Categorical Exclusion
- 41. **Utility Clearances:** Will be started
- 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: 12/14/14
- B. Sponsoring entity: Santo Domingo Pueblo
- C. Project Name: Santo Domingo Multi-use Trail Segment 2
- 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: \$931,296/\$0
-

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 proposed TAP project entails the design (FFY16) and construction (FFY17) of a multi-use trail to improve pedestrian safety at the interchange of ISR88 (SP88) and NM22. The trail will provide safe passage for pedestrians traversing to and from NM22 to the Kewa Railrunner Station, the Domingo neighborhood, Santo Domingo's baseball fields, the Santo Domingo Trading Post, and Santo Domingo Pueblo's Main Village. Santo Domingo's community master plan includes the revitalization of the Domingo neighborhood which will include a new housing development, a commercial building that will be used as a business incubator, and the re-opening of the Trading Post. Therefore, the addition of this trail segment to the existing trail network will fully connect the Domingo neighborhood to the Main Village and is crucial for Santo Domingo Pueblo's economy. The TAP project will allow community members to commute between the main Santo Domingo neighborhoods via bike or foot to places of employment, the Kewa Rail Runner station, and NM22.

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.

Pedestrians frequently walk along SP88 to and from Santo Domingo's Main Village, the Kewa Rail Runner station, and the Domingo neighborhood, and are presented with unsafe commuting conditions, especially at night. There are currently no lights and no designated walkway along SP88 in this area, beginning at the intersection of NM22 and SP88.

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 proposed TAP project will complete the pedestrian trail network by connecting segment 1 of the multi-use pedestrian trail located east of the box culvert (currently under design/build phase). This will allow for a fully connected safe pedestrian walkway from the intersection of SP88 and NM22 to the Kewa Rail Runner Station, the Domingo neighborhood, Santo Domingo's baseball fields, the Trading Post, and Santo Domingo's Main Village.

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 TAP project will encourage walking and the use of bicycles to and from NM22 to the Domingo neighborhood, the Kewa Rail Runner Station, Santo Domingo's baseball fields, the Trading Post, and the

Main Village. Increased use of bicycles and walking as a mode of transportation will reduce automobile use, fossil fuel consumption, and automotive emissions.

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 TAP project will promote safety, exercise, and a sense of community, as well as offer a more aesthetically pleasing landscape by which to travel by foot or bicycle.

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 TAP project will help to achieve one of the goals of the community master plan, which is to connect the neighborhoods of the Pueblo by offering a safe mode of travel. Pedestrians will be able to safely travel by foot or bike from NM22 to the Domingo neighborhood, the Kewa Rail Runner station, and the Main Village, which will in turn help to revitalize the Domingo neighborhood; boost economic development by providing access to the Trading Post and the Kewa Rail Runner station; and promote recreational activities by providing access to the baseball fields.

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.

The Santo Domingo Pueblo employs a road maintenance crew who will be responsible for the maintenance of all trails and walkways. The TAP project is considered low maintenance in terms of system management, operation, and maintenance.

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 TAP project will utilize and enhance the natural landscape currently used by pedestrians to travel along SP88, beginning at the intersection of SP88 and NM22. The project will provide pedestrians with safe passage to and from the Main Village to other important areas of the Pueblo as noted above.

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.

