

Appendix J: Supplemental Information

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1 RESOLUTION
2 of the
3 METROPOLITAN TRANSPORTATION BOARD
4 of the
5 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
6 R-11-04 MTB

7 **APPROVING THE TRANSPORTATION CONFORMITY WITH AIR**
8 **QUALITY PLANS FOR THE 2035 METROPOLITAN**
9 **TRANSPORTATION PLAN (MTP), THE 2010-2015 TRANSPORTATION**
10 **IMPROVEMENT PROGRAM (TIP), AND THE 2012-2017 TIP FOR THE**
11 **ALBUQUERQUE METROPOLITAN PLANNING AREA**
12

13 WHEREAS the Safe, Accountable, Flexible, Efficient Transportation Equity Act-
14 A Legacy for Users (SAFETEA-LU) of 2005 requires metropolitan planning
15 organizations to develop a long range intermodal/multimodal financially constrained
16 transportation plan for each metropolitan area; and

17 WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan
18 planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA);
19 and

20 WHEREAS, the 2035 MTP identifies transportation facilities for the AMPA to the
21 year 2035 and includes a financial plan which demonstrates how the plan will be
22 implemented; and

23 WHEREAS, the 2035 MTP also includes the 2010-2015 Transportation
24 Improvement Program (TIP), and the 2012-2017 TIP; and

25 WHEREAS, the MPO received a copy of a letter from the EPA to FHWA verifying
26 that the most recent Carbon Monoxide (CO) levels at air quality monitors remain below
27 85% of the National Ambient Air Quality Standard (NAAQS) for CO, as required by the
28 2006-2016 Limited Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo
29 County; and

30 WHEREAS, the 2035 MTP was developed in accordance with federal
31 metropolitan transportation planning process requirements, as prescribed in Title 23,
32 Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations,
33 including requirements for interagency consultation, financial constraint, and public
34 participation; and

35 WHEREAS, the 2035 MTP conforms with Air Quality Plans, which include the
36 Transportation Conformity State Implementation Plan (SIP) and the 2006-2016 Limited
37 Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo County; and

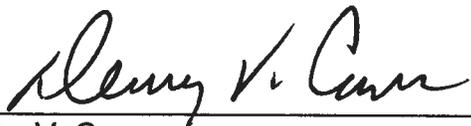
38 WHEREAS, the MTB is responsible for local approval of the Transportation
39 Conformity for the 2035 MTP, the 2010-2015 TIP and the 2012-2017 TIP,

40 NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation
41 Board of the Mid-Region Council of Governments of New Mexico that the 2035 MTP,
42 the 2010-2015 TIP and the 2010-2017 TIP are hereby found to conform with the State
43 Implementation Plans for the Albuquerque/Bernalillo maintenance area.

44 PASSED, ADOPTED and APPROVED this 15th day of April 2011 by the
45 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
46 Mexico.

47 
48 _____
49 Maggie Hart-Stebbins, Chair
50 Metropolitan Transportation Board

51
52 ATTEST:

53 
54 _____
55 Dewey V. Cave
56 Executive Director, Mid-Region Council of Governments
57



Richard J. Barry, Mayor

City of Albuquerque
Environmental Health Department
Air Quality Division
One Civic Plaza, 3rd Floor
Albuquerque, New Mexico 87121



Mary Lou Leonard, Director

March 29, 2011

To: Members of the Transportation Conformity Technical Committee (TCTC)
From: Margaret Nieto, Air Quality Division Control Strategies Section Supervisor
Subject: Transportation Conformity Technical Committee Meeting Summary, Tuesday, March 24, 11, 2009, 1:30 to 3:00 MST

MEETING SUMMARY (final)

A meeting of the TCTC was convened at about 1:40 p. m. MST with the following agencies and representatives participating:

