



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: 1/8/15

B. Sponsoring entity: SSCAFCA

C. Project Name: Lisbon Arroyo Trail Project

D. If located within an RTPO, was the project recommended by the District Representative via the PFF process? **Yes or 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: \$510,165

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 project is a comprehensive package of improvements to meet pedestrian/bicycling needs in the vicinity of Southern Blvd. and Unser Blvd. in Rio Rancho, NM. This area of Rio Rancho has active neighborhood associations, growing commercial activity (movie theater, Rust Medical Center, a major senior living facility, dining opportunities and two elementary schools (Maggie Cordova and Puesta del Sol Elementary). Increasing pedestrian access by providing commuter trails between these facilities will increase the ability of pedestrians to access these facilities from their residences and provide an off-throughfare path of travel. Additionally, the City of Rio Rancho (CoRR) has identified an intermodal and development node near the southern terminus of the project at the intersection of Southern Blvd. and Unser Blvd Bicycle and Pedestrian Transportation Master Plan (CoRR, 2011, Chapter 1, map Zone C), additionally the City of Rio Rancho Comprehensive Master Plan identifies the intersection of Southern Blvd. and Unser Blvd. as a terminus for ABQ Ride bus route (CoRR, 2010, Map T-5).

2. Safety and Security

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

The Unser/Southern area is considered a high risk in the Project Prioritization Process guidebook (PPPG) (MRCOG, 2014, Figure D). The proposed project conforms to the Safety Strategy of protecting non-motorized travelers (MRCOG, 2014, page 27) by providing an off roadway location for pedestrian and bicycle travelers.

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 project will provide an off-throughfare pedestrian link through the Star Heights subdivision to the trail network along Southern Blvd and Unser Blvd. eliminating the interaction between pedestrians/ bicycles and vehicle traffic. The proposed segment will also connect to the Black Arroyo Trail (project A301530), providing continuous trail alignment down to the vicinity of Westside Blvd. and Unser Blvd. This project meets all three goals of the City of Rio Rancho (CoRR) Bicycle and Pedestrian Transportation Master Plan (CoRR, 2011, Page 1-1). Goal number 2 of the plan specifically identifies the usage of arroyo corridors for trail alignments. The CoRR Master Plan specifically identifies a trail segment from Southern Blvd. to Tulip Ave. (CoRR, 2011, Zone C, Recommended Improvements). This segment is also identified in the MRCOG 2035 Long Range Bikeway System map (MRCOG, 2011).

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.

SSCAFCA has an agency policy of providing for multiple uses of its property through various recreational outlets. This policy was formalized in the SSCAFCA Quality of Life Master Plan (SSCAFCA, 2006, Page 1), encouraging the agency to develop multi-use aspects of its facilities. Since many of SSCAFCA's facilities are unlined, natural channels, including the Lisbon Arroyo, the using public will have an opportunity to view flora and fauna that inhabit these natural channels. Additionally, by using these publically owned rights of way as pedestrian and bicycle corridors, there is no need for further acquisition of right of way to provide this level of service to the using public.

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 proposed improvements will provide greater access to the larger City of Rio Rancho trail system to residents living west and north of the project site, acting as a link between residents and the trail system outlined in the Rio Rancho Long Range Bikeway System Map (City of Rio Rancho, 2010) and as outlined in the the City of Rio Rancho (CoRR) Bicycle and Pedestrian Transportation Master Plan (CoRR, 2011, Page 1-1) goals.

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.

SSCAFCA has been interested in the multi-use of its facilities as pedestrian/bicycle transportation and recreation facilities since 2006. In that year, the agency commissioned it's Quality of Life Master Plan (SSCAFCA, 2006, Page 16-17) that identified all of its facilities for possible multiple use, including the Lisbon Arroyo area, which is part of the Black Arroyo watershed.

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 proposed project will be an adaptive reuse (or additional use) of existing arroyo infrastructure. The proposed trail and arroyo crossings will meet goal 2 of the CoRR Bicycle and Pedestrian Transportation Master Plan (CoRR, 2011, Page 1-1). By providing the arroyos as corridors for pedestrian and bicycle trails, we manage to save the public tax dollars that would need to be dedicated for right-of-way acquisition or preserve right-of-way currently in the public domain for use as streets for vehicles.

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 proposed project will be an adaptive reuse (or additional use) of existing arroyo infrastructure. The proposed trail and arroyo crossings will meet goal 2 of the CoRR Bicycle and Pedestrian Transportation Master Plan (CoRR, 2011, Page 1-1). By providing the arroyos as corridors for pedestrian and bicycle trails, we manage to save the public tax dollars that would need to be dedicated for right-of-way acquisition or preserve right-of-way currently in the public domain for use as streets for vehicles.

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.



PROJECT IDENTIFICATION FORM (PIF)

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

1. **Date of Submittal:** November 14, 2014 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. **If phased:** Enter phase number and total # of phases.
4. **Sponsoring public entity:** SSCAFCA 5. **Project Name:** Lisbon Arroyo Trail project
Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
-
6. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 2016, priority 4
7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): Rio Rancho Bicycle and Pedestrian Transportation Master Plan, 2011
8. **Is the project in the TIP/STIP?** No. **If yes, year(s):** Enter year(s). **Control #:** Enter CN.
9. **Is the project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):** Enter year(s).
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:** 3
12. **New Mexico House District:** 60 13. **New Mexico Senate District:** 40
-
14. **Contact Person and/or PDE:** Charles Thomas, PE
15. **Address:** 1041 Commercial Dr. SE, Rio Rancho, NM 87124
16. **Phone:** 505-8927246 17. **Fax:** 505-892-7241 18. **E-mail:** cthomas@sscafca.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.**

Construct a pedestrian and bicycle trail along the alignment of the Lisbon Arroyo between Southern Blvd. and Tulip Ave., including arroyo crossings, access control, trail deck and associated earthwork and drainage improvements.

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:** Lisbon Arroyo 24. **Length (mi.):** 1.76
25. **Begin mile post/intersection:** Southern Blvd and Lisbon Arroyo 26. **End mile post/intersect.:** Tulip Ave. and Lisbon Arroyo
27. **Directions from nearest major intersection or landmark:** From Southern Blvd and Lisbon Arroyo, proceed east 0.4 miles to the intersection of Southern Blvd and Unser Blvd.
28. **Google Maps link (see tutorial for help):** <https://goo.gl/maps/J3uFN>
29. **Roadway FHWA Functional Classification(s):** Select a road type, or enter road types.
-

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	137333	\$Amount	\$Amount	
33. Design	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
34. Right-Of-Way	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
35. Construction	510165	\$Amount	96938	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	744436

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

Project Readiness

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

37. **Public Involvement:** To be started
38. **Right of Way:** under way
39. **Design:** To be started
40. **Environmental Certification**:** To be started
41. **Utility Clearances:** To be started

42. **ITS Clearances:** To be started

43. **Railroad Clearances:** To be started

44. **Other Clearances:** Date completed, under way, to be started, OR 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.

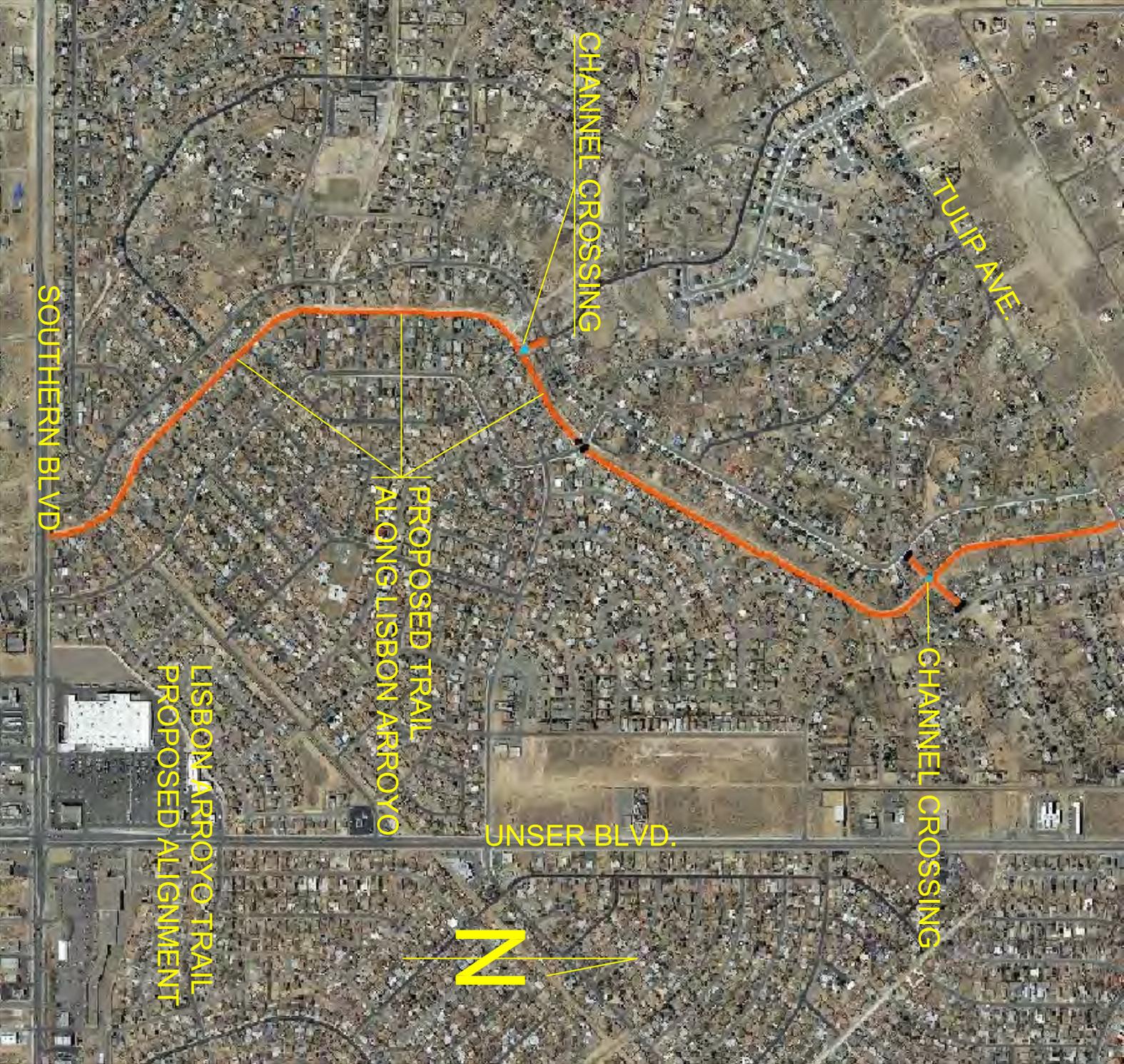
50. **Integration and Connectivity:** Type explanation.

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.



SOUTHERN BLVD

TULIP AVE

CHANNEL CROSSING

PROPOSED TRAIL
ALONG LISBON ARROYO

CHANNEL CROSSING

UNSER BLVD.