Attachment A

Mateo Overpass

Cattle Guard

start of trail design
segment 1

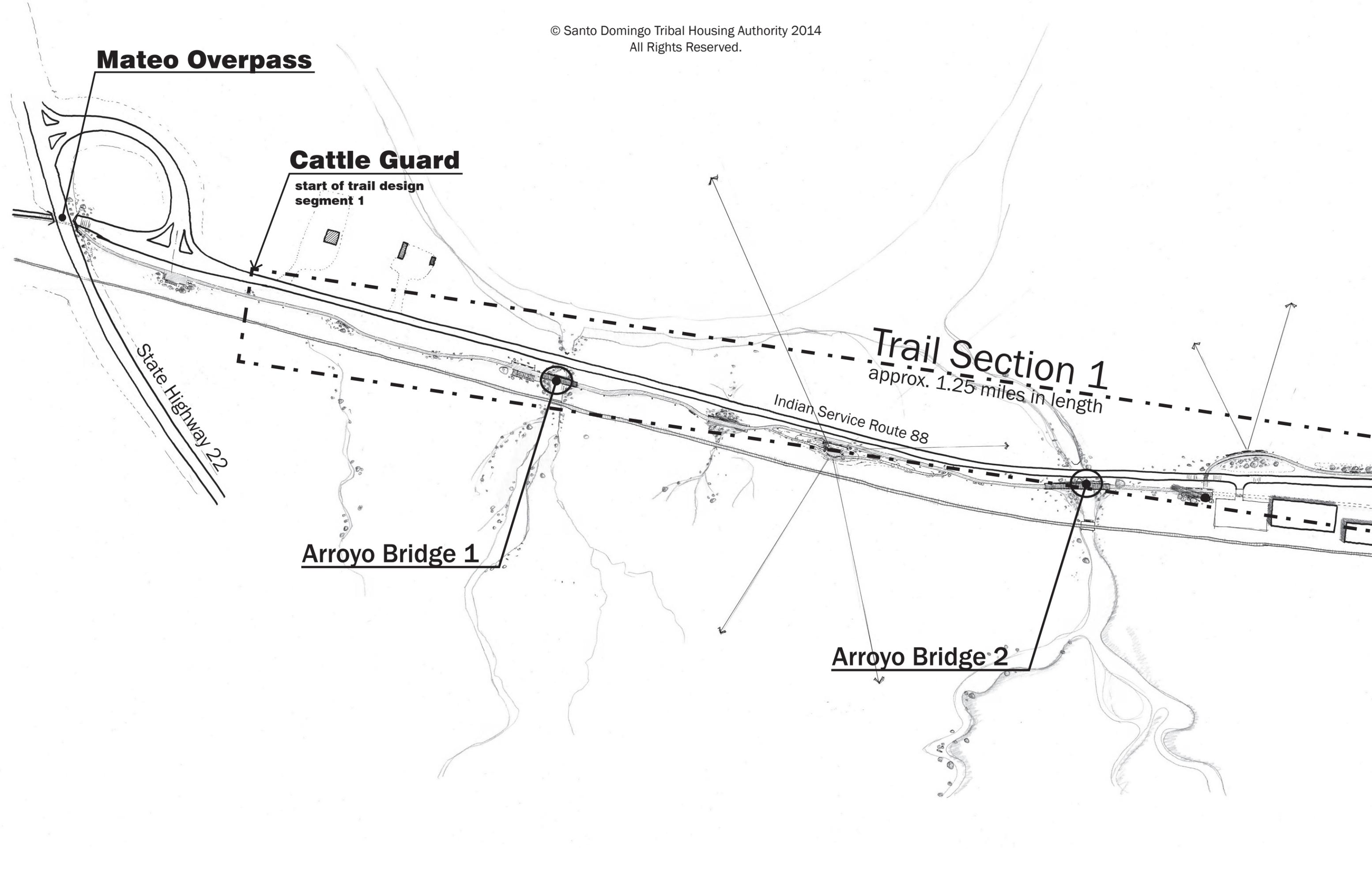
State Highway 22

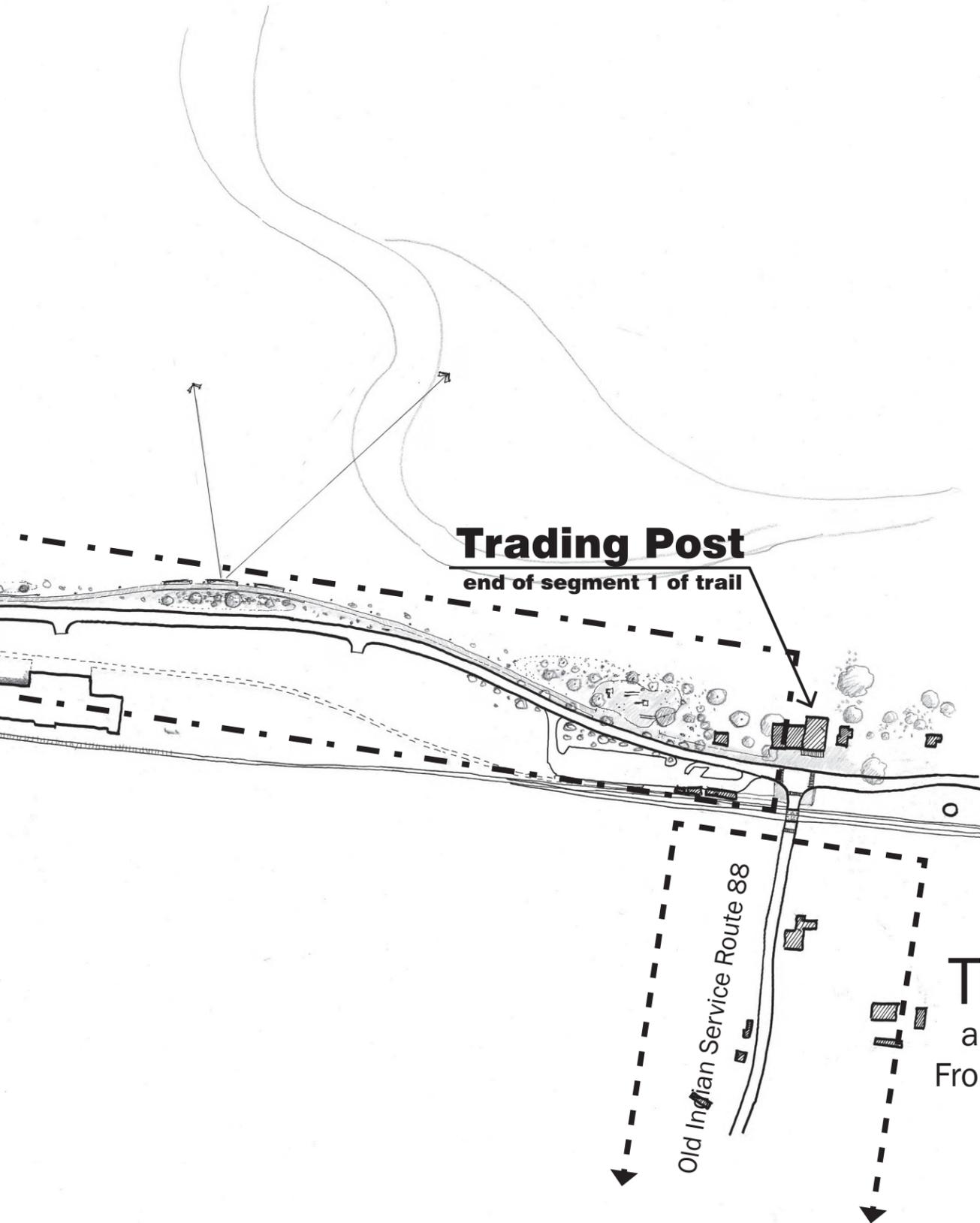
Trail Section 1
approx. 1.25 miles in length

Indian Service Route 88

Arroyo Bridge 1

Arroyo Bridge 2





Assumptions:

- Bridges will be required to cross the two arroyos where noted.
- Survey data will be provided for Section 1 at the time of award.
- Survey costs should be included in the schedule of fees for Section 2.
- This sketch shall be used at the basis for design for Section 1.

The scope of design will include but is not limited to:

- Trail design/layout
- Grading / drainage design
- Protection and site prep
- Planting design
- Lighting design

Trail Section 2
approx. 1.6 miles in length
From Indian Service Route 88
to State Highway 22



United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
SOUTHWEST REGION
1001 Indian School Road, NW
Albuquerque, New Mexico 87104



IN REPLY REFER TO:

JAN 02 2015

Ms. Sheri Bozic
Planning Director, Santo Domingo Pueblo
P.O. Box 70
Santo Domingo Pueblo, New Mexico 87052

RE: Letter of Support for Santo Domingo Multi-use Trail Segment 2 in BIA Right-of-Way

Dear Ms. Bozic,

The Bureau of Indian Affairs (BIA) understands that the Santo Domingo Pueblo is planning to construct Segment 2 of a multi-use pedestrian trail that will be located either partially or entirely within the BIA's right-of-way (ROW), adjacent to the west side of Indian Service Road 88 (ISR88 or SP88). The trail will be approximately 1.6 miles in length, beginning at the intersection of SP88 and Highway 22 (NM22), and ending at the Kewa Rail Runner station.

The BIA understands that there is not a designated trail for pedestrians to safely travel along SP88 to and from NM22 to the Domingo neighborhood. The installation of Segment 2 of the trail will complete the pedestrian trail network in this area of the Pueblo by connecting to Trail Segment 1. The design and construction of Segment 1 of the multi-use trail, which will be installed between the Mateo Overpass and the Kewa Rail Runner station, is currently underway. According to Santo Domingo Pueblo's Community Master Plan, Segment 2 of the trail will be crucial for providing safe pedestrian access to important cultural and recreational areas, such as the newly remodeled Trading Post and the baseball fields; the future Domingo neighborhood housing development; and other modes of public transportation such as the Kewa Rail Runner station and the shuttle van to the main village.

The Santo Domingo Pueblo is currently in consultation with the BIA for the environmental/cultural review and the design/construction of Segment 1 of the multi-use trail, and supports the construction of Segment 2 of the trail in the BIA's ROW.

If you would like additional information or have any questions, please contact me at 505-563-3445.