- Mid-Region Council of Governments (MRCOG) - Terry Doyle, Dave Pennella, Aaron Sussman, Steven Montiel, Nathan Masek
- New Mexico Department of Transportation (NMDOT) – Curt Frischkorn, Claude Morelli, Ray Matthew
- City of Albuquerque Environmental Health Department, Air Quality Division (COA/EHD/AQD) – Fabian Macias, Ken Lienemann, Margaret Nieto, Neal Butt,
- City of Albuquerque Transit Department, ABQ Ride – Andrew de Garmo
- Bernalillo County, Technical Planning Program – Richard Meadows
- City of Rio Rancho, Dept. of Public Infrastructure- Tim Brown
- New Mexico Environment Dept., Air Quality Bureau – Kerwin Singleton, Gail Cooke
- EPA, Region 6, Air Planning- Jeff Riley

1. 2035 MTP – Terry Doyle, MRCOG

- a) Interagency Consultation for conformity analysis, conformity determination.** Terry Doyle, Director of Transportation and Planning Services, MRCOG informed the group about progress with the conformity determination process for the Metropolitan Transportation Plan. What has occurred so far is as follows: the City of Albuquerque Air Quality Division sent 1-hour and 8-hour design values for CO to EPA for confirmation; EPA confirmed design values by means of a letter to US DOT/FHWA in Santa Fe, FTA Regional Office in Ft. Worth, MRCOG, and COA/AQD); MRCOG presented the draft TIP and MTP to the Air Quality Control Board; FHWA verified the air quality status by way of a letter required by the Limited Maintenance Plan for CO. Next steps are: MRCOG takes a resolution to the MTB for approval and then sends approved resolution to FHWA and FTA (April, 2011); the AQCB issues a concurrence letter to FHWA regarding the transportation conformity designation for CO as required by 20.11.3 NMAC, *Transportation Conformity*

(May, 2011); FTA and FHWA send conformity finding to MRCOG. This constitutes the final step in the approval of the MTP. Mr. Doyle received concurrence from the group that the interagency consultation process has been followed.

b) Demonstration of fiscal constraint. Mr. Doyle stated that fiscal constraint is being demonstrated in Chapter 4 of the MTP and handed out a revision to the revenues page, explained (along with Dave Penella, MRCOG) that added language is for clarification, but does not affect any of the tables. They addressed some of the uncertainties in projections that are mentioned in the revision. Claude Morelli asked about what impacts would be for air quality conformity if some of the projects were to change. Terry Doyle responded that there would be no impact, as we are so far below the threshold for CO. Regarding fiscal constraint, there are placeholders in place that will be reduced significantly in anticipation of newer needs as they come up. Ken Lienemann, (COA/AQD) pointed out that there may be an NO₂ issue in the future. Dave Pennella added that outer years can be adjusted if/when there is a need to. Terry Doyle stated that the 2035 MTP added more transit projects than new roads, so the direction of the plan is a move toward better air quality rather than worse. One large capacity project was actually removed from the plan. Members of the TCTC were in agreement that the MTP and TIP are fiscally constrained at this time recognizing that the availability of financial resources is subject to the enactment of a new transportation bill by Congress. The MTP and TIP are consistent with US DOT's metropolitan planning regulations and the Air Quality transportation conformity regulation.

2. **Ozone update and Validation of CO data – Fabian Macias, COA, EHD, AQD.** Mr. Macias stated that Albuquerque is well below the standard for CO and that EPA, in their current review, is proposing that the CO standards remain the same. He talked about collaborative efforts and research in which the Air Quality Division is involved regarding the expected new Ozone standard, and updated the group on current monitor data. Dave Pennella, MRCOG, asked if there is funding available for the work that will be required to develop a State Implementation Plan, should our area fall into non-attainment status. Mr. Macias responded that the AQD will try to include the project in the next grant application, will be working with the Western Regional Air Partnership (WRAP), and will have to see what else might develop. Terry Doyle asked NMDOT representatives if State Planning and Research (SPR) funds could be made available, since several MPO's in the state will be affected. Ray Matthew and Claude Morelli, (both NMDOT) stated that they can't say yet how much will be available, but it is possible that at least a portion of the project would be eligible. There followed a discussion about doing joint modeling with Santa Fe, which would be useful since transport is a critical component. Asked if TDM data could be used along with modeling, K. Lienemann (COA/AQD) stated that AQD would need detailed transportation data to be able to assess the NO₂ monitor data, which relates to ozone formation. Dave Pennella said that MRCOG and NMDOT have all that information and would be willing to share, and that the freight study could also be helpful. It was suggested that it would be useful to have a meeting at MRCOG where they could show AQD what data they have and how it's collected.
3. **Questions regarding NMDOT I-25/Paseo del Norte Interchange Environmental Impact Statement – Neal Butt, COA, EHD, AQD.** Neal Butt raised questions about the NMDOT I-25/Paseo del Norte Interchange EIS and the requirement for hot spot analysis in 20.11.3 NMAC, *Transportation Conformity*. In his review of the draft EIS there was an implication