LISBON ARROYO TRAIL
PROPOSED ALIGNMENT

N

Rio Rancho Bicycle and Pedestrian Transportation Master Plan



January 2011



Chapter 1: Introduction



1. Introduction

1.1 PURPOSE AND NEED FOR A BICYCLE AND PEDESTRIAN TRANSPORTATION MASTER PLAN

The purpose of the Rio Rancho Bicycle and Pedestrian Transportation Master Plan (BPTMP; Plan) is to ensure that Rio Rancho is a safe and fun place to walk and bike for residents and visitors alike. As the city's **development trends** toward high-intensity nodes with more concentrated residential and commercial land uses, opportunities will be created for walkable neighborhoods, safer streets, and increased use of public transit.

The Rio Rancho Bicycle and Pedestrian Transportation Master Plan provides the community with a blueprint for increasing bicycle and pedestrian safety, implementing bicycle and pedestrian improvements for "**complete streets**," outlining community-specific benefits for bicycling and walking as alternative modes of transportation, and identifying trail and sidewalk connectivity issues and solutions. The Plan identifies funding opportunities and will be used together with the **City's Comprehensive Plan to further the City's vision.**

Communities across the United States are recognizing the growing need and multiple benefits of providing alternative transportation options for residents.

1.2 GOALS OF THE PLAN

GOALS

This Plan establishes three goals for bicycle and pedestrian travel in Rio Rancho.

BPTMP Goal 1. An interconnected and continuous pedestrian and bicycle network that provides safe and attractive options for both local and regional trips and that provides **connections to Rio Rancho's neighborhoods, schools, parks, employment centers, and retail centers and to surrounding cities.**

BPTMP Goal 2. A trail network that integrates the **city's arroyos in a system of off-street multi-use trails for bicycle and pedestrian travel and recreation.**

BPTMP Goal 3. A reduction in the number of vehicle miles traveled (VMTs) in Rio Rancho by increasing trips made by biking and walking.

The goals are supported by the policies and actions outlined in Chapter 3. In addition, the recommended capital improvements and design guidelines (Chapter 2) seek to achieve each of these goals.

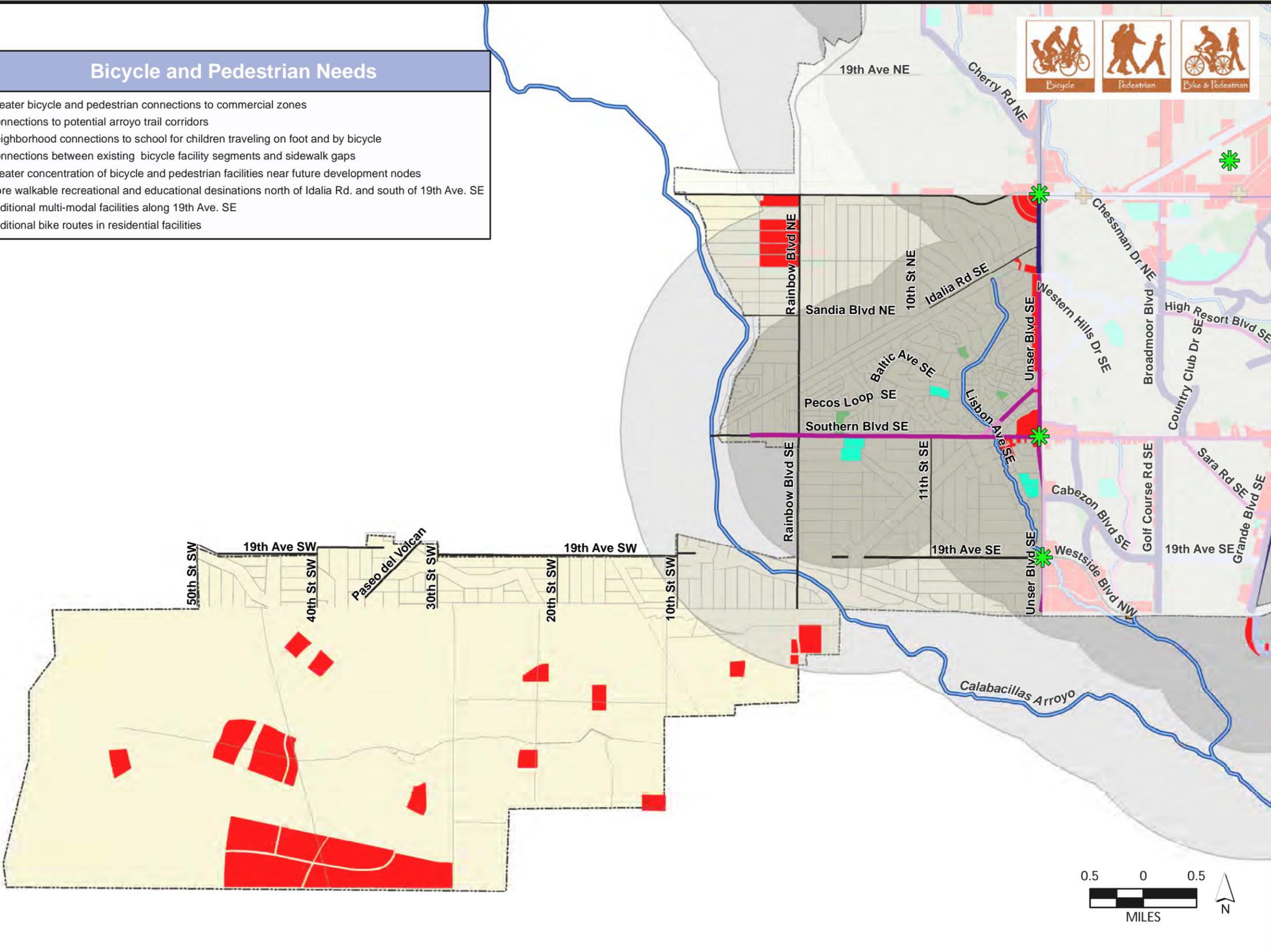
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Southwest Rio Rancho Zone C

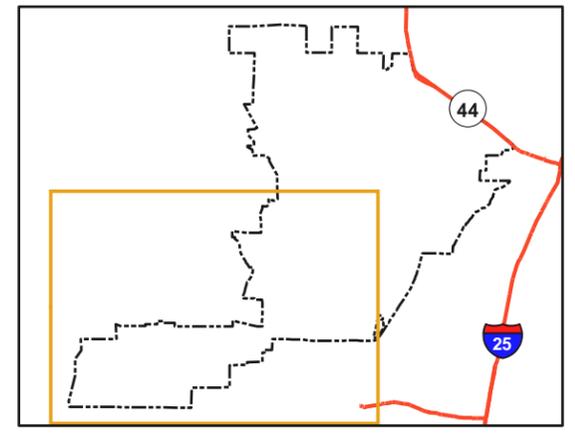


Bicycle and Pedestrian Needs

- Greater bicycle and pedestrian connections to commercial zones
- Connections to potential arroyo trail corridors
- Neighborhood connections to school for children traveling on foot and by bicycle
- Connections between existing bicycle facility segments and sidewalk gaps
- Greater concentration of bicycle and pedestrian facilities near future development nodes
- More walkable recreational and educational destinations north of Idalia Rd. and south of 19th Ave. SE
- Additional multi-modal facilities along 19th Ave. SE
- Additional bike routes in residential facilities



- ### Legend
- Development Nodes
 - Grade Separation Crossings
 - Principal Arterial
 - Minor Arterial
 - Collector/Private
 - Bike Lane
 - Bike Route
 - Bike Path
 - Bike Trail
 - Unpaved Trail
 - Arroyo (with 75' buffer Impact Area)
 - School
 - Parks and Rec Properties
 - Commercial
 - Walkshed
 - Bikeshed
 - City Limits



T:\GIS\Bicycle\Bicycle\Map\SWRR\SWRR_City_Vision\SWRR_City_Vision_12/20/11.mxd 12/20/11 10:29 AM