Sincerely,

Shannon L. McKenna
Supervisory Highway Engineer
Bureau of Indian Affairs – SWRO DOT, AOTR

| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM | | | |
|---|---|---|--|
| 1 | Control Num. (new projects assigned by MPO): | A301540 | MPO Rec#: <input type="text"/> Lead Agency: Santo Domingo Pueblo Form A |
| 2 | Project Title: | Santo Domingo Multi-Use Trail Segment 2 | |
| 3 | Beg. Terminus (southernmost/westernmost pt): | Intersection of state highway 22 and Indian Service Road 88 (SP88) | |
| 4 | End Terminus (northernmost/easternmost pt): | Kewa Rail Runner station | |
| 5 | Project Description/Scope of Work: | Design and Construct a multi-use trail to connect Indian Service Road 88 to Kewa Rail Runner station and Hwy 22. (TTP Funds used for required match) | |
| 6 | Existing Total Estimated Project Cost in TIP: | \$768,727 | Revised Total Estimated Project Cost (if changing OR new project): \$1,858,727 |
| 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 checked="" 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: Jan/2015 Preliminary Engineering: Dec/2014 Design: Mar/2014 Right-of-Way: Jan/2015 Estimated Letting Date: Apr/2015 Project Completion: Dec 2015 | 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="text"/> <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
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 ◀ 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:

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- 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: Santo Domingo Multi-Use Trail Segment 2 | | | | | | | | | | CN: A301540 | | | | | | |
|---|--|--|---|-------|----------|-------|-----------|---------|----------|-------|-----------------------|-------------|----------|-------|-----------|-------|----------|-------|
| 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 |
| | | | Current Prog. Amt. | 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 | TAP-Rural | TIP Amt | | | | | 76,896 | 13,104 | | | | | | | | | |
| | | | +Prop Rev | | | | | 76,896 | 13,104 | | | | | | | | | |
| | | | =Result | 0 | 0 | 0 | 0 | 76,896 | 13,104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Current Prog. Amt. | 0 | 0 | 0 | 0 | 76,896 | 13,104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 76,896 | 13,104 | 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 |
| | | | Current Prog. Amt. | 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 | | | TIP Amt | | | | | | | | | | | | | | | |
| | | | +Prop Rev | | | | | | | | | | | | | | | |
| | | | =Result | 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 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction/Implementation | 28 Facilities for Pedestrians and Bicycles | TAP-Rural | TIP Amt | | | | | 854,400 | 145,600 | | | | | | | | | |
| | | | +Prop Rev | | | | | 854,400 | 145,600 | | | | | | | | | |
| | | | =Result | 0 | 0 | 0 | 0 | 854,400 | 145,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Current Prog. Amt. | 0 | 0 | 0 | 0 | 854,400 | 145,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 854,400 | 145,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Est. Let. Month Year | | Current Prog. Amt. | 0 | 0 | 0 | 0 | 854,400 | 145,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Resulting Amt. | 0 | 0 | 0 | 0 | 854,400 | 145,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | Existing 4 Year Total Amount Programmed in TIP: | | | | 0 | | | | Diff. Prop.-Existing= | | | | 1,090,000 | | | |
| | | | Resulting 4 Year Total Amount Programmed as Proposed: | | | | 1,090,000 | | | | Percent Change: | | | | #DIV/0! | | | |

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

8 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#: **SteveM** Control Number: **A301540** Project Title: **Santo Domingo Multi-Use Trail Segment 2**

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

Lead Agency: **Santo Domingo Pueblo** Department: **Tribal Policy & Development**
 Address: **P.O. Box 99** Address Line 2: **[REDACTED]**
 City: **Santo Domingo** State: **NM** Zip: **87052**
 Contact Person: **Sheri Bozic** Title: **Project Manager**
 Telephone: **(505) 465-0055** Ext: **[REDACTED]** Fax: **(505) 465-0056** Email: **sbozic@sdutilities.com**

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 Santo Domingo**
 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 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. **[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.) % = **[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: [redacted]

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)? [redacted]

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?

Indian Service Road 88 (SP88)

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. **1%**

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. **This project will result in the extension of a multi-use pedestrian trail that will connect the majority of Santo Domingo Pueblo's Tribal population to the Trading Post, Kewa Rail Runner station, the growing neighborhood of Domingo, and Highway 22.**

Local Significance: Describe, if applicable, the value of this project to the local community. **Santo Domingo's community master plan includes the construction of a new housing development and a business incubator in the neighborhood of Domingo near the Trading Post and the Kewa Rail Runner Station. A multi-use pedestrian trail will be essential for Tribal members who live or conduct business between the main village and Domingo.**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **The benefits of this project to the minority Tribal community of Santo Domingo Pueblo are many. Tribal members who do not own vehicles walk or bike to and from their homes to the Kewa Rail Runner station, the growing neighborhood of Domingo and highway 22. Currently, there is not a trail that provides safe and continuous passage from the main village to other locations mentioned above. Segment 1, a project which will connect the Kewa Rail Runner Station to near the Mateo Overpass, is currently under design and will be constructed in 2015. This project proposal is Segment 2, an extension of Segment 1 which will construct a trail from the Kewa Rail Runner to Hwy 22.**

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. **NA**

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]



PROJECT IDENTIFICATION FORM (PIF)

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

1. **Date of Submittal:** 12/14/14
2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased? Yes.** If phased: 2
4. **Sponsoring public entity:** Santo Domingo Pueblo
5. **Project Name:** Santo Domingo Pedestrian Walkway Under Railroad Bridge
- Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.*
-
6. **Is the project on the ICIP? No.** If yes, year and priority #: N/A
7. **Is the project in or consistent with a MPO/RTPO/Local planning document? Yes.**
If yes, which document (MTP/SLRP/TTP/etc.): TTP
8. **Is the project in the TIP/STIP? Yes.** If yes, year(s): 2016/2017 **Control #:** Not yet assigned.
9. **Is the project on the MPO TIP/RTPO RTIPR? No.** If yes, which year(s): N/A
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:** Sandoval
11. **US Congressional District:** 2
12. **New Mexico House District:** 65
13. **New Mexico Senate District:** 22
-
14. **Contact Person and/or PDE:** Sheri Bozic
15. **Address:** P.O. Box 70 Santo Domingo Pueblo, New Mexico 87052
16. **Phone:** 505-465-0055
17. **Fax:** 505-465-0056
18. **E-mail:** sbozic@sduilities.com
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.**

The proposed TAP project entails the design (FFY16) & construction (FFY17) of a pedestrian walkway under the railroad bridge & around the box culvert located at the interchange of ISR88 (SP88) & NM22. The walkway will provide safe passage for pedestrians traversing to/from the Santo Domingo Main Village to the Kewa Railrunner Station, the Domingo neighborhood, the new baseball fields, & the Santo Domingo Trading Post. Pedestrians frequently walk along SP88 to/from the Main Village to the Rail Runner station, & are presented with potentially hazardous pedestrian-auto accidents when forced to walk through the existing narrow box culvert, especially at night. There are currently no lights & no

designated walkway to pass around the concrete box culvert located at the interchange of SP88 and NM22.

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

Notes: See FMS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** ISR88/SP88 24. **Length (mi.):** <0.25
25. **Begin mile post/intersection:** Indian Service Road 88 (SP88) West of Mateo Overpass 26. **End mile post/intersect.:** Indian Service Road 88 (SP88) Cattle Guard E of Mateo Overpass
27. **Directions from nearest major intersection or landmark:** SP88 runs in an east/west direction and connects the Pueblo to the Kewa Rail Runner Station. SP88 is a two-lane undivided highway that is classified as a rural minor arterial road. It has a small 1 to 2 foot shoulder on the west side of the interchange with NM22 and a larger 6 to 8 foot shoulder on the east side of the NM22 interchange. SP88 has a posted speed limit of 25mph and passes under NM22 via a large concrete box culvert structure.
28. **Google Maps link (see tutorial for help):**
<https://www.google.com/maps/place/Santo+Domingo+Pueblo/@35.5150925,-106.3451925,179m/data=!3m1!1e3!4m2!3m1!1s0x87187d2fff6d3523:0x4995e1032540308d>
29. **Roadway FHWA Functional Classification(s):** Major Collector
-