that a hot spot analysis would be done and included in the final EIS, but he has been attempting to contact Paul Lindberg, NMDOT, who received our comments, and has been unsuccessful in getting a response. Ray Matthew and Claude Morelli (both NMDOT) offered to work with Pat Oliver-Wright (Planning Div. Director at NMDOT) to have her contact Mr. Lindberg. Curt Frischkorn (NMDOT) also offered to look into the matter for Neal, asked that COA/AQD comment letter be sent to him for reference.

The meeting was then adjourned.



U.S. Department
of Transportation

**Federal Highway
Administration**

New Mexico Division
4001 Office Court Dr., Ste. 801
Santa Fe, NM 87507

In Reply Refer To:
HDA-NM
ENVI 1

March 10, 2011

SUBJECT: Mid-Region Council of Governments Transportation
Conformity Air Quality Design Values

Ms. Margaret Nieto
City of Albuquerque
Environmental Health/Air Quality Division
P.O. Box 1293
Albuquerque, NM 87103

Dear Ms. Nieto:

This letter is to acknowledge the Environmental Protection Agency's (EPA) review of the design values for Carbon Monoxide (CO). The review is provided for the on-going transportation conformity determination by the Mid-Region Council of Governments (MRCOG). As described in the EPA letter dated February 15, 2011, the Albuquerque/Bernalillo County area is under an EPA-approved Limited Maintenance Plan for CO. Under this plan, the design value for CO must be under the National Ambient Air Quality Standards (NAAQS) for CO in order to demonstrate conformity by MRCOG and the Federal Highway Administration.

EPA has reviewed the design values associated with the MRCOG managed Metropolitan Planning Organization area for Albuquerque/Bernalillo County. They have noted that the CO design value for the area of concern is well below NAAQS thresholds and thus meets the criterion of the conformity rule and requirements for the Limited Maintenance Plan. For this determination the values were 2.6 ppm for the 8-hour CO NAAQS and 3.6 ppm for the 1-hour CO NAAQS. These values represent 29% and 10% of the relevant standards respectively.

With this confirmation that the design values for CO are in line with the Limited Maintenance Plan, we expect MRCOG to complete the transportation conformity determination associated with the Metropolitan Transportation Plan as scheduled. If you have questions, please contact me at (505) 660-7626 or by email at greg.heitmann@dot.gov.

Sincerely yours,

Gregory L. Heitmann
Environmental/Realty Specialist

For: J. Don Martinez
Division Administrator

Enclosure

cc:
Mr. Terry Doyle, Mid-Region Council of Governments
Ms. Pat Oliver-Wright, NMDOT





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6

1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

FEB 15 2011

Mr. J. Don Martinez
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
604 West San Mateo Road
Santa Fe, New Mexico 87505

Dear Mr. Martinez:

In preparation for the planned transportation conformity determination currently underway by the Mid-Region Council of Governments (MRCOG), the Albuquerque Environmental Health Department has requested my office confirm the current carbon monoxide design value for Albuquerque/Bernalillo County. Albuquerque/Bernalillo County is under an EPA-approved Limited Maintenance Plan for carbon monoxide (CO) and thus must demonstrate that the design value is sufficiently below the National Ambient Air Quality Standards (NAAQS) for CO in order to support a finding of conformity by the MRCOG or by the Federal Highway Administration.

The current design value for CO, based on the latest quality-assured data available at this time, is 2.6 ppm for the 8-hour CO NAAQS and 3.6 ppm for the 1-hour CO NAAQS. These values represent 29% and 10% of the relevant standards, respectively. Therefore, the design value for Albuquerque/Bernalillo County is well below the NAAQS threshold, and thus this criterion of the conformity rule is met.