Southwest Rio Rancho Zone C

Recommended Improvements

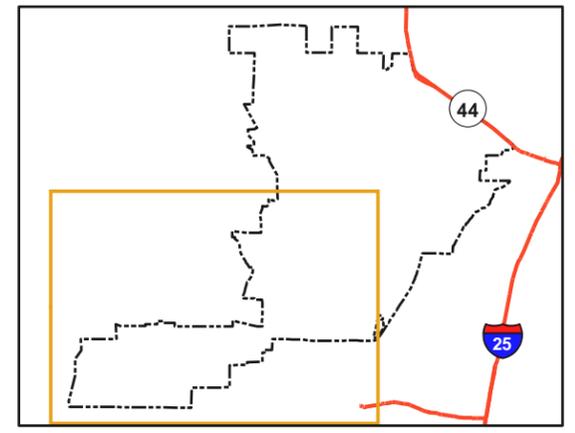
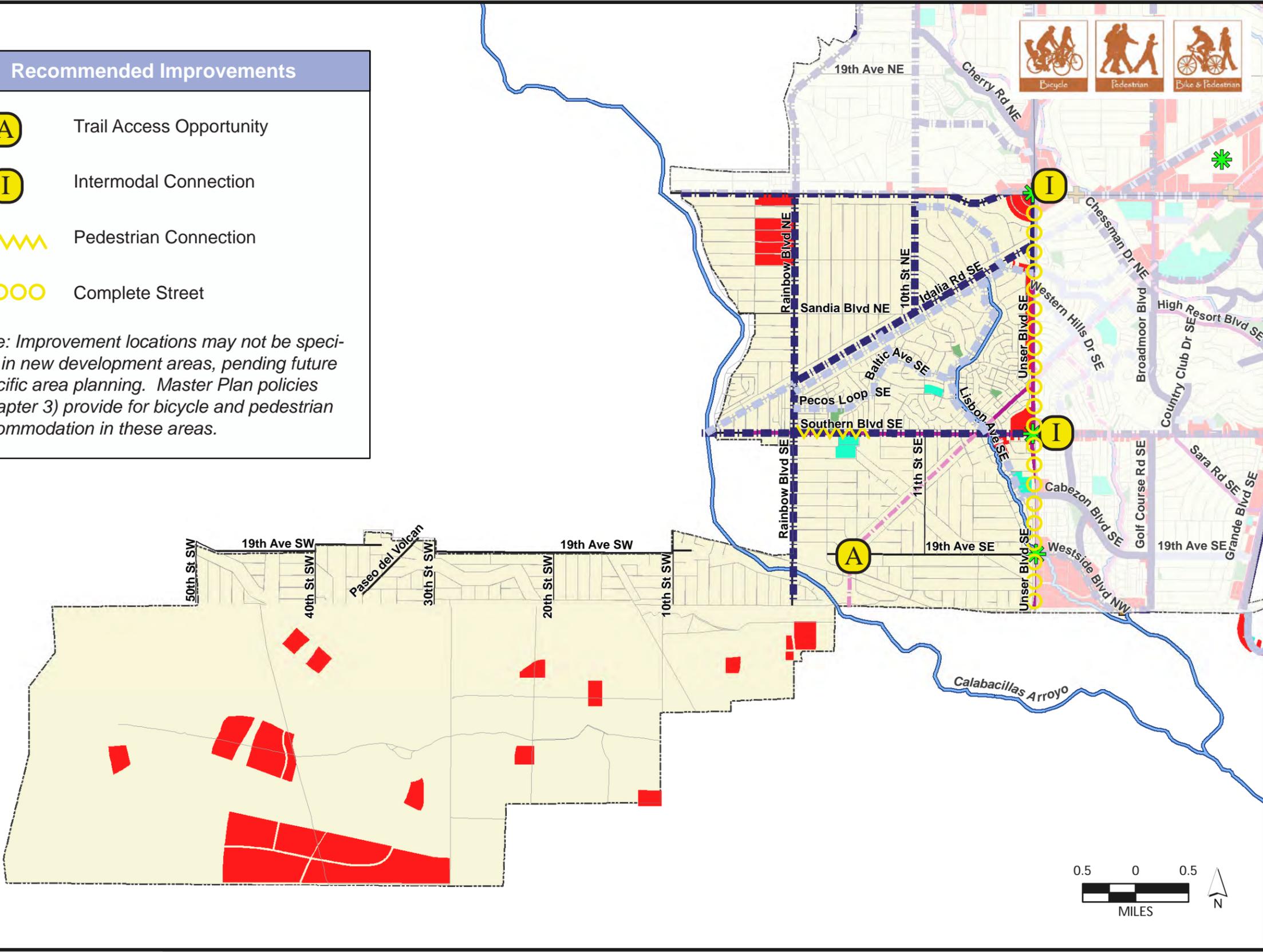
- A Trail Access Opportunity
- I Intermodal Connection
- ~~~~~ Pedestrian Connection
- Complete Street

Note: Improvement locations may not be specified in new development areas, pending future specific area planning. Master Plan policies (Chapter 3) provide for bicycle and pedestrian accommodation in these areas.



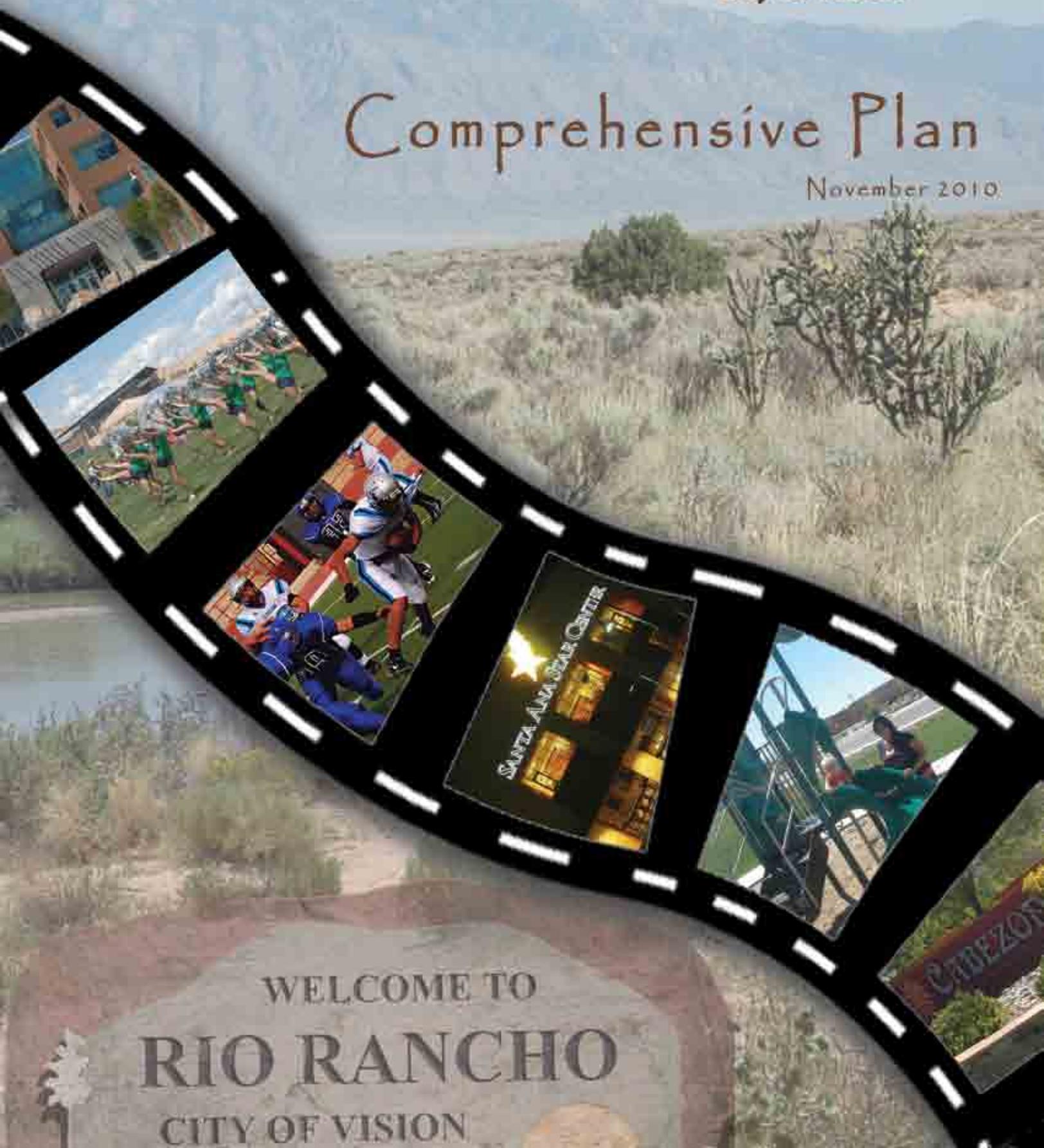
Legend

- ✱ Development Nodes
- + Grade Separation Crossings
- Principal Arterial
- Minor Arterial
- Collector/Private
- Bike Lane
- Bike Route
- Bike Path
- Bike Trail
- Unpaved Trail
- Proposed Lane
- Proposed Route
- Proposed Path
- Proposed Trail
- Arroyo (with 75' buffer Impact Area)
- School
- Parks and Rec Properties
- Commercial
- City Limits

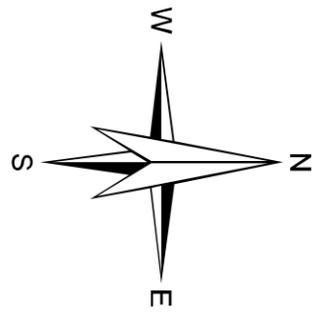


Comprehensive Plan

November 2010



WELCOME TO
RIO RANCHO
CITY OF VISION



LEGEND

- City Limits
- ⬠ parkride
- Existing
- Future; Proposed
- rail5co
- ▬ railrunner
- ▬ ABQ Ride Bus Route
- Sandoval Easy Express**
- ▬ Route
- - - - Enchanted Hills



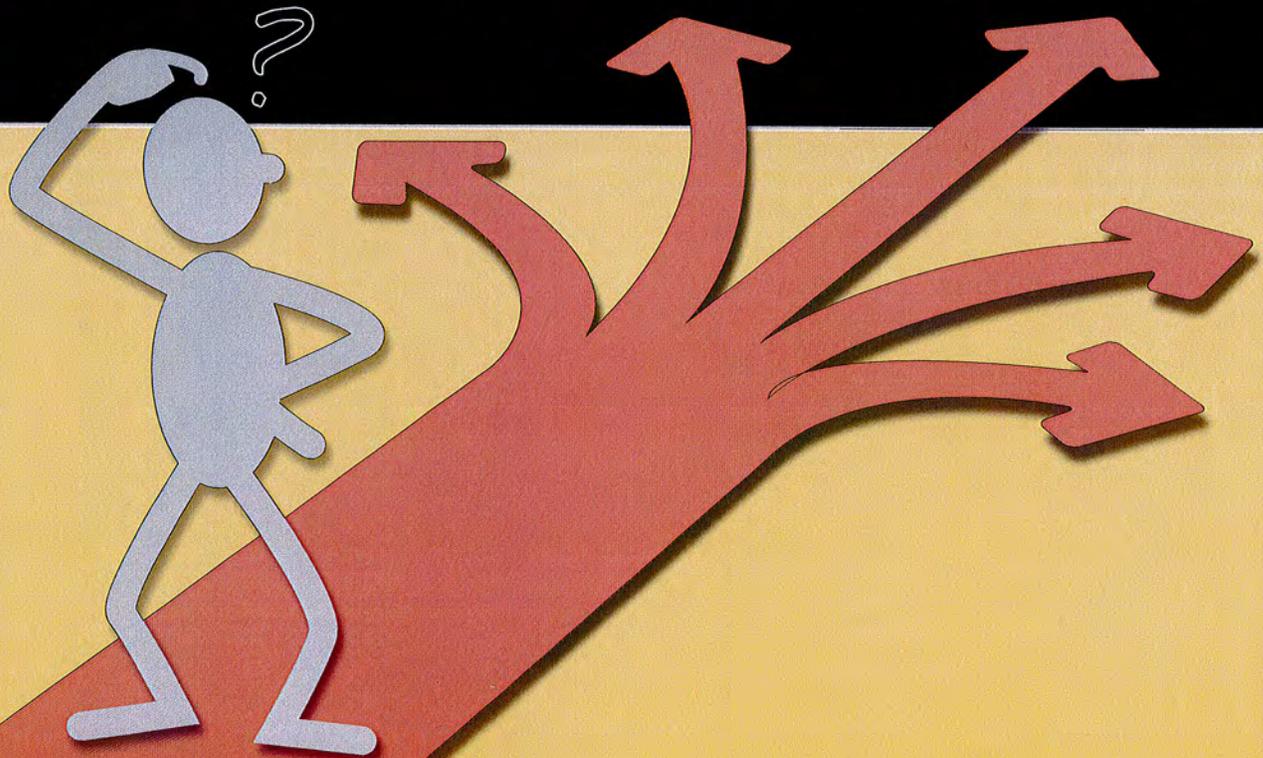
MAP T-5: 2010 INTERMODAL FACILITIES

MID-REGION COUNCIL OF GOVERNMENTS 2010



document number: P-12-04

Project Prioritization Process Guidebook for Large Urban Areas



September 2014

AMPA Average:**1.1381 crashes per million vehicles**

Normalized based on the intersection traffic volume

Formula:
$$\frac{(\text{Avg. No. of Crashes per year} * 1,000,000)}{\text{AWDT} * 365}$$

– Pedestrian Deterrent Index – consists of elements that discourage pedestrian activity (e.g. absence of pedestrian facilities, high pedestrian crash rates, high traffic speed or volume). High marks for Pedestrian Activity and low marks for Pedestrian Deterrent indicate an area where there is considerable potential for pedestrian activity and few types of impedances, indicating the need for improvements is low. By contrast, a low Pedestrian Activity score and a high Pedestrian Deterrent score indicates an inhospitable pedestrian environment with much room for improvement. The most urgent projects are those located in areas with high levels of activity or pedestrian generators and high levels of pedestrian deterrents. The unit of analysis for the PCI is the Census block level. By analyzing a series of adjacent blocks one can determine an overall PCI score for a project area and understand the extent to which pedestrian activity should be improved.

Pedestrian Risk Area – In addition to vehicle crash data, the PPP considers pedestrian safety by identifying locations which are prone to pedestrian-related incidents. Because of the disproportionate risk of injury faced by pedestrians in a traffic incident, the PPP does not measure the rate in which they occur, as it does for vehicle crashes. Rather, the PPP considers the magnitude or overall number of the crashes by location.

To develop an analysis tool, MRMPO compared pedestrian crash intensity from 2000-2009 relative to the surrounding area and relative to the overall region (for reference see Appendix Figure C). MRMPO translated these maps into a composite map of pedestrian risk roadways that conveys dangerous points in a linear manner. The High Pedestrian Risk Roadways map, found in Appendix Figure D, is used to

determine the extent to which projects address pedestrian risk areas.

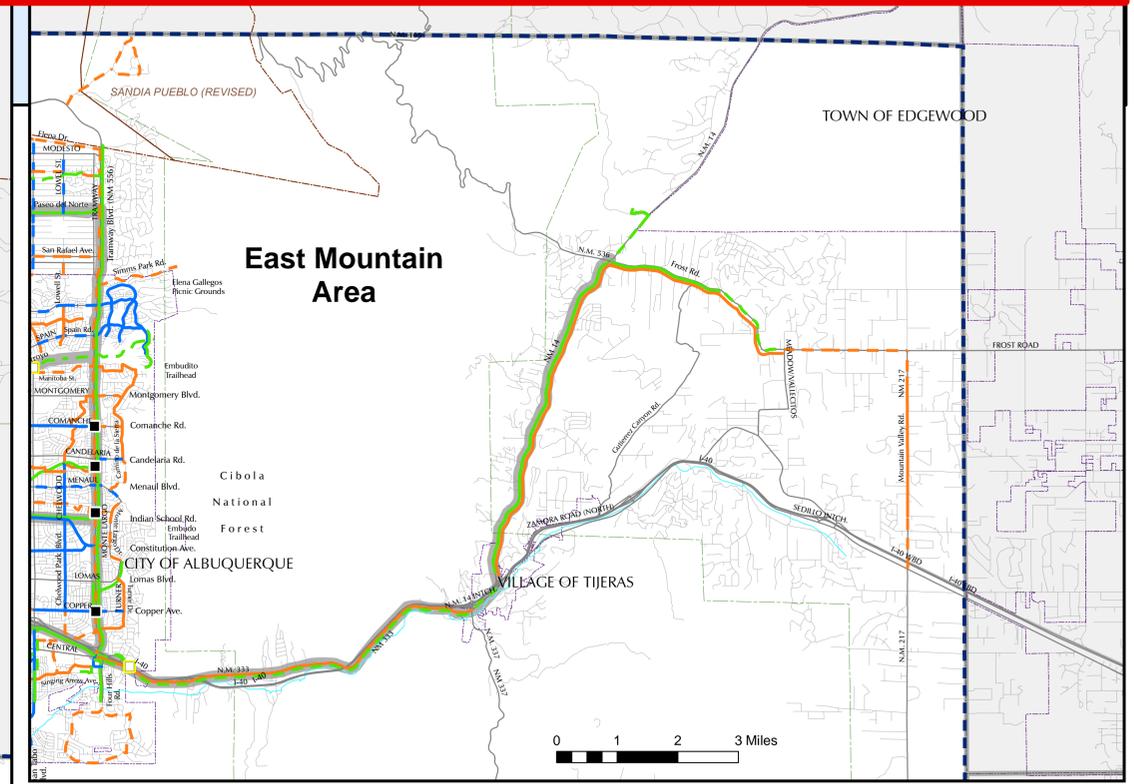
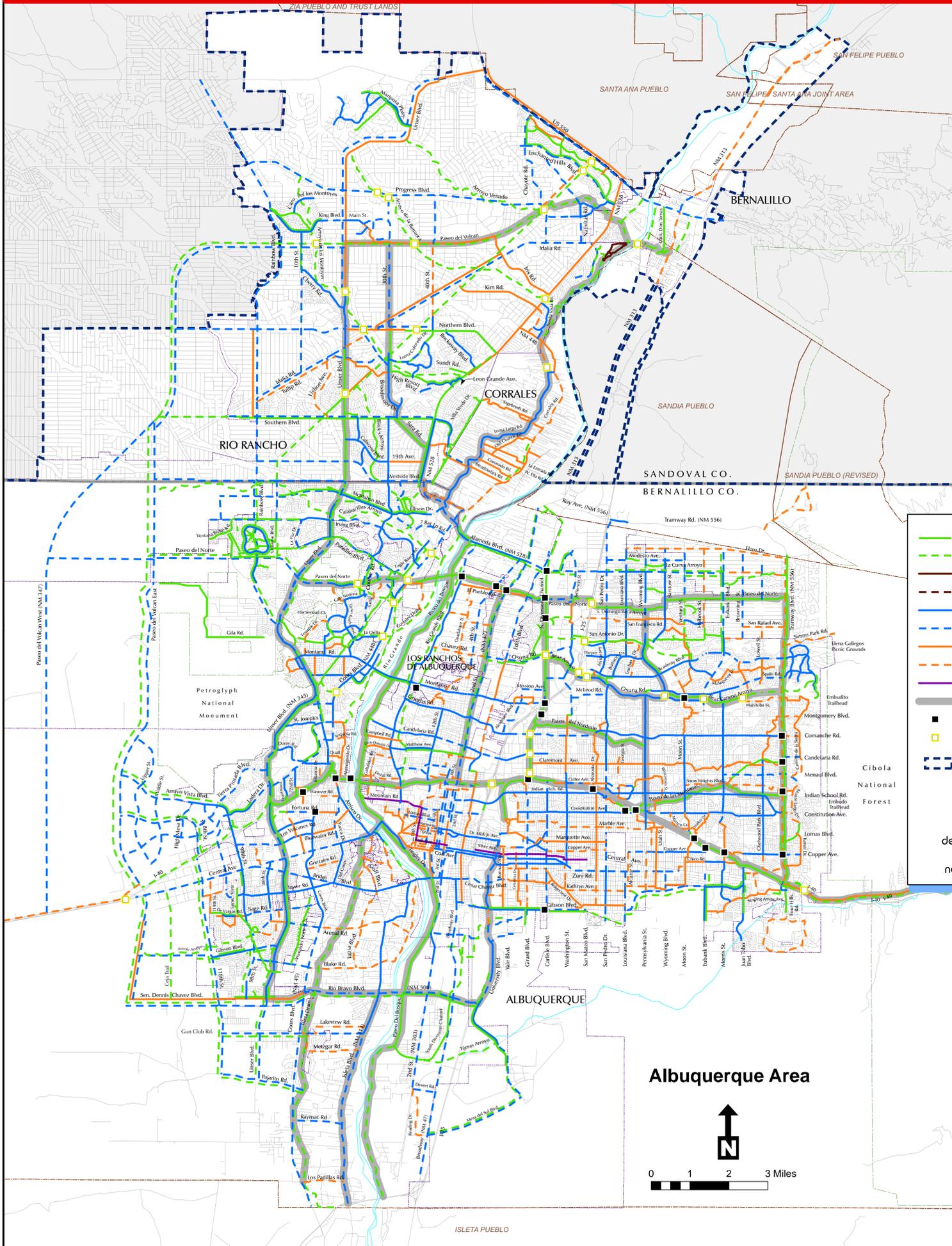
Safety Strategy – While other components of the criterion measure the degree of safety concerns for a project location, it is also important to consider the type of project being undertaken and whether or not it includes proven safety strategies. Specifically, the safety strategies element encourages projects that prevent vehicle crashes and reduce the risk of injuries, improve roadway conditions, or protect non-motorized travelers. The types of strategies which may be appropriate vary by mode type and can be found in the section below. It should be noted that it is possible for locations with low or non-existent crash rates to receive points in the strategy criterion under the safety strategy element. In those situations the onus is on the member agency to explain the need for a safety project if there is no measurable problem. Some projects may be high priorities from a safety perspective regardless of area crash rates, including safe route to schools and pedestrian crossings to transit facilities. However, if a project does not generate crash rate location points but earns points for containing a safety strategy, the project may be called into question unless a justification for the project from a safety perspective can be given. Similarly, projects that address high risk areas but do not feature proven safety strategies may require explanation.

Purpose of Safety Strategies Criterion

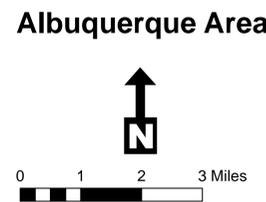
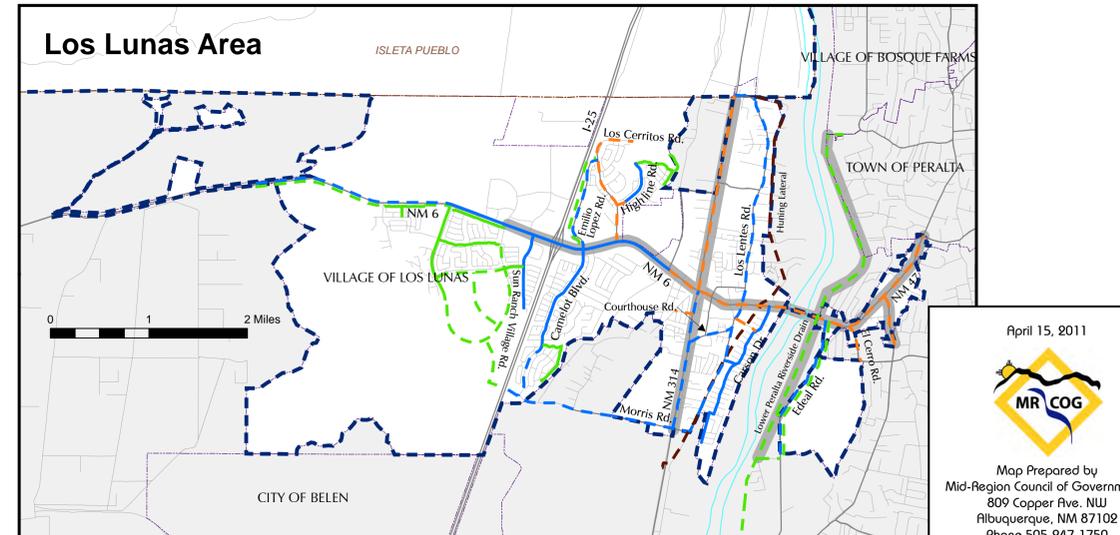
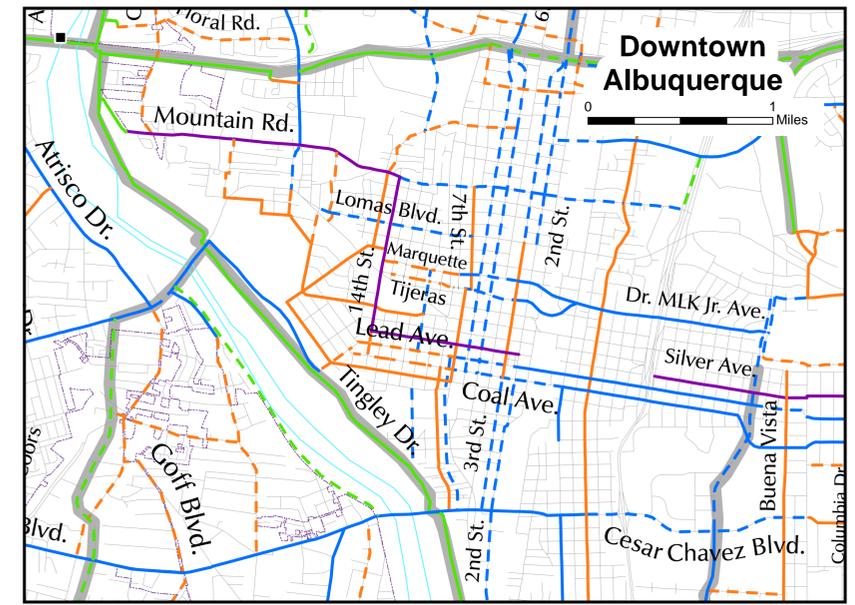
Encourage projects that

- Prevent vehicle crashes
- Improve conditions of roadways
- Protect non-motorized travelers

2035 Metropolitan Transportation Plan (MTP) for the Albuquerque Metropolitan Planning Area (AMPA) **Long Range Bikeway System**



- Existing Paved Trail
 - Proposed Trail
 - Existing Unpaved Trail
 - Proposed Unpaved Trail
 - Existing Lane
 - Proposed Lane
 - Existing Route
 - Proposed Route
 - Existing Bike Boulevard
 - Long Distance Facilities
 - Existing Overcrossing/Tunnel
 - Proposed Overcrossing/Tunnel
 - AMPA Boundary
- Existing facilities have been constructed and are open to the public. Proposed facilities are determined to be desirable and feasible, but have not yet been constructed.





Southern Sandoval County Arroyo Flood Control Authority

Quality of Life Master Plan for Watershed Park



Prepared for SSCAFCA by:
CSC community sciences corporation
3900 East Camelback Road
Suite 403
Phoenix, AZ 85018

with technical assistance from:

ASCG
INCORPORATED

ENGINEERS • ARCHITECTS • SURVEYORS • PLANNERS
4501 AMERICAS PARKWAY NE, SUITE 400
ALBUQUERQUE, NEW MEXICO 87110-5372
PHONE 505.247.0294 • FAX 505.242.4845

I. MASTER PLAN INTRODUCTION

The Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) Board of Directors and Staff sponsor Watershed Park Quality of Life planning as value-added enhancement to the communities in the Authority's service region. Large, contiguous land tracts that are owned and managed for flood protection may be used for public benefits during the majority of the time when SSCAFCA's extensive system of arroyos is not conveying or containing stormwater runoff.

In overview, the Quality of Life Master Plan addresses the entire SSCAFCA service region with its varying environmental conditions, land use and jurisdictional policies. The City of Rio Rancho, Town of Bernalillo and the Village of Corrales, including existing development and vacant lands, are contained within the study area. Portions of Native American lands (Zia and Santa Ana Pueblos) and unincorporated Sandoval County are also under SSCAFCA flood management responsibility.

A Master Plan approach introduces prospects for creating Watershed Park, made up of individual arroyo watersheds parks. It suggests ways in which other entities -- local jurisdictions, landowners, residents -- may partner to implement opportunities for alternative arroyo land utilization.