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 | \$Amount | \$Amount | \$Amount | |
| 32. Preliminary Engineering | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 33. Design | \$21,360 | \$Amount | \$Amount | \$3,640 | \$Amount | |
| 34. Right-Of-Way | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | |
| 35. Construction | \$60,565 | \$Amount | \$Amount | \$10,321 | \$Amount | Total |
| 36. Other Process | \$Amount | \$Amount | \$Amount | \$Amount | \$Amount | \$95,886 |

* 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:** Underway
- 38. **Right of Way:** NMDOT Coordination underway
- 39. **Design:** Will be started
- 40. **Environmental Certification**:** NEPA Categorical Exclusion
- 41. **Utility Clearances:** Will be started
- 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: 12/14/14
- B. Sponsoring entity: Santo Domingo Pueblo
- C. Project Name: Santo Domingo Pedestrian Walkway Under Railroad Bridge
- 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: \$21,360/\$60,565
-

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 proposed TAP project entails the design (FFY16) and construction (FFY17) of a pedestrian walkway to improve pedestrian safety at the interchange of ISR88 (SP88) and NM Hwy 22. The walkway will provide safe passage for pedestrians traversing to and from the Santo Domingo Main Village to the Kewa Railrunner Station, the Domingo neighborhood, the new baseball fields, and the Santo Domingo Trading Post. A new housing development, a commercial building that will be used as a business incubator, and the re-opening of the Trading Post are included in Santo Domingo's community master plan, therefore a safe walkway/trail that fully connects these areas of the Pueblo to the Historic Main Village are crucial for the revitalization of Santo Domingo's economy.

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.

Pedestrians frequently walk along SP88 to and from the Main Village to the Rail Runner station and Domingo neighborhood, and are presented with potentially hazardous pedestrian-auto accidents when forced to walk through the existing narrow box culvert, especially at night. Currently, there is no designated walkway guiding pedestrians around the concrete box culvert located at the interchange of SP88 and NM Hwy 22. On behalf of the NMDOT-District 3, a Pedestrian Assessment Scoping Report was prepared on December 10, 2013 (see attached report). The Pedestrian Assessment Scoping Report conveyed 4 feasible options for addressing this crucial pedestrian safety issue. Santo Domingo Pueblo selects option #2, the safest and most expedient of the four options. The TAP project will address the safety issue by protecting pedestrians from serious injury.

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 TAP project will connect the multi-use trail located to the east of the box culvert (currently under design/build phase) with the existing sidewalk located west of the culvert. This will allow for a fully connected safe pedestrian walkway/trail from Main Village to the Kewa Rail Runner Station, the Domingo neighborhood, the new baseball fields, and the Trading Post.

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 TAP project will encourage walking and the use of bicycles to and from the Main Village to the Domingo neighborhood, the Kewa Rail Runner Station, the new baseball fields, and the Trading Post. Increased use of bicycles and walking as a means of transportation will reduce automobile use, fossil fuel consumption, and automotive emissions.

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 TAP project will promote safety, exercise, and a sense of community, as well as offer a more aesthetically pleasing landscape by which to travel by foot or bicycle.

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 TAP project will help to achieve one of the goals of the community master plan, which is to connect the neighborhoods of the Pueblo by offering a safe means of pedestrian travel. Pedestrians will be able to safely travel by foot or bike from the Main Village to the Domingo area, which will in turn help to revitalize the Domingo neighborhood, boost economic development by providing safe access to the Trading Post, and promote recreational activities by providing safe access to the baseball fields and hiking trails located in the Domingo neighborhood.

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.

The Santo Domingo Pueblo employs a road maintenance crew who will be responsible for the maintenance of all trails and walkways. The TAP project is considered low maintenance in terms of system management, operation, and maintenance.

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 TAP project will connect to the multi-use trail east of the cattle guard and to the existing sidewalk west of the box culvert, providing pedestrians with safe passage to and from the Main Village to various geographical areas within the Pueblo as noted above.

Application Submission

Please submit an electronic copy of your entire application package to your MPO or RTPPO 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.



Figure 1. Location Map

Kewa (Santo Domingo) Pedestrian Assessment Scoping Report

*a task order under the NMDOT District 3
Engineering On-Call Contract*

Prepared for:
New Mexico Department of Transportation
District 3

Prepared by:
Vector Engineering, LLC

December 10, 2013

Final



1. INTRODUCTION

This evaluation assesses the interchange of NM 22 and Indian Service Route (ISR) 88 in the Kewa Pueblo (formerly the Santo Domingo Pueblo) located in Sandoval County. This assessment will focus on two aspects of the interchange – pedestrian safety through the interchange and sight distance for vehicles turning left from ISR 88 to NM 22.

NM 22 runs in a northwest/southeast direction from I-25 to the Kewa Pueblo (see Figure 1 below). ISR 88 runs in an east/west direction and connects the Pueblo to the Kewa Rail Runner Station. ISR 88 is a two-lane undivided highway that is classified as a rural minor arterial road. It has a small 1 to 2 foot shoulder on the west side of the interchange with NM 22 and a larger 6 to 8 foot shoulder on the east side of the NM 22 interchange. ISR 88 has a posted speed limit of 30 mph and passes under NM 22 via a large concrete box culvert structure. Pedestrians frequently walk along ISR 88 from the Pueblo to the Rail Runner station. One purpose of this study is to evaluate the existing conditions and propose options to improve pedestrian safety at the interchange.

In addition to pedestrian safety, another area being reviewed at the NM 22/ISR 88 interchange is the left turn movement from ISR 88 to southbound NM 22. The sight distance will be field evaluated to verify it meets AASHTO requirements.



Figure 1. Location Map

2. EXISTING CONDITIONS

FIELD REVIEW

A field review of the existing conditions was conducted by Vector Engineering, LLC on June 28, 2013. Photos and measurements of the interchange were taken in addition to observing existing traffic patterns.

DESIGN CONSIDERATIONS

Posted/Design Speed: NM 22 = 45 mph posted/50 mph design
ISR 88 = 30 mph posted

Roadway Classification: NM 22 is classified as a rural major collector by the NMDOT
ISR 88 is classified as a rural minor arterial road by the BIA

AADT: NM 22 - 1357 in 2012 (NMDOT), 6245 in 2010 (NMDOT)
ISR 88 - 4163, West of Overpass (Traffic counts taken on 9-10-13 and 9-11-13)
ISR 88 – 204, East of Overpass (Traffic counts provided by Santa Domingo Pueblo)

Lane Widths:

| | |
|-----------------|--|
| <u>NM 22</u> | Through Lanes – 13 feet Shoulder – southbound - 8 foot, northbound – varies from 6' – 0' |
| <u>ISR 88</u> : | Through Lanes – 12 feet Shoulder – 1-2 feet on west side of interchange, 6-8 feet on east side of interchange |

Box Culvert (Bridge #7079): 29' 5" wide by 13' 10" high (ISR 88) and 82 feet long (measured in field)

Based on the above design considerations, conceptual layouts for pedestrian access through the interchange were prepared and the sight distance from ISR 88 to southbound NM 22 was analyzed.