If you have any questions, please feel free to contact me or Jeff Riley of my staff at (214) 665-8542.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Guy Donaldson".

Guy Donaldson
Chief
Air Planning Section

cc: Ms. Margaret Nieto, City of Albuquerque Environmental Health Division
Mr. Terry Doyle, Mid-Region Council of Governments
Mr. Greg Heitmann, Federal Highway Administration ✓

1 RESOLUTION
2 of the
3 METROPOLITAN TRANSPORTATION BOARD
4 of the
5 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
6 R-11-05 MTB

7 ADOPTING THE
8 2035 METROPOLITAN TRANSPORTATION PLAN
9 FOR THE
10 ALBUQUERQUE METROPOLITAN PLANNING AREA
11

12 WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act-
13 A Legacy for Users (SAFETEA-LU) of 2005 requires metropolitan planning
14 organizations to develop a long range intermodal/multimodal financially constrained
15 transportation plan for each metropolitan area; and

16 WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan
17 planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA);
18 and

19 WHEREAS, a draft 2035 Metropolitan Transportation Plan (2035 MTP) has been
20 developed under the direction of the MTB in consultation with local government staff,
21 the New Mexico Department of Transportation, and operators of public transportation,
22 and with input from various groups and members of the general public; and

23 WHEREAS, the approved 2035 MTP will replace the 2030 Metropolitan
24 Transportation Plan (2030 MTP) for the AMPA; and

25 WHEREAS, the draft 2035 MTP identifies transportation facilities for the AMPA to
26 the year 2035 and includes a financial plan which demonstrates how the plan will be
27 implemented; and

1 WHEREAS, the MTB is responsible for local approval and adoption of the 2035
2 MTP; and

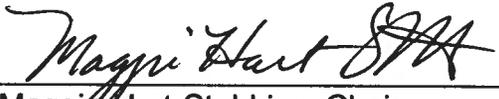
3 WHEREAS, approval and adoption of the 2035 MTP defines the intent of the
4 MTB regarding future transportation facilities in the AMPA and provides direction for
5 development of future Transportation Improvement Programs.

6 NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation
7 Board that:

8 1. The 2035 MTP is approved by the Metropolitan Transportation Board, as
9 amended; and

10 2. The Executive Director of the Mid-Region Council of Governments is
11 authorized to finalize and publish the 2035 MTP and transmit it to the New
12 Mexico Department of Transportation (NMDOT) and the appropriate sections
13 of the U.S. Department of Transportation.

14 PASSED, ADOPTED and APPROVED this 15th day of April 2011 by the
15 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
16 Mexico.

17
18 
19 _____
20 Maggie Hart-Stebbins, Chair
21 Metropolitan Transportation Board

22 ATTEST:

23 
24 _____
25 Dewey V. Cave
26 Executive Director Mid-Region Council of Governments
27



U.S. Department
of Transportation
**Federal Highway
Administration**

Federal Transit Administration
819 Taylor Street, Ste. 8A36
Fort Worth, TX 76102
817-978-0550
817-978-0575 (Fax)

Federal Highway Administration
4001 Office Court Dr., Ste. 801
Santa Fe, NM 87507
505-820-2021
505-820-2040 (Fax)

In Reply Refer To:
HDA-NM
ENVI 3



June 27, 2011

**SUBJECT: 2035 Metropolitan Transportation Plan (MTP) and
FY2010-2015 and FY2012-2017 Transportation Improvement
Programs (TIPs) Transportation Conformity Findings**

Mr. Dewey V. Cave
Executive Director
Mid-Region Council of Governments
809 Cooper Ave. NW
Albuquerque, New Mexico 87102

ATTN: Mr. Dave R. Pennella, Transportation Program Manager

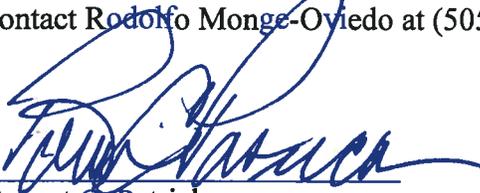
Dear Mr. Cave:

In accordance with the Clean Air Act (CAA) Amendments of 1990, a conformity finding for the transportation plans and programs in a limited attainment area is required by the U.S. Department of Transportation, (USDOT). The Mid-Region Council of Governments (MRCOG), the Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA), has concluded and documented that the 2035 MTP conforms to CAA requirements. This conclusion is based on the MPO's coordination and consultation with the Environmental Protection Agency (EPA), the Albuquerque-Bernalillo Air Quality Control Board, the New Mexico Department of Transportation, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FHWA and FTA, representing the USDOT, have determined that the AMPA has met the requirements of the EPA Transportation Conformity Rule (40 CFR Parts 51 and 93).

A Finding of Conformity is hereby made with respect to the 2035 Metropolitan Transportation Plan (MTP) and FY2010-2015 and FY2012-2017 Transportation Improvement Programs (TIPs) as approved by the Metropolitan Transportation Board of the Mid-Region Council of Governments on April 15, 2011.



This conformity determination is in effect until such time a new determination is required either by new regulatory requirements, major revision of transportation plans, or a State Implementation Plan (SIP) revision. If you have any questions regarding this matter, please contact Rodolfo Monge-Oviedo at (505) 820-2037.



Robert C. Patrick
Regional Administrator
Federal Transit Administration



For, J. Don Martinez
Division Administrator
Federal Highway Administration

cc:

Mr. Tony Ogboli, FTA
Ms. Patricia Oliver-Wright, NMDOT
Ms. Anne McLaughlin, NMDOT
Ms. Dorothy Shepherd, NMDOT
Mr. Elias Archuleta, NMDOT

1 RESOLUTION
2 of the
3 METROPOLITAN TRANSPORTATION BOARD
4 of the
5 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
6 R-12-16 MTB

7 AMENDING THE
8 2035 METROPOLITAN TRANSPORTATION PLAN
9 FOR THE
10 ALBUQUERQUE METROPOLITAN PLANNING AREA
11

12 WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) of
13 2012 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy
14 for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to
15 develop a long range intermodal/multimodal financially constrained transportation plan
16 for each metropolitan area; and

17 WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan
18 planning organization (MPO) for the Albuquerque metropolitan planning area (AMPA);
19 and

20 WHEREAS, a 2035 Metropolitan Transportation Plan (2035 MTP) was approved
21 by the Metropolitan Transportation Board on April 15, 2011; and

22 WHEREAS, the amendment to the 2035 MTP has been developed in
23 accordance with SAFETEA-LU and MAP-21 in cooperation with local government
24 agencies and the New Mexico Department of Transportation; and

25 WHEREAS, the amendment to the 2035 MTP clarifies proposed work planned
26 for the vicinity of the I-25 and Paseo del Norte interchange and is consistent with the
27 existing 2035 MTP financial plan; and

1 WHEREAS, the MTB is responsible for local approval and adoption of the 2035
2 MTP; and

3 WHEREAS, approval and adoption of the 2035 MTP defines the intent of the
4 MTB regarding future transportation facilities in the AMPA and provides direction for
5 development of future Transportation Improvement Programs.

6 NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation
7 Board that:

8 1. The 2035 MTP is amended by the Metropolitan Transportation Board, as
9 noted in Attachment A; and

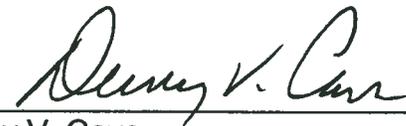
10 2. The Executive Director of the Mid-Region Council of Governments is
11 authorized to finalize and publish the amended 2035 MTP and transmit it to
12 the New Mexico Department of Transportation (NMDOT) and the appropriate
13 sections of the U.S. Department of Transportation.

14 PASSED, ADOPTED and APPROVED this 14th day of December 2012 by the
15 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
16 Mexico.