A. Purpose

The Master Plan purpose, therefore, is to enable multi-use initiatives that may enhance citizens' outdoor enjoyment as well as provide amenities for properties or neighborhoods adjacent to SSCAFCA lands. Activities proposed in (or adjacent to) flood control facilities must be compatible with the mission of protecting public safety and private property. Improvements should be undertaken only with the understanding that they may be susceptible to damage from stormwater runoff. With these general conditions, jurisdictions, developers and citizen groups are invited to make joint use of Authority lands.

A broad vision foresees recreation, alternative transportation, outdoor gathering places, scenic viewpoints, wildlife habitat and cultural resource preservation among many other potential open space advantages. With appropriate trade-offs, such as landowners participating in the installation of amenities, shared use could accommodate parking, storage, outdoor activities (e.g., dining, entertainment, industrial fabrication) and other uses ancillary to abutting, private sites.

Cooperative ventures encouraged by Quality of Life master planning may serve as a model for creative land development in the County, metro area and State. Establishing lineal open space linkages with a variety of activity venues along the arroyo system could possibly lead to the realization of New Mexico's largest public park.



HOUSE ON TOP OF BANK ADJACENT TO ARROYO

1. Study Objectives. Impetus for flood control drainage/amenity improvements as well as highest and best use of adjacent properties is provided through information, identification of opportunity sites and direction for plan implementation. Feasible, combined solutions can blend flood control facilities into existing and future neighborhoods, softening the hard edge of channel treatments.

A corollary objective is to maximize use and enjoyment of lands in or adjacent to SSCAFCA holdings. Opening onto visually attractive, useful spaces is seen as preferable to development turning its back to, walling off, a potential community asset.

Establishing a range of flood protection options that may be tailored to local conditions will promote development excellence. Planning techniques with development guidelines enable innovative joint-use design. Performance standards are suggested as assurances of lasting, quality improvements along the arroyos' courses.

2. Planning Criteria. An array of land development techniques takes into consideration the many different physical circumstances existing in the region's natural drainage channels. Arroyo capacity (its width and depth), stormwater runoff velocity, terrain, soils, foliage and numerous other factors enter into decision-making for channel engineering and on-stream facilities. Depending on localized conditions, planned improvements for flood control and amenities may be coordinated to accomplish both protection and quality of life.

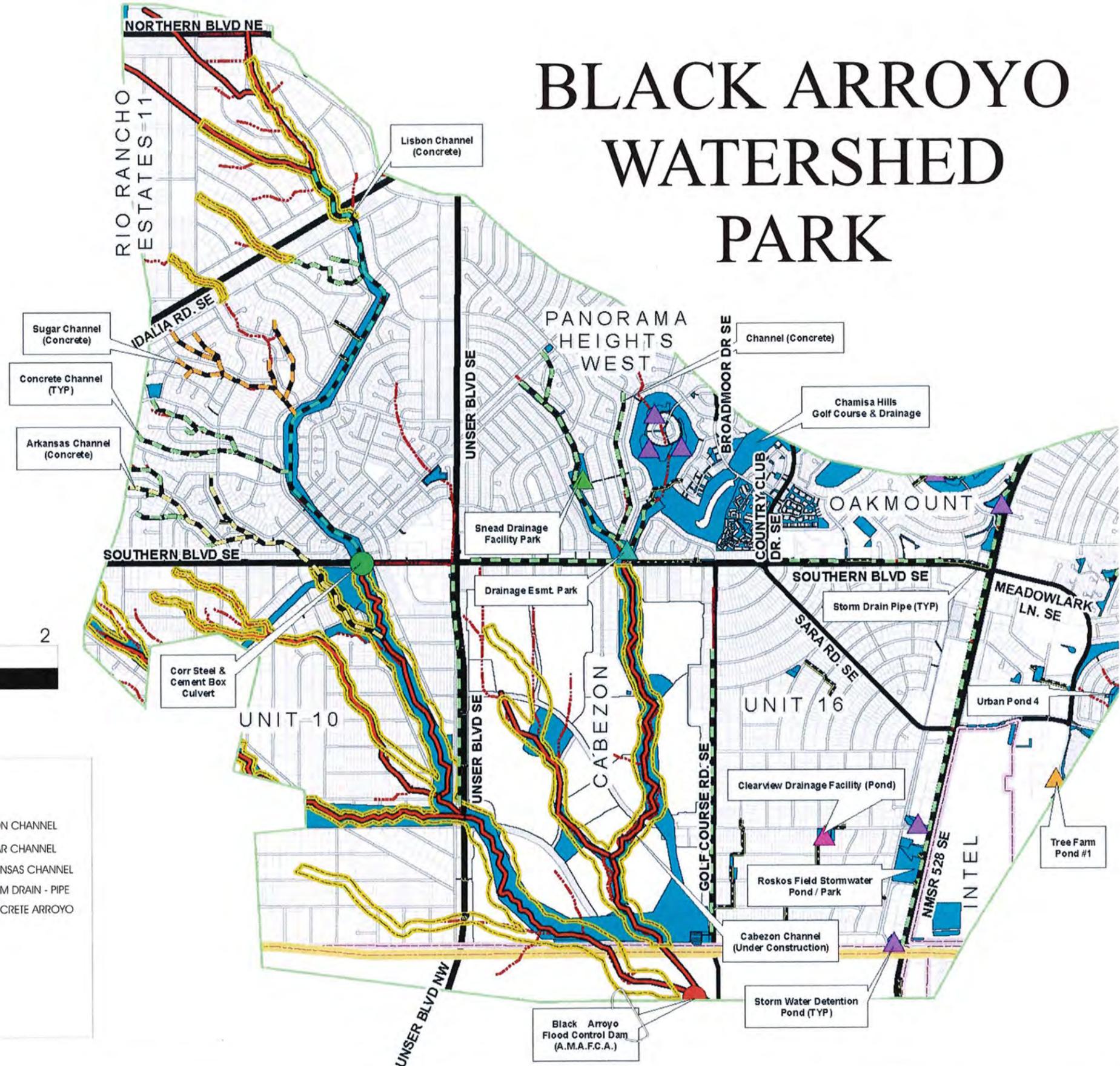
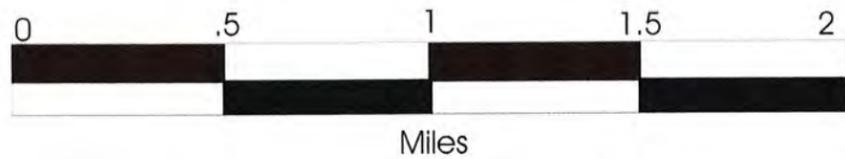
SSCAFCA applies "LEE Line" (Lateral Erosion Envelope) principles to define the necessary dimensions of safe arroyo capacity that will prevent flood damage to properties in the vicinity of watercourses. In evaluating the needed right-of-way for stormwater flow and the channel's propensity to wash away portions of arroyo banks, flexible options -- ranging from maintaining natural drainage to constructing hard surface channels -- may be considered. Safety requirements come first; however, cost, appearance and amenity factors are also entered into the assessment for determining the best solution at a particular location.

Predictable storm events, including the Federal Emergency Management Agency (FEMA) accepted scenario of a 100-Year Flood for channel protection, are calculated to set benchmarks for maximum water volumes and velocity, expressed in cubic feet per second of stormwater runoff. In addition to calculations for channels, which generally transport storm water runoff between two points in a natural or artificial conveyance, there are considerations for "sheet-flow" runoff where there is no clearly defined natural arroyo pattern. Each watershed includes engineered facilities for impoundment and treatment of stormwater runoff.

Antiquated platting issues are being addressed (and sometimes avoided) with City of Rio Rancho redevelopment strategies, where large sectors of land can be studied, property ownerships combined or re-purchased so that development may occur through masterplanning and incorporating SSCAFCA joint-use programs. In other areas, including the Town of Bernalillo and Village of Corrales, municipal regulations support the Authority's stormwater management responsibility. Also, jurisdictions may wish to establish meaningful development incentives to encourage landowner participation in Watershed Park Quality of Life enhancements.



BLACK ARROYO WATERSHED PARK



LEGEND			
	SSCAFCA JURISDICTION		LISBON CHANNEL
	WATERSHED BOUNDARIES		SUGAR CHANNEL
	ARROYO		ARKANSAS CHANNEL
	ARROYO TRIBUTARY		STORM DRAIN - PIPE
	PRINCIPAL ARTERIAL		CONCRETE ARROYO
	MINOR ARTERIAL		CLEARVIEW DRAINAGE FACILITY
	CORR. STEEL AND CEMENT BOX CULVERT		STORM WATER DETENTION POND
	BLACK ARROYO FLOOD CONTROL DAM		DRAINAGE EASEMENT PARK
	OPEN SPACE / PARK		SNEAD DRAINAGE FACILITY PARK
			TREE FARM POND #1
			TREE FARM POND #2
			URBAN POND #4

BLACK WATERSHED PROFILE

Black Arroyo's East and West Branches drain approximately ten square miles of southeast Rio Rancho, flowing into the AMAFCA Black Dam at the Sandoval/Bernalillo County line. The NMSR528 Diversion Channel system is combined with this Watershed's outfall which is diverted into the Calabacillas Arroyo to be conveyed into the Rio Grande.

A. Flood Potential

Black's West Branch 100-year (Q100) discharge into the Black Dam is calculated at 2,986 cubic feet per second under existing conditions; 5,934cfs, fully developed. East Branch flows will be accommodated by Cabezon developers' construction of a concrete channel and enlargement of the Black Dam from its present, approved capacity of 304 acre feet.

B. Existing or Planned Development

The watershed encompasses much of the City of Rio Rancho's early development, with such residential areas as: Broadmoor, Granada Hills, Panorama Heights, Rolling Hills, Siesta Hills, Southern Park, Sugar Ridge, Star Heights South, Oakmount, Unser Place, Valley Ridge, Unit 16, Western Hills and other sporadic residential development occurring in Units 10 and 11.

Rio Rancho Boulevard (NMSR528), Southern Boulevard, and Unser Boulevard are lined with commercial, office and industrial employment uses including Intel, numerous hospitality uses and shopping centers.

Existing recreational and amenity features associated with SSCAFCA flood management in these older parts of the community range from Chamisa Hills Golf Course and Roskos Field to Urban Pond 4. Cabezon parks and pathways exemplify Watershed Park features added through infill development. Unit 10 redevelopment, too, will contribute to Black Arroyo buildout.

C. Policy Issues

Adjustments to LEE Line open space boundaries are currently being incorporated into the Cabezon (Curb, Inc.) development. This will entail updating the Black Watershed Management Plan. Stormwater quality issues must be addressed in construction/enlargement of the Black Dam, other retention and conveyance facilities.