3. SIGHT DISTANCE

The eastbound to southbound left turn movement was evaluated in the field to determine if adequate sight distance is available for a safe turning movement. Field measurements were taken that indicate that there is 715 feet of sight distance before sight lines are blocked by the upward grade of the NM 22 going over ISR 88. Table 6-3. Design Controls for Stopping Sight Distance and for Crest and Sag Vertical Curves in the AASHTO Green Book indicates that 425 feet of stopping sight distance is required for a design speed of 50 mph. The 715 feet of distance measured in the field is greater than the required 425 feet. In addition, the stopping sight distance for a vehicle at an intersection with stop control was checked using Table 9-6.

Design Intersection Sight Distance – Case B1, Left Turn from Stop. Table 9-6 states that for a 50 mph design speed, the intersection stopping sight distance for passenger cars is 555 feet, which is less than the 715 feet measured in the field. The stopping sight distance for a single-unit truck is 700 feet which is also less than the field measurement of 715 feet. Looking north, the roadway is straight on a downward grade and the sight distance is unobstructed for at least 1400 feet. No improvements are necessary at the intersection as the sight distance, both to the south and north, is adequate.

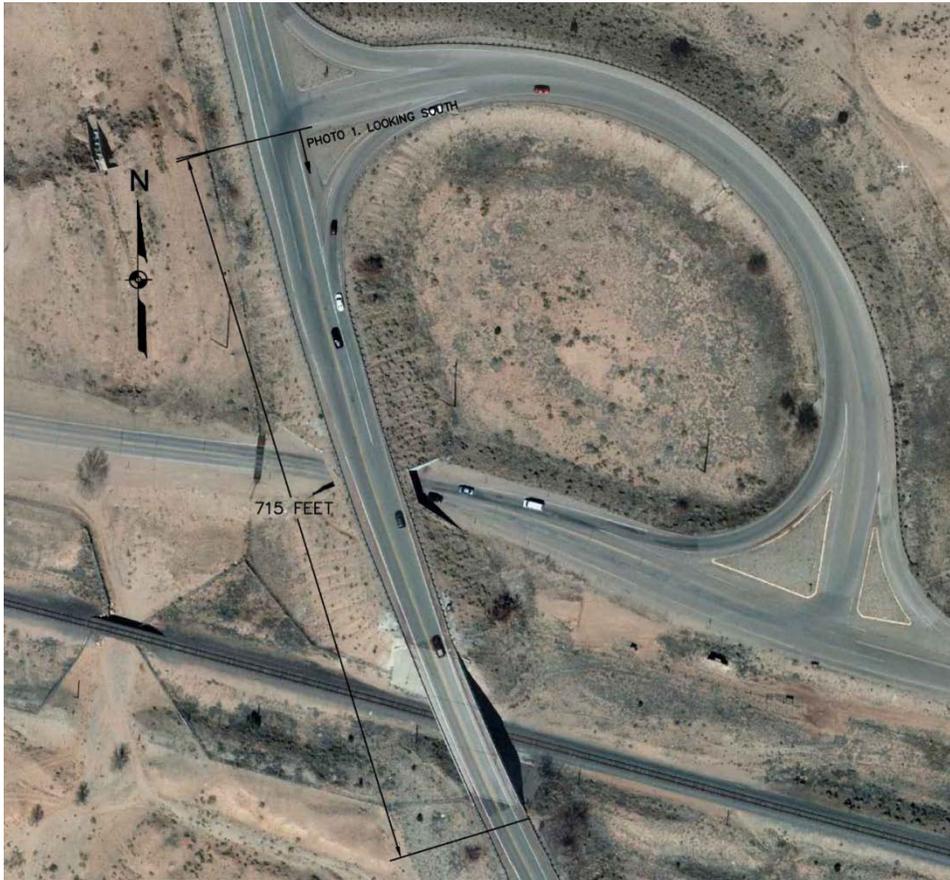


Figure 2. Sight Distance Exhibit



Photo 1. Looking south on NM 22 from ISR 88

4. PEDESTRIAN ACCESS

Currently, pedestrians walking along ISR 88 to access the Rail Runner Station from the Pueblo must walk through the existing CBC under NM 22 (Photo 3) which has minimal shoulders. This narrow structure is a safety hazard for pedestrians. Four concepts were looked at to improve the pedestrian access and safety along ISR 88. The NDMOT ADA Coordinator reviewed this project, consulted with FHWA 's Civil Rights Specialist and has no comments.

CONCEPTUAL DESIGN #1 –PEDESTRIAN WALKWAY THROUGH CBC

This design involves creating a pedestrian walkway on the south side of ISR 88 through the existing box culvert structure that passes under NM 22 (see Figure 3 on this page). The walkway would consist of a new 4.5-foot sidewalk separated from ISR 88 by a concrete barrier wall (see Figure 4 on next page). The ADA sidewalk requirement based on the Public Rights-of-Way Accessibility Guidelines (PROWAG) requires a continuous clear width for pedestrian access of four feet, exclusive of the width of the curb. The proposed concrete sidewalk will match the existing concrete curb on the side of the box culvert for a smooth 4.5 foot wide surface, which meets the PROWAG requirements. The concrete wall barrier will be flared to terminate outside the clear zone with an attenuator. The existing two traffic lanes would be restriped to 10.5-foot lanes. "Road Narrows" signs should be added to make drivers aware of the new lane widths. This alternative is the most direct route from the Pueblo to the Rail Runner station and continues the route that many pedestrians already use.



Photo 2. Existing CBC

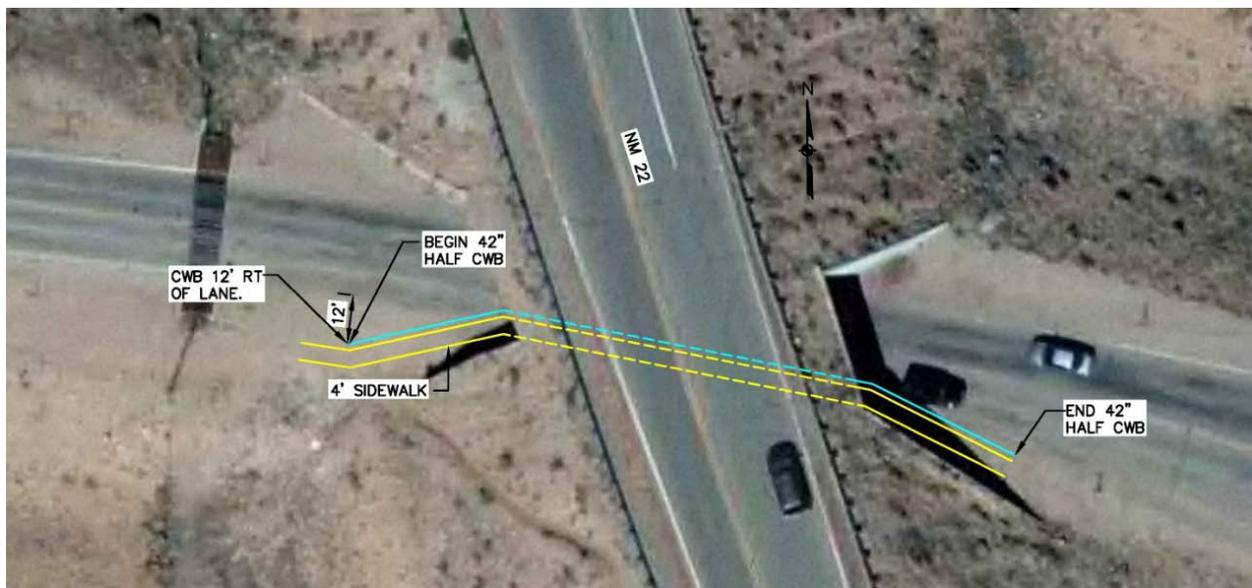


Figure 3. Proposed Plan View

According to Table 6-7. Structural Capacities and Minimum Roadway Widths for Bridges to Remain in Place, for a design volume of over 2000 vehicles/day, a minimum clear roadway width of 28 feet is required. ISR 88 will have 22'-10.5" of width through the existing box culvert structure with the addition of the pedestrian way which does not meet the AASHTO requirements. A design exception will be necessary for this option. This would be an interim solution until the box culvert can be reconstructed as a bridge. This option would cost approximately \$56,000.