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Isaac Benton, Chair
Metropolitan Transportation Board

ATTEST:


Dewey V. Cave
Executive Director Mid-Region Council of Governments

2035 Metropolitan Transportation Plan - Albuquerque, NM

Proposed AMENDMENT

This proposed Amendment to the 2035 MTP modifies Appendix F as noted below

Project Title	From	To	Project Description	Project Type	Bike/Ped Incl	Lead Agency	Total Est. Project Cost	Time Frame
I-25 & Paseo del Norte Interchange Reconstruction	I-25 Exit 232 at NM 423 Paseo del Norte		Reconstruct Interchange. Includes I-25 from Osuna to Alameda & PdN from 2nd to San Pedro, and east side ramps & frontage road. Project may split at later date.	Cap	bp	NMDOT CRDC	\$350,000,000	Mid
Replace project line above and split the project into two components								
I-25 & Paseo del Norte Interchange Reconstruction	(see description)		Construct free-flow ramp EB PdN to SB I-25, flyover NB I-25 to WB PdN, grade-separation/interchange at Jefferson St, bike/ped improvements, I-25 mainline improv. btwn Jefferson & Alameda and roadway rehabilitation/reconstruction & improved freeway access.	Cap	bp	NMDOT CRDC	\$93,000,000	Mid
I-25 & Paseo del Norte Area Roadway Improvements	vicinity of I-25 & Paseo del Norte	I-25 from Osuna to Alameda & PdN from 2nd to San Pedro and ramps & frontage roads.	Roadway improvements including: ITS improvements, roadway & bridge rehabilitation/reconstruction, intersection improvements at N. Diversion Channel Rd & San Pedro, transit guideway construction, roadway improvements on El Pueblo Rd & Jefferson St, access roadway at Domingo Baca Arroyo, safety improvements, RRxing improvements, frontage road improvements.	Cap	bp	NMDOT or Other Agency	\$257,000,000	Mid

In addition to the revision above, Appendix F will be revised to add the following first page to the appendix.

APPENDIX F: Project Listing by Project Type and Time Frame

NOTE: The *2035 Metropolitan Transportation Plan* that is posted online provides this same project listing sorted by time frame, by project title, and by lead agency. Go to www.mrcog-nm.gov, click on "Transportation", then "Long Range-MTP", scroll to "Current MTP".

KEY

Time Frame

- C-Uw** - Project Completed or Underway (as of February 2011)
- Early** - Project will be completed 2008 - 2015
- Mid** - Project will be completed 2015 - 2025
- Late** - Project will be completed 2025 - 2035

Project Type

- Bike/Ped** - Project's primary purpose is to address bicycle and/or pedestrian travel.
[Note: a "bp" in the Bike/Ped Incl" column indicates bicycle and/or pedestrian elements in a project.]
- Capacity** - Project's primary purpose is to add through traffic lanes; other improvements such as adding turn lanes, bike lanes, sidewalks, ITS components, etc. are incidental to the main purpose of the project.
- H&BP** - Project's primary purpose is to preserve the existing highway and/or bridge infrastructure; other improvements such as adding turn lanes, bike lanes, sidewalks, ITS components, etc. are incidental to the main purpose of the project.
- ITS-TSM** - Project's primary purpose is to improve the Intelligent Transportation System (ITS) infrastructure and/or is a strategy for Transportation System Management (TSM).
- Misc.** - Miscellaneous projects such as studies, landscaping, enhancements, scenic byways, and other unusual projects.
- Safety** - Project's primary purpose is to address an identified safety problem, such as: intersection improvements, railroad crossing improvements, pavement markings, pedestrian crossing improvements and others.
- TDM** - Travel Demand Management (TDM) projects are those which promote alternate modes of transportation.
- Transit** - Project's primary purpose is to maintain, operated, improve, enhance or add to the region's public transportation system.