The Black Watershed has been previously developed with a series of concrete channels (e.g., Sugar, Arkansas, Lisbon Channels). Where possible, more natural solutions for stormwater conveyance should be considered. Acquiring land and/or constructing safety barriers along channel edges ought to be evaluated as means to retrofit pathway connections into the Black Watershed Park.

SSCAFCA's policy of cooperation with the Albuquerque Metropolitan Area Flood Control Authority is essential for flood management; and, also, may contribute to joint-use possibilities as well as regional trail linkages. The expanded AMAFCA facility just south of the County Line (Black Arroyo Flood Control Dam) presents design opportunities for open space enhancements.

D. Recommendations

Watershed Management Plan suggestions for flood control improvements have been revisited and adapted to accommodate Cabezon development currently in progress. Updated considerations include:

- **Regional Improvements** -- implementing several new, proposed dam facilities with integrated Stormwater Quality features (e.g., Lisbon Road/Sunset Road; Unit 10 at 11th Street; Park Dam at the confluence of Lisbon/Ivory; Unser Channel). Pond upgrades are recommended; land acquisition and early development for stormwater quality and controlled release west of Unser Boulevard and north of 19th Avenue is paramount; encourage other locations within Unit 10 for land consolidation, arroyo improvements and joint-use connectivity for trails and open space as warranted; maintaining capacity within Unit 16 to the NMSR528 channel, Rosko's field, and ultimate conveyance to AMAFCA facilities should be evaluated with every proposal that contributes to a change in quantity or quality of stormwater.
- **Road Crossings** -- upgrading Southern Boulevard crossing has occurred in conjunction with new commercial development and Cabezon site improvements. The alignment of Westside Boulevard and the physical improvements at the intersection with Unser Boulevard will be critical in determining Black Arroyo upstream control requirements for both volume as well as sediment transport. Existing culverts may require replacement or additional upstream control of the volume of discharge water. Solutions will require studies, land acquisition and facilities construction. Westside Boulevard design plans should include erosion prevention, possible access points for multi-use purposes as well as connections to the Cabazon planned trail systems and recreation amenities.
- **Channel Improvements** -- constructing lined channels along West Branch (sand bottom, riprap, grade control structures), Ivory and Lisbon from Southern Avenue to Park Dam. Locations for facilities that have potential for capture and controlled release should continually be explored in portions of Unit 10. Channel improvements west of Unser Boulevard should match or approximate the Cabazon community improvements where trails potentials exist.
- **Watershed Park Amenity Prospects** -- The Black Arroyo Watershed and nearby neighborhoods contain many of SSCAFCA's existing Quality of Life enhancements. Additional projects might include integrating Cabezon Park improvements with extended bikepath/urban trails systems; including linkages along Meadowlark to the Village of Corrales' Loma Larga path connection. Pathways are proposed adjacent to new or upgraded conveyance facilities such as along West Branch between Park and Unser Dams.

Opportunities exist north of AMAFCA's Black Arroyo Dam, together with areas west of Unser Boulevard, south of Southern Boulevard for "nodes" of mixed use activities. These could include moderately-scaled recreational venues such as athletic fields and disc golf courses. Commercial joint-use (e.g., outdoor dining areas or amphitheaters and other places of public assembly) can add to the Black Watershed Park experience near major street shopping/office developments.



Southern Sandoval County
Arroyo Flood Control Authority

1041 Commercial Dr. S.E. • Rio Rancho, New Mexico 87124
(505) 892-RAIN (7246) • FAX (505) 892-7241

BOARD OF DIRECTORS

John Chaney
Mark Conkling
James F. Fahey, Jr.
Steven M. House
Michael Obrey

EXECUTIVE ENGINEER

Charles Thomas, P.E.

RESOLUTION OF SPONSORSHIP
For a Transportation Alternatives Program Application
and Maintenance Commitment

Resolution No. 2015-5

A resolution declaring the eligibility and intent of the Southern Sandoval County Arroyo Flood Control Authority to submit an application to the New Mexico Department of Transportation for Federal Fiscal Year 2016/2017 Transportation Alternatives Program funds.

Whereas, the Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA), has the legal authority to apply for, receive and administer federal funds; and,

Whereas, SSCAFCA is submitting an application for Federal Fiscal Year 2016/2017 (FFY16/17) New Mexico Transportation Alternatives Program (TAP) funds in the amount of \$510,165, as set forth by the Federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) and as outlined in the FFY 16/17 New Mexico TAP Guide; and,

Whereas, the Lisbon Arroyo Trail named in the TAP application is an eligible project under New Mexico TAP and MAP-21; and,

Whereas, SSCAFCA acknowledges availability of the required local match of 14.56% and the availability of funds to pay all upfront costs, since TAP is a cost reimbursement program; and,

Whereas, SSCAFCA agrees to pay any costs that exceed the project amount if the application is selected for funding; and,

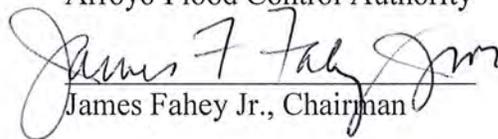
Whereas, SSCAFCA agrees to maintain all project(s) constructed with TAP funding for the useable life of the project(s); and,

Now, therefore be it resolved by the governing body of the Southern Sandoval County Arroyo Flood Control Authority, New Mexico, that:

1. SSCAFCA authorizes the Executive Engineer to submit an application for FFY16/17 New Mexico TAP funds in the amount of \$510,165 from the New Mexico Department of Transportation (NMDOT) on behalf of the citizens of Southern Sandoval County Arroyo Flood Control Authority.
2. That SSCAFCA assures the NMDOT that if TAP funds are awarded, sufficient funding for the local match of 14.56% and for upfront project costs are available, since TAP is a reimbursement program, and that any costs exceeding the award amount will be paid for by Southern Sandoval County Arroyo Flood Control Authority.
3. That SSCAFCA assures the NMDOT that if awarded TAP funds, SSCAFCA will provide funding for the operation and maintenance of the TAP projects for the usable life of the projects.
4. That the Executive Engineer of SSCAFCA is authorized to enter into a Cooperative Project Agreement with the NMDOT for construction of TAP projects using these funds as set forth by MAP-21 on behalf of the citizens of Southern Sandoval County Arroyo Flood Control Authority. The Executive Engineer is also authorized to submit any additional information as may be required and to act as the official representative of the Southern Sandoval County Arroyo Flood Control Authority in this and subsequent related activities.
5. That SSCAFCA assures the NMDOT that Southern Sandoval County Arroyo Flood Control Authority is willing and able to administer all activities associated with the proposed project.