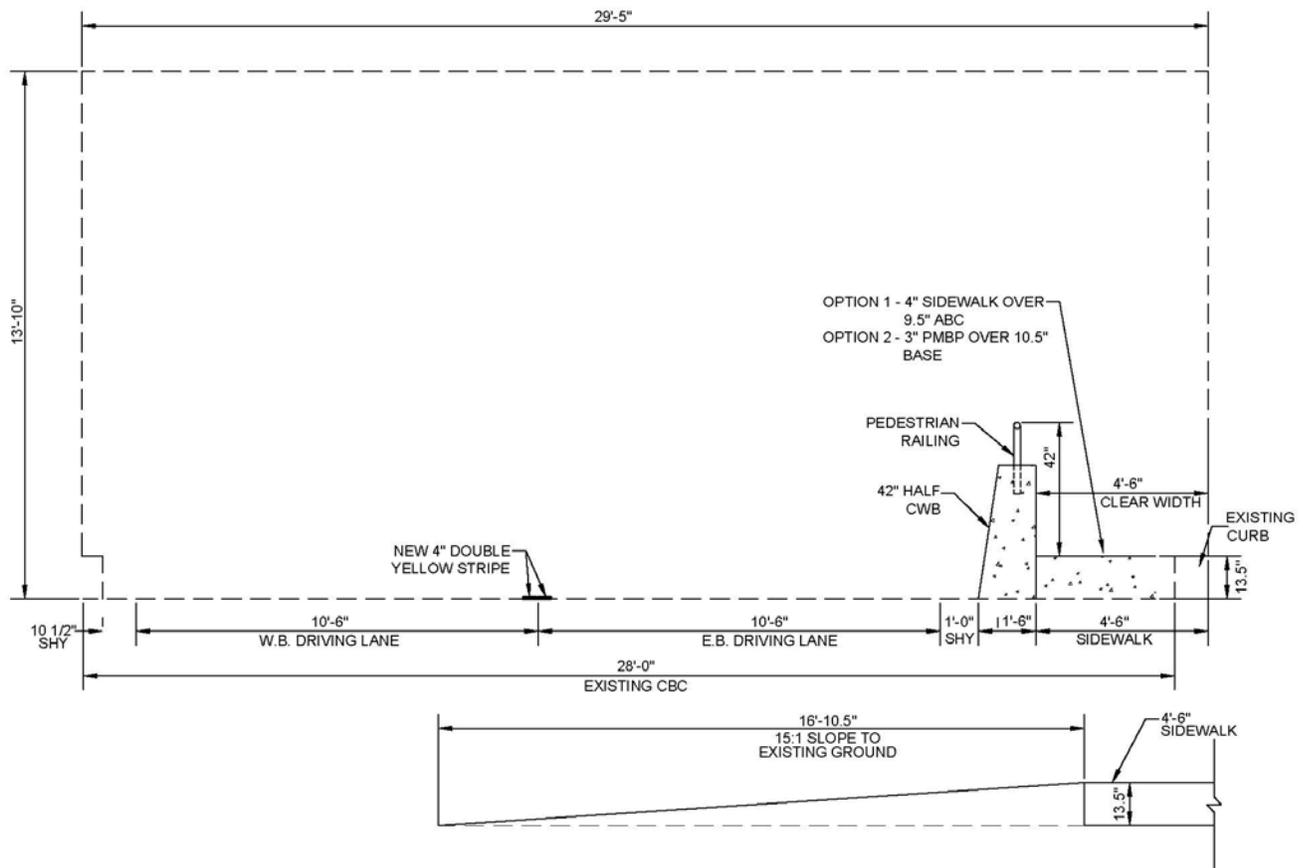


Figure 4. Proposed Cross-Section of Existing CBC

CONCEPTUAL DESIGN #2 – PEDESTRIAN WALKWAY UNDER RAIL ROAD BRIDGE

This concept involves constructing a new concrete sidewalk that would bring pedestrians south to the existing railroad bridge (see Figure 5 on next page). Pedestrians would then pass under NM 22 via the railroad bridge and then the sidewalk would head north to reconnect to ISR 88. This will require the construction of retaining walls under the railroad bridge to create the new pedestrian walkway. Pedestrian railing would be installed to separate the pedestrians from the railroad. Grades will conform to ADA requirements. The advantage of this route is that it is safer for pedestrians as they would not be in close proximity to



Photo 3. Existing Railroad Bridge

vehicles while crossing NM 22. The disadvantages of this concept are that it is a longer route than concept #1, about 125 feet longer, and not as direct. Based on an average walking speed of 3.5 feet per second, this would add approximately 7.5 minutes to the average walking commute. Pedestrians may choose to ignore the new sidewalk and continue the direct route under the CBC. This concept is also more expensive due to the longer distance and the requirement for retaining walls. The cost would be approximately \$71,000.

CONCEPTUAL DESIGN #3 – CROSS NM 22 AT RAMP INTERSECTION

This concept involves constructing a new concrete sidewalk to convey pedestrians north, crossing NM 22 at the ramp intersection and then heading west and south to cross ISR 88 at the intersection with NM 22 (see Figure 5 below). This would require a much longer route for pedestrians and crossing two free flowing intersections. There are also concerns with ADA due to the steep grades from ISR 88 to NM 22. Switchbacks, ramps and retaining walls may be required to create an accessible route. This option would cost approximately \$52,000. Due to the longer route and safety considerations (crossing pedestrians at an un-signalized intersection on a high speed highway) at the interchange intersections, this concept is not considered a viable option.



Figure 5. Options #2 and #3

CONCEPTUAL DESIGN #4 – REPLACE CBC WITH NEW BRIDGE

This concept involves replacing the existing concrete box culvert structure with a new bridge. The bridge would be designed to be wider than the CBC and therefore provide wider traveling lanes as well as a wider sidewalk for pedestrians. The disadvantage of this concept is the high cost of a new bridge and sight distance considerations for the intersection of NM 22 and ISR 88.

As explained in the Sight Distance section above, the current configuration provides the required sight distance at the intersection of NM 22 and ISR 88. However, a new bridge would need to provide additional clearance to meet current bridge height guidelines which would raise NM 22 over ISR 88. The current CBC is 13’-10” and the new bridge would be required to provide 16.5’ of clearance under the bridge. In addition, there would be approximately 5 feet of superstructure for the new bridge.