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4 RESOLUTION

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6 of the

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8 METROPOLITAN TRANSPORTATION BOARD

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10 of the

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12 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

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14 R-12-15 MTB

15 **APPROVING THE TRANSPORTATION CONFORMITY WITH AIR**
16 **QUALITY PLANS FOR THE 2035 METROPOLITAN**
17 **TRANSPORTATION PLAN (MTP) AS AMENDED, AND**
18 **THE 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP),**
19 **FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA**
20

21 WHEREAS the Moving Ahead for Progress in the 21st Century Act (MAP-21) of
22 2012 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy
23 for Users (SAFETEA-LU) of 2005 requires metropolitan planning organizations to
24 develop a long range intermodal/multimodal financially constrained transportation plan
25 for each metropolitan area; and

26 WHEREAS, the Metropolitan Transportation Board (MTB) is the metropolitan
27 planning organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA);
28 and

29 WHEREAS, the 2035 MTP as amended identifies transportation facilities for the
30 AMPA to the year 2035 and includes a financial plan which demonstrates how the plan
31 will be implemented and is shown to be fiscally constrained (Attachment B); and

32 WHEREAS, the 2035 MTP as amended also includes the 2012-2017
33 Transportation Improvement Program (TIP) as amended; and

34 WHEREAS, the MPO received a copies of letters (Attachment A-1 & A-2) from
35 the EPA to FHWA, and from FHWA to the City of Albuquerque Environmental
36 Health/Air Quality Division verifying that the most recent Carbon Monoxide (CO) levels
37 at air quality monitors remain below 85% of the National Ambient Air Quality Standard
38 (NAAQS) for CO, as required by the 2006-2016 Limited Maintenance Plan for Carbon
39 Monoxide: Albuquerque-Bernalillo County; and

40 WHEREAS, the 2035 MTP and amendment was developed in accordance with
41 federal metropolitan transportation planning process requirements, as prescribed in Title
42 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations,
43 including requirements for interagency consultation, financial constraint, and public
44 participation; and

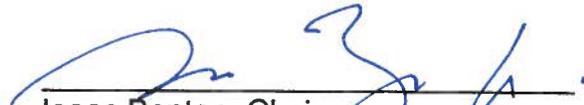
45 WHEREAS, the 2035 MTP as amended conforms with Air Quality Plans, which
46 include the Transportation Conformity State Implementation Plan (SIP) and the 2006-
47 2016 Limited Maintenance Plan for Carbon Monoxide: Albuquerque-Bernalillo County;
48 and

49 WHEREAS, the MTB is responsible for local approval of the Transportation
50 Conformity for the 2035 MTP, and the 2012-2017 TIP,

51 NOW THEREFORE, BE IT RESOLVED BY THE Metropolitan Transportation
52 Board of the Mid-Region Council of Governments of New Mexico that the 2035 MTP as
53 amended, and the 2010-2017 TIP are hereby found to conform to the State
54 Implementation Plans for the Albuquerque/Bernalillo maintenance area.

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56
57

58 PASSED, ADOPTED and APPROVED this 16th day of November 2012 by the
59 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
60 Mexico.


Isaac Benton, Chair
Metropolitan Transportation Board

61
62
63 ATTEST:
64  for
65 _____
66 Dewey V. Cave
67 Executive Director, Mid-Region Council of Governments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

September 11, 2012

Mr. J. Don Martinez
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
4001 Office Court Drive, Suite 801
Santa Fe, New Mexico 87507

Mid-Region
Received
SEP 20 2012
Council of Governments

Dear Mr. Martinez:

In preparation for the planned transportation conformity determination currently underway by the Mid-Region Council of Governments (MRCOG), the Albuquerque Environmental Health Department has requested my office confirm the current carbon monoxide design value for Albuquerque/Bernalillo County. Albuquerque/Bernalillo County is under an EPA-approved Limited Maintenance Plan for carbon monoxide (CO) and thus must demonstrate that the design value is sufficiently below the National Ambient Air Quality Standards (NAAQS) for CO in order to support a finding of conformity by the MRCOG or by the Federal Highway Administration.

The continued applicability of limited maintenance for Albuquerque/Bernalillo County is dependent upon monitoring data showing that the area is meeting the air quality criteria for limited maintenance areas (less than or equal to 85% of the relevant CO NAAQS). The current design value for CO, based on the latest quality-assured data available at this time, is 2.6 ppm for the 8-hour CO NAAQS (9.0 ppm) and 3.4 ppm for the 1-hour CO NAAQS (35.0 ppm). These values represent 29% and 10% of the relevant standards, respectively. Therefore, the design value for Albuquerque/Bernalillo County is well below the NAAQS threshold, and thus this criterion of the conformity rule is met.