PASSED, ADOPTED, AND APPROVED this 16th day of January 2015.

Southern Sandoval County
Arroyo Flood Control Authority


James Fahey Jr., Chairman

ATTEST:



Mark Conkling, Secretary

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM				
1	Control Num. (new projects assigned by MPO):	MPO Rec#:	Lead Agency: Southern Sandoval County Arroyo Flood Control Authority Form A	
2	Project Title:	Lisbon Arroyo Trail		
3	Beg. Terminus (southernmost/westernmost pt):	Lisbon and Southern		
4	End Terminus (northernmost/easternmost pt):	Lisbon and Tulip		
5	Project Description/Scope of Work:	Construct bike/ped trail along Lisbon arroyo, including arroyo bridge crossings, erosion protection, and fencing and gates.		
6	Existing Total Estimated Project Cost in TIP:	Revised Total Estimated Project Cost (if changing OR new project):	\$744,436	
7	What is the reason for the TIP revision? check all that apply ▶	<input type="checkbox"/> -New funds avail. <input checked="" type="checkbox"/> -New Project <input type="checkbox"/> -Design Cost Increase/Decrease <input type="checkbox"/> -ROW Cost Revision <input type="checkbox"/> -PS&E Cost Est. <input type="checkbox"/> -Letting Adjustment <input type="checkbox"/> -FTA or 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: 10/1/2016 Preliminary Engineering: 10/1/2016 Design: 10/1/2016 Right-of-Way: Completed Estimated Letting Date: 11/1/2016 Project Completion: 4/1/2017	To Be Completed by MPO Staff <input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP? <input type="checkbox"/> -Is this project CMAQ Eligible? <input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive? <input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"? Date Submission Received: _____ <input type="checkbox"/> -TIP Amendment <input type="checkbox"/> -TIP Admin. Mod.	
9	Complete Form B (below) for All TIP proposals which revise funding. Please Read! STOP Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which: ■ which add a project to the TIP. STOP Complete Form C but only steps C.1 and C.2 for TIP revision proposals which: ■ split an existing TIP project into two or more projects OR ■ combine two or more projects into one project OR ■ for any proposal which changes the termini of a capacity project any length OR ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.			

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

FORM B		Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM												CN: 0				
Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019		FFY 2020		FFY 2021	
			Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match
Scoping/Env. Doc.			TIP Amt															
			+Prop Rev															
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PE & Design	15 Preliminary Engineering	Local Bond Funds	TIP Amt					137,333										
			+Prop Rev					137,333										
			=Result	0	0	0	0	137,333	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	137,333	0	0	0	0	0	0	0	0	0	0
Utilities	43 Utilities	Local Bond Funds	TIP Amt					10,000										
			+Prop Rev					10,000										
			=Result	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	10,000	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
			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-Lg Urb	TIP Amt					510,165	86,938									
			+Prop Rev					510,165	86,938									
			=Result	0	0	0	0	510,165	86,938	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	510,165	86,938	0	0	0	0	0	0	0	0	0
Est. Let. Month		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Year ▼		Resulting Amt.	0	0	0	0	0	510,165	86,938	0	0	0	0	0	0	0	0	
			Existing 4 Year Total Amount Programmed in TIP: 0												Diff. Prop.-Existing= 744,436			
			Resulting 4 Year Total Amount Programmed as Proposed: 744,436												Percent Change: #DIV/0!			

FORM B		Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM												CN: 0				
Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019		FFY 2020		FFY 2021	
			Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match	Prog Amt	Match
Scoping/Env. Doc.			TIP Amt															
			+Prop Rev															
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PE & Design			TIP Amt															
			+Prop Rev															
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities			TIP Amt															
			+Prop Rev															
			=Result	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
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction/Implementation			TIP Amt															
			+Prop Rev															
			=Result	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Est. Let. Month		Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Year ▼		Resulting Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Existing 4 Year Total Amount Programmed in TIP: 0												Diff. Prop.-Existing= 744,436			
			Resulting 4 Year Total Amount Programmed as Proposed: 744,436												Percent Change: #DIV/0!			

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

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

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

MPO ID#: **TBD** Control Number: **TBD** Project Title: **Lisbon Arroyo Trail**

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

Lead Agency: **SSCAFCA** Department: **[REDACTED]**
 Address: **1041 Commercial Dr. SE** Address Line 2: **[REDACTED]**
 City: **Rio Rancho** State: **NM** Zip: **87124**
 Contact Person: **Charles Thomas** Title: **Executive Engineer**
 Telephone: **(505) 892-7246** Ext: **[REDACTED]** Fax: **(505) 892-7241** Email: **[REDACTED]**

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: **Rio Rancho City**
 NM Senate District: **40** NM House District: **60**

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. **To provide alternative modes of transportation to connect residents of Rio Rancho to commercial areas and arterial-based mass transit facilities and to provide off-street pedestrian access to educational institutions in the vicinity of the project**

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.) **% = 0**

-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: **The Unser/Southern area is considered high risk in the PPPG. Removing pedestrians from this area by providing off-street pedestrian facilities lowers that safety risk.**

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: **Strategy II.K. Off-street Multi-use trails (pedestrian and bicycle), provide off-street multi-use trails in the vicinity of Unser Blvd and Southern Blvd.**

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)? **SSCAFCA Quality of Life Master Plan (2006)**

If yes, please note the page/chapter/section number(s) of the plan(s)? **Page 17**

Explain how the project will fulfill the plan priority or recommendation. **Provides linkages to existing bikepath/urban trail systems**

Intermodal Connectivity Information (check ALL boxes that apply):

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

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

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

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

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

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

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

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