Figure 6. Existing CBC with dimensions

This would raise NM 22 over ISR 88 approximately 3.25 feet. The sight distance at the intersection would no longer meet the minimum requirements with this concept. Additionally, the existing railroad bridge is approximately 150 feet from the CBC and the roadway grades between the two structures would be difficult to reconcile. This concept is not considered a viable option due to its high cost (approximately \$1.2 million) and geometry issues in relation to sight distance and the adjacent railroad bridge.

5. COSTS

Conceptual cost estimate for the alternatives developed in the previous section are summarized below. These costs include a 30% contingency and New Mexico Gross Receipts Tax (NMGRT).

| Alternative | Base Cost | Cost with Contingency and NMGRT |
|--|-----------|---------------------------------|
| #1 – Pedestrian Walkway through CBC | \$40,500 | \$56,000 |
| #2 – Pedestrian Walkway under Rail Road Bridge | \$52,000 | \$71,000 |
| #3 – Cross NM 22 at interchange | \$38,000 | \$52,000 |
| #4 – Replace CBC with new bridge | \$850,000 | \$1,200,000 |

6. CONCLUSION

Conceptual design #1 which provides a new 4.5-foot pedestrian walkway through the existing concrete box culvert is the most feasible short-term solution while also remaining cost effective. This option continues the direct path that most pedestrians currently take while providing protection from vehicles on the roadway. It is estimated that this option will cost approximately \$56,000 to implement. In the long term, the CBC should be replaced with a new bridge when the railroad bridge to the west is reconstructed.

Appendix. Cost Estimates

Cost Analysis

NM 22/ISR 88 PEDESTRIAN IMPROVEMENTS

Conceptual Design #1: Pedestrian Walkway Through CBC

Date: 7-8-2013

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATE | COST | |
|----------|--|------|----------|------------|--------------------|
| | | | | Unit Cost | Cost |
| | <u>ROADWAY</u> | | | | |
| 606595 | CONCRETE WALL BARRIER (HALF SECTION) | L.F. | 160 | \$110.00 | \$17,600.00 |
| 607079 | PEDESTRIAN/BICYCLE RAILING | L.F. | 160 | \$68.00 | \$10,880.00 |
| 608004 | CONCRETE SIDEWALK 4" | S.Y. | 80 | \$48.00 | \$3,840.00 |
| 701031 | REMOVE AND RESET TRAFFIC SIGN | EACH | 2 | \$100.00 | \$200.00 |
| 704700 | HOT THERMOPLASTIC PAVEMENT MARKINGS 4" | L.F. | 320 | \$0.55 | \$176.00 |
| 721000 | REMOVAL OF PAVEMENT STRIPE | L.F. | 320 | \$0.49 | \$156.80 |
| | SUBTOTAL | | | | \$32,696.00 |
| | <u>MISCELLANEOUS</u> | | | | |
| 618000 | TRAFFIC CONTROL MANAGEMENT | LS | 1% | | \$400.00 |
| 621000 | MOBILIZATION | LS | 10% | | \$4,000.00 |
| 702810 | TRAFFIC CONTROL DEVICES FOR CONSTRUCTION | LS | 2% | | \$700.00 |
| 801000 | CONSTRUCTION STAKING BY THE CONTRACTOR | LS | 1 | \$2,500.00 | \$2,500.00 |
| | SUBTOTAL | | | | \$7,600.00 |
| | | | | SUBTOTAL= | \$40,296.00 |
| | 30% CONTINGENCY | | | | \$12,088.80 |
| | | | | SUBTOTAL= | \$52,384.80 |
| | NMGRT (6.25%) | | | | \$3,274.05 |
| | TOTAL | | | | \$55,658.85 |

Cost Analysis

NM 333/NM 217 INTERSECTION IMPROVEMENTS

Conceptual Design #2: Pedestrian Walkway Under Railroad Bridge

Date: 7-8-2013

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATE | COST | |
|----------|--|------|----------|-------------|--------------------|
| | | | | Unit Cost | Cost |
| | <u>EARTHWORK</u> | | | | |
| 206100 | SELECT BACKFILL MATERIAL | C.Y. | 200 | \$52.00 | \$10,400.00 |
| | SUBTOTAL | | | | \$10,400.00 |
| | <u>ROADWAY</u> | | | | |
| 608004 | CONCRETE SIDEWALK 4" | S.Y. | 240 | \$48.00 | \$11,520.00 |
| XXXXX | CONCRETE RETAINING WALL | L.S. | 1 | \$20,000.00 | \$20,000.00 |
| | SUBTOTAL | | | | \$31,520.00 |
| | <u>MISCELLANEOUS</u> | | | | |
| 618000 | TRAFFIC CONTROL MANAGEMENT | LS | 1% | | \$500.00 |
| 621000 | MOBILIZATION | LS | 10% | | \$5,000.00 |
| 702810 | TRAFFIC CONTROL DEVICES FOR CONSTRUCTION | LS | 2% | | \$900.00 |
| 801000 | CONSTRUCTION STAKING BY THE CONTRACTOR | LS | 1 | \$3,000.00 | \$3,000.00 |
| | SUBTOTAL | | | | \$9,400.00 |
| | | | | SUBTOTAL= | \$51,320.00 |
| | 30% CONTINGENCY | | | | \$15,396.00 |
| | | | | SUBTOTAL= | \$66,716.00 |
| | NMGRT (6.25%) | | | | \$4,169.75 |
| | TOTAL | | | | \$70,885.75 |

Cost Analysis

NM 333/NM 217 INTERSECTION IMPROVEMENTS

Conceptual Design #3: Cross NM 22 at Interchange

Date: 7-8-2013

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATE | COST | |
|----------|---|------|----------|-----------|--------------------|
| | | | | Unit Cost | Cost |
| | <u>ROADWAY</u> | | | | |
| 608004 | CONCRETE SIDEWALK 4" | S.Y. | 600 | \$48.00 | \$28,800.00 |
| 701000 | PANEL SIGNS | S.F. | 65 | \$15.00 | \$975.00 |
| 701100 | STEEL POST AND BASE POSTS FOR ALUM. PANEL SIGNS | L.F. | 100 | \$8.00 | \$800.00 |
| 704700 | HOT THERMOPLASTIC PAVEMENT MARKINGS 4" | L.F. | 780 | \$0.55 | \$429.00 |
| | SUBTOTAL | | | | \$31,004.00 |
| | <u>MISCELLANEOUS</u> | | | | |
| 618000 | TRAFFIC CONTROL MANAGEMENT | LS | 1% | | \$400.00 |
| 621000 | MOBILIZATION | LS | 10% | | \$3,200.00 |
| 702810 | TRAFFIC CONTROL DEVICES FOR CONSTRUCTION | LS | 2% | | \$700.00 |
| 801000 | CONSTRUCTION STAKING BY THE CONTRACTOR | LS | 0.41 | \$5K/MI | \$2,050.00 |
| | SUBTOTAL | | | | \$6,350.00 |
| | | | | SUBTOTAL= | \$37,354.00 |
| | 30% CONTINGENCY | | | | \$11,206.20 |
| | | | | SUBTOTAL= | \$48,560.20 |
| | NMGRT (6.25%) | | | | \$3,035.01 |
| | TOTAL | | | | \$51,595.21 |

Cost Analysis

NM 333/NM 217 INTERSECTION IMPROVEMENTS

Conceptual Design #4: Replace CBC with New Bridge

Date: 7-8-2013

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATE | COST | |
|----------|--|------|----------|--------------|-----------------------|
| | | | | Unit Cost | Cost |
| | ROADWAY | | | | |
| 207000 | SUBGRADE PREPARATION | S.Y. | 500 | \$1.50 | \$750.00 |
| 304000 | BASE COURSE, 8" | TON | 20 | \$18.00 | \$360.00 |
| 407000 | TACK COAT | TON | 1 | \$510.00 | \$510.00 |
| 408100 | PRIME COAT | TON | 1 | \$510.00 | \$510.00 |
| 423282 | HMA, SP III, 6" | TON | 100 | \$62.00 | \$6,200.00 |
| 601000 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.S. | 1 | \$20,000.00 | \$20,000.00 |
| 608004 | CONCRETE SIDEWALK 4" | S.Y. | 80 | \$48.00 | \$3,840.00 |
| 704700 | HOT THERMOPLASTIC PAVEMENT MARKINGS | L.F. | 400 | \$0.52 | \$208.00 |
| XXXXX | NEW 75' BRIDGE | L.S. | 1 | \$700,000.00 | \$700,000.00 |
| | SUBTOTAL | | | | \$732,378.00 |
| | MISCELLANEOUS | | | | |
| 618000 | TRAFFIC CONTROL MANAGEMENT | LS | 1% | | \$7,400.00 |
| 621000 | MOBILIZATION | LS | 10% | | \$73,300.00 |
| 702810 | TRAFFIC CONTROL DEVICES FOR CONSTRUCTION | LS | 2% | | \$14,700.00 |
| 801000 | CONSTRUCTION STAKING BY THE CONTRACTOR | LS | 2% | | \$14,700.00 |
| | SUBTOTAL | | | | \$110,100.00 |
| | | | | SUBTOTAL= | \$842,478.00 |
| | 30% CONTINGENCY | | | | \$252,743.40 |
| | | | | SUBTOTAL= | \$1,095,221.40 |
| | NMGRT (6.25%) | | | | \$68,451.34 |
| | TOTAL | | | | \$1,163,672.74 |



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

1 Control Num. (new projects assigned by MPO): **TBD** MPO Rec#: **TBD** Lead Agency: **Santo Domingo Pueblo** **Form A**

2 Project Title: **Santo Domingo Pedestrian Trail through Concrete Box Culvert**

3 Beg. Terminus (southernmost/westernmost pt): **Indian Service Road 88 (SP88) West of Mateo Overpass**

4 End Terminus (northernmost/easternmost pt): **Indian Service Road 88 (SP88) Cattle Guard E of Mateo Overpass**

5 Project Description/Scope of Work: **Design and construct a pedestrian walkway through the existing concrete box culvert at the intersection of Mateo Overpass and SP88. Alternative #1 selected from the**

6 Existing Total Estimated Project Cost in TIP: **\$0** Revised Total Estimated Project Cost (if changing OR new project): **\$81,000**

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: Preliminary Engineering: Design: Right-of-Way: Estimated Letting Date: Project Completion:

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.

Check if this is an ongoing project: (TDM, bike/pod 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.

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: Santo Domingo Pedestrian Trail through Concrete Box Culvert | | | | | | | | | | | | CN: TBD | | | | | |
|---|-------------------|--|-------|----------|-------|----------|-------|----------|--------|----------|-------|----------|-----------------------|----------|---------|----------|-------|----------|-------|
| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM | | Fund Source | | FFY 2014 | | FFY 2015 | | FFY 2016 | | FFY 2017 | | FFY 2018 | | FFY 2019 | | FFY 2020 | | FFY 2021 | |
| Phase | Work Type | Prog Amt | Match | 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 | 0 | 0 |
| | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | | | | | | | | | | |
| PE & Design | TIP Amt | | | | | | | 0 | | | | | | | | | | | |
| | +Prop Rev | | | | | | | 21,360 | 3,640 | | | | | | | | | | |
| | =Result | 0 | 0 | 0 | 0 | 21,360 | 3,640 | | | | | | | | | | | | |
| | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | | | | | | | | | | |
| Utilities | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | | | | | | | | | | |
| | =Result | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | | | | | | | | | | |
| Right-of-Way | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | | | | | | | | | | |
| | =Result | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | | | | | | | | | | |
| Construction/Implementation | TIP Amt | | | | | | | | | | | | | | | | | | |
| | +Prop Rev | | | | | | | | | 47,846 | 8,154 | | | | | | | | |
| | =Result | 0 | 0 | 0 | 0 | 0 | 0 | 47,846 | 8,154 | | | | | | | | | | |
| | 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 | 0 |
| Year ▼ | Resulting Amt | | 0 | 0 | 0 | 0 | 0 | 0 | 47,846 | 8,154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing 4 Year Total Amount Programmed in TIP: | | | | | | | | | | | | 0 | Diff. Prop.-Existing= | | 81,000 | | | | |
| Resulting 4 Year Total Amount Programmed as Proposed: | | | | | | | | | | | | 81,000 | Percent Change: | | #DIV/0! | | | | |

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

8 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#: **SteveM** Control Number: **[redacted]** Project Title: **Santo Domingo Pedestrian Walkway through Box Culvert**

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

Lead Agency: **Santo Domingo Pueblo** Department: **Tribal Policy & Development**
Address: **P.O. Box 99** Address Line 2: **[redacted]**
City: **Santo Domingo** State: **NM** Zip: **87052**
Contact Person: **Sheri Bozic** Title: **Project Manager**
Telephone: **(505) 465-0055** Ext: **[redacted]** Fax: **(505) 465-0056** Email: **sbozic@sdutilities.com**

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 Santo Domingo**
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

| | |
|--|---|
| <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 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 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. **[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.) % = **[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: [redacted]

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)? [redacted]

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?

Indian Service Road 88 (SP88)

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. **1%**

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. **This project will result in the extension of a multi-use pedestrian trail that will connect the majority of Santo Domingo Pueblo's Tribal population to the Trading Post, Kewa Rail Runner station, the growing neighborhood of Domingo, and Highway 22.**

Local Significance: Describe, if applicable, the value of this project to the local community. **Santo Domingo's community master plan includes the construction of a new housing development and a business incubator in the neighborhood of Domingo near the Trading Post and the Kewa Rail Runner Station. A fully connected system of multi-use pedestrian trail and walkways will be essential for Tribal members who live or conduct business between the main village and Domingo.**

Environmental Justice (EJ) & Minority Communities Significance: Describe, if applicable, the impact and/or benefits of this project to EJ communities. **The benefits of this project to the minority Tribal community of Santo Domingo Pueblo are many. The number one benefit is safety. Currently, Tribal members must walk through the concrete box culvert at Mateo Overpass, located at the intersection of SP88 and Highway 22. A designated pedestrian walkway does not exist through the culvert, making it a very dangerous passage to get to and from the main village of Santo Domingo. Tribal members who do not own vehicles either walk or bike to and from their homes to the Kewa Rail Runner station, the growing neighborhood of Domingo and highway 22. Many of these members are women and children. A designated pedestrian walkway through the culvert is a top priority for the community. Included in this submittal is a Scoping Report conducted on behalf of NMDOT. The report details alternatives and options for addressing these important safety concerns for pedestrians. Santo Domingo Pueblo has selected Option #1 of the report.**

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. **NA**

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]