Freight Movement Assessment:

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

If yes, please describe and identify the strategies:

Air Quality Information for Transit projects:

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

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

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

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

Air Quality Information for Bicycle/Pedestrian projects:

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

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

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

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **This project should improve the pedestrian/bike connectivity from urban areas north of Southern Blvd to the Rust Medical Center, commercial centers, and Westside Blvd., which connects down to Golf Course Rd and NM528.**

Local Significance: Describe, if applicable, the value of this project to the local community. **This project will connect the highly urbanized area north of Southern Blvd with Maggie Cordova and Puesta del Sol elementary schools via existing pedestrian facilities on or south of Southern Blvd. The new facilities will also provide pedestrian/bike connectivity to local commercial operations and provide a linkage to the existing trails along Southern and Unser Blvds.**

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

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

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

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**

(Supplemental documentation may also be submitted separately with this application.)

The proposed project is a comprehensive package of improvements to meet the pedestrian/bicycling needs in the vicinity of Unser and Southern Boulevards in Rio Rancho, NM. This area of Rio Rancho has several active neighborhood associations, growing commercial activity (movie theater, Rust Medical Center, several dining opportunities), and two elementary school (Maggie Cordova Elementary School and Puesta del Sol). SCAFCA currently owns the south half of the project area and is working with the City of Rio Rancho and Sandoval County to obtain the ownership of the north half of the project area. Regardless, the entirety of the project area is currently in public ownership.

In 2002, the original Black Arroyo Watershed Management Plan (BAWMP) (Lisbon Arroyo is part of the Black Arroyo watershed system) recognized the need to have SCAFCA's facilities perform as not only stormwater conveyance facilities, but also as multi-use facilities for usage by the public when not being used for stormwater uses (SSCAFCA/BAWMP, Pg. 1, 2002).

Recognizing the resources that were owned by the agency, in 2006, SCAFCA's elected Board of Directors adopted a multi-use policy for all of the land under the agency's jurisdiction. The Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) Quality of Life Master Plan (QLMP) for Watershed Park document was formally adopted by SCAFCA's governing body in October 2006. This publically reviewed document outlines the concept of the Linear Open Space and the need for SCAFCA to explore multi-use aspects of SCAFCA's facilities such as the addition of trails for pedestrian and bicycle use along the long corridors of arroyo bank owned and operated by SCAFCA. Trails and pathways received considerable attention from community representatives as a means of reducing motorized vehicle congestion. The proposed project conforms well to the QLMP by providing that large, contiguous land tracts that are owned and managed for flood protection may be used for public benefits during the majority of the time. (SSCAFCA/QLMP, Pg. 1, 2006)

The proposed project also conforms to the 2035 Metropolitan Transportation Plan (MTP) for the Albuquerque Metropolitan Planning Area, Long Rang Bikeway System plan, developed by the Middle Rio Grande Council of Governments (MRCOG). The proposed project in this plan identifies a trail corridor along Lisbon Ave. in the City of Rio Rancho. The proposed project run parallel to the alignment in the Bikeway System plan and terminates at Tulip Road, where the Bikeway System plan route terminates. (MRCOG, 2011)

The proposed project is included in the January 2011 Rio Rancho Bicycle and Pedestrian Transportation Master Plan (BPTMP). The project meets all three goals of the BPTMP. By conforming to the City of Rio Rancho BPTMP, the Lisbon Arroyo trail project will become part of a larger network of trails designed to provide alternative modes of transportation from residential to educational and commercial centers throughout the city. (CoRR, 2011)

The preliminary costs associated with each element of development are:

- Major Bridge crossing: \$115,199 per crossing., total of two for \$230,398
- Connecting trails: \$121,787 for entire system
- Drainage improvements to stabilize trail \$100,000
- Barriers to prevent co-mingling of pedestrians/bikes and vehicles - \$10,955

Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM			
1	Control Num. (new projects assigned by MPO):	MPO Rec#:	Lead Agency: Southern Sandoval County Arroyo Flood Control Authority Form A
2	Project Title:	Unser Blvd Dam & Realignment	
3	Beg. Terminus (southernmost/westernmost pt):	Unser Blvd and Wimmera Rd.	
4	End Terminus (northernmost/easternmost pt):	Unser Blvd and Osage Rd.	
5	Project Description/Scope of Work:	Project will consist of realigning a portion of Unser Road in accordance with NMDOT specifications for road curvature and to remove Unser Blvd. from the floodplain and provide downstream protection against flooding. Construction will include a culvert crossing for the passage of storm flows.	
6	Existing Total Estimated Project Cost in TIP:	Revised Total Estimated Project Cost (if changing OR new project):	\$1,858,286
7	What is the reason for the TIP revision? check all that apply	<input type="checkbox"/> -New funds avail. <input checked="" type="checkbox"/> -New Project <input type="checkbox"/> -Design Cost Increase/Decrease <input type="checkbox"/> -ROW Cost Revision <input type="checkbox"/> -PS&E Cost Est. <input type="checkbox"/> -Letting Adjustment <input type="checkbox"/> -FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> -Env. Doc. Cost Revision <input type="checkbox"/> -Termini Change <input type="checkbox"/> -Scope Revisions <input type="checkbox"/> -Construction Cost change based on PE or Design Document	
8	Enter the most recent estimated or actual project development completion dates (month/year)	Environmental Document: 10-1-19 Preliminary Engineering: 10-1-19 Design: 2-1-20 Right-of-Way: 12-1-15 Estimated Letting Date: 7-1-20 Project Completion: 12-20-20	To Be Completed by MPO Staff <input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP? <input type="checkbox"/> -Is this project CMAQ Eligible? <input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive? <input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"? Date Submission Received:
9	Check if this is an ongoing project: <input type="checkbox"/> (TDM, bike/ped educ. prog., Bus Purchase, etc.)		

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

Please Read!

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

- which add a project to the TIP.

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

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

FORM B														
Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM														
Phase	Work Type	Fund Source	FFY 2014		FFY 2015		FFY 2016		FFY 2017		FFY 2018		FFY 2019	
			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											
			Current Prog. Amt.											
			Resulting Amt.											
PE & Design	15 Preliminary Engineering	STP-U Lg Urb	TIP Amt											
			+Prop Rev											
			=Result											
			Current Prog. Amt.											
			Resulting Amt.											
Utilities	NA Not Applicable		TIP Amt											
			+Prop Rev											
			=Result											
			Current Prog. Amt.											
			Resulting Amt.											
Right-of-Way	16 Right-of-Way	Local Bond Funds	TIP Amt											
			+Prop Rev											
			=Result											
			Current Prog. Amt.											
			Resulting Amt.											
Construction/Implementation	04 Reconstr-No Added Cap	STP-U Lg Urb	TIP Amt											
			+Prop Rev											
			=Result											
			Current Prog. Amt.											
			Resulting Amt.											
Est. Let. Month		Current Prog. Amt.												
Year		Resulting Amt.												
Existing 4 Year Total Amount Programmed in TIP:										0	Diff. Prop.-Existing=		0	
Resulting 4 Year Total Amount Programmed as Proposed:										0	Percent Change:		#DIV/0!	

Phase	FFY 2020		FFY 2021	
	Prog Amt	Match	Prog Amt	Match
Scoping/Env. Doc.	0	0	0	0
PE & Design	0	0	0	0
Utilities	0	0	0	0
Right-of-Way	0	0	0	0
Construction/Implementation	0	0	1,587,720	270,566
Est. Let. Month	0	0	1,587,720	270,566
Year	0	0	1,587,720	270,566

FORM C: ADDENDUM for TIP PROJECT PROPOSALS

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

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

MPO ID#: [redacted] Control Number: [redacted] Project Title: [redacted]

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

Lead Agency: **SSCAFCA** Department: [redacted]
 Address: **1041 Commercial Dr. SE** Address Line 2: [redacted]
 City: **Rio Rancho** State: **NM** Zip: **87124**
 Contact Person: **Charles Thomas** Title: **Executive Engineer**
 Telephone: **(505) 892-7246** Ext: [redacted] Fax: **(505) 892-7241** Email: **cthomas@sscafca.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: **Rio Rancho City**
 NM Senate District: **22** NM House District: **57**

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

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

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

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

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

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

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

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

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

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

Describe the project's purpose. **Reconstruct Unser Blvd. crossing the Venada arroyo to prevent storm flows from overtopping Unser and improve the curve alignment to meet current required safety standards. Bike lanes will be added in area of work.**

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.) % = **75**

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **This project is integral to providing regional level protection from flooding within Southern Sandoval County**

Local Significance: Describe, if applicable, the value of this project to the local community. **This project will realign a dangerous existing curve on Unser Blvd to meet current safety requirements.**

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

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

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

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**

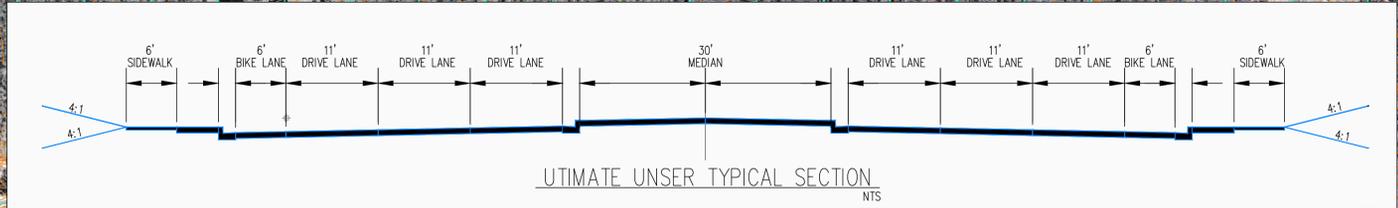
(Supplemental documentation may also be submitted separately with this application.)

The realignment of Unser Blvd and construction of the associated flood control facility fulfills one of the objectives common to both plans. These two plans were developed by separate government agencies (SSCAFCA and the City of Rio Rancho). The need for the flood control facility in this location is clearly identified in the Venada Watershed Park Management plan (VWPMP) developed by SSSCAFCA. This publically reviewed document was authored and formally adopted by the SSSCAFCA Board of Directors on December 17, 2002. According to this plan, the existing drainage facilities will not be sufficient to convey the ultimate conditions 100-year peak flow of 1,420 cubic feet per second (cfs) (SSCAFCA, 2002, pg. 15) without overtopping Unser Blvd. The VWPMP recommends the construction of a dam immediately upstream of the existing alignment of Unser Blvd.

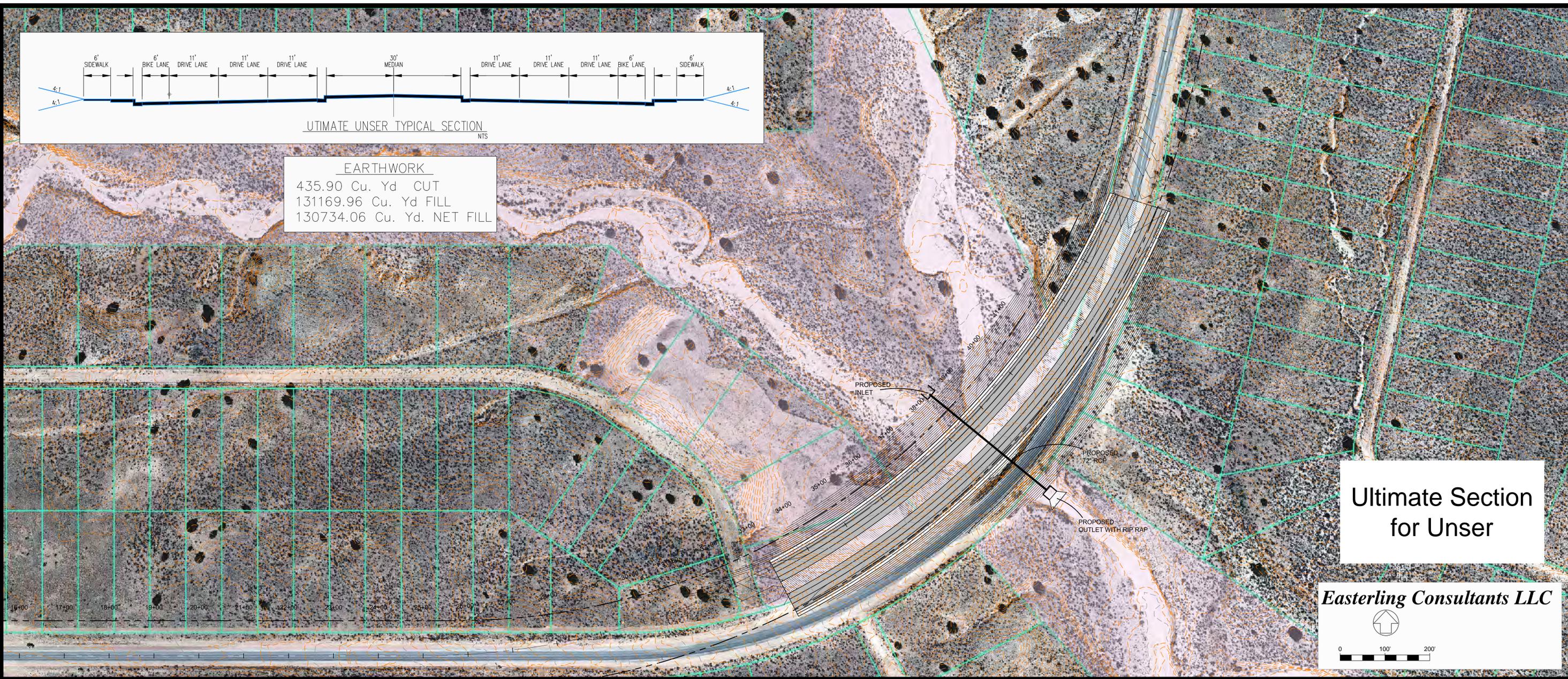
In April 2004, the City of Rio Rancho (CoRR) completed the Unser Boulevard Transportation Study, Bernalillo/Sandoval County Line north to US 550, Initial Alignment Study. This study identifies the proposed location for the new facility as needing to have the curve at that location under Alternative 1 presented in the plan (CoRR, 2004, pg 3-2, exhibit 3-1 and CoRR, 2004, Sheets 18 and 19). Additionally, the plan discusses the crossing at the Venada Arroyo and states that, "Major drainage structures will be needed at these (various arroyo including the Venada) crossings." (CoRR, 2004, pg. 4-1) The plan also discusses SSSCAFCA's plan to construct a dam at this location but goes on to state the the costs and complexity of this were not evaluated in the City's plan. Alternative 1 (which includes the subject segment of Unser Blvd.) was the recommended alternative in the plan (CoRR, 2004, pg 4-2).

As neither SSSCAFCA's or the CoRR's plans evaluated the costs and complexities of constructing the Unser Dam along the Unser Blvd. alignment, in 2014, SSSCAFCA contracted with Easterling and Associates to evaluate the feasibility of constructed the dam along the 2004 proposed alignment for Unser Blvd. According to this report (SSCAFCA, 2014, pg 3), usage of the crest of a dam facility as a paved arterial corridor was feasible. Easterling and Associates also evaluated the costs associated with the construction of this facility. This estimate of probable costs is the basis of this proposal.

Seeing this opportunity to accomplish the goals of two separate planning documents and leverage public funds from widely varying missions of agencies in one action, SSSCAFCA is proposing the construction of the dam and simultaneous realignment of Unser Blvd. in this project. SSSCAFCA is the fee owner of the land where the proposed dam structure and realigned Unser Blvd. will be located and will dedicate this land, as well as the required local match component, for the project. SSSCAFCA is proposing to construct a two lane (one lane each way) section for the roadway, but construct the outlet works of the dam to accommodate the eventual four lane section build out discussed in the CoRR plan.

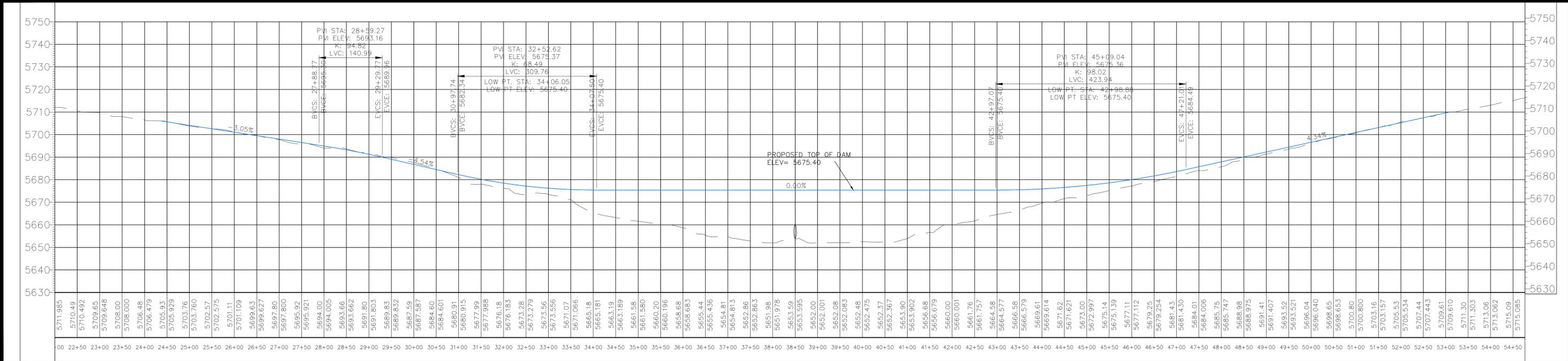
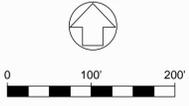


EARTHWORK
 435.90 Cu. Yd CUT
 131169.96 Cu. Yd FILL
 130734.06 Cu. Yd. NET FILL



Ultimate Section
for Unser

Easterling Consultants LLC



Y:\PROJECTS\EASTERLING\PROJECTS\159-12-01_SSCAFCA_01-Coll\Task Order No. 8 Unser Dam Realignmnet\DWG\Unser Dam with all surfacelap.dwg, 10/10/2014, 3:34:51 PM