If you have any questions, please feel free to contact me or Jeff Riley of my staff at (214) 665-8542.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Guy Donaldson".

Guy Donaldson
Chief
Air Planning Section

cc: Ms. Margaret Nieto
City of Albuquerque Environmental Health Department

Mr. Terry Doyle
Mid-Region Council of Governments

Mr. Greg Heitmann
Federal Highway Administration

Mr. Rodolfo Monge-Oviedo
Federal Highway Administration

Mr. Tony Ogboli
Federal Transit Authority



U.S. Department
of Transportation
**Federal Highway
Administration**

New Mexico Division

October 3, 2012

R-12-15 MTB Attachment A-2

4001 Office Court Drive
Suite 801
Santa Fe, NM 87507
505-820-2021
505-820-2040

In Reply Refer To:
ENVI 1

Ms. Margaret Nieto
City of Albuquerque
Environmental Health/Air Quality Division
P.O. Box 1293
Albuquerque, NM 87103

RE: Mid-Region Council of Governments transportation
Conformity air quality design values

Dear Ms. Nieto:

This letter is to acknowledge the Environmental Protection Agency's (EPA) review of the design values for Carbon Monoxide (CO). The review is provided for the transportation conformity determination amendment to the plan regarding the I-25/Paseo del Norte Interchange project. This review is part of the conformity determination as conducted by the Mid-Region Council of Governments (MRCOG).

As described in the EPA letter dated September 11, 2012, the Albuquerque/Bernalillo County area is under an EPA-approved Limited Maintenance Plan for CO. Under this plan amendment, the design value for CO must be under the National Ambient Air Quality Standards (NAAQS) for CO in order to demonstrate conformity by MRCOG and the Federal Highway Administration.

The EPA has reviewed the design values associated with the MRCOG managed Metropolitan Planning Organization area for Albuquerque/Bernalillo County. They have noted that the CO design value for the area of concern is well below NAAQS thresholds and thus meets the criterion of the conformity rule and requirements for the Limited Maintenance Plan. For this determination the values were 2.6 ppm for the 8-hour CO NAAQS and 3.4 ppm for the 1-hour CO NAAQS. These values represent 29% and 10% of the relevant standards respectively.

With this confirmation that the design values for CO are in line with the Limited Maintenance Plan, we expect MRCOG to complete the transportation conformity determination pertaining to the amendment of the Metropolitan Transportation Plan as scheduled. If you have questions, please contact me at (505) 660-7626 or by email at greg.heitmann@dot.gov.

Sincerely yours,


Gregory L. Heitmann
Environmental/Realty Specialist

For: J. Don Martinez
Division Administrator

cc:

Mr. Terry Doyle, Mid-Region Council of Governments
Ms. Anne McLaughlin, NMDOT, Planning
Mr. Blake Roxlau, NMDOT, Environmental Design Manager
Ms. Coleman Burnett, NMDOT, Environmental Specialist
Mr. Hooshang Tavanaiepour, NMDOT, Central Design Center



Mid-Region Metropolitan Planning Organization

Mid-Region Council of Governments
809 Copper Avenue NW
Albuquerque, New Mexico 87102
(505) 247-1750-tel. (505) 247-1753-fax
www.mrcog-nm.gov

TO: Metropolitan Transportation Board

FR: Dave Pennella, Transportation Program Manager

Date: November 9, 2012

RE: **I-25 & Paseo del Norte (PdN) Interchange Reconstruction Project
Fiscal Constraint of the TIP and 2035 MTP**

TIP Fiscal Constraint

In order to add any project to the TIP, the entire project or a project development phase (PE, design, rights-of-way acquisition, or construction) must be fully funded and all fund sources must be included in the TIP.

Currently, the I-25 & Paseo del Norte project is in the TIP as follows (CN A301180):

FY 2012 (obligated)

CMAQ-Flex funds of \$1,473,840 + \$251,160 state match = \$1,725,000

FY 2016 (to be moved to 2017)

NHPP funds \$13,368,910 + state match \$2,278,223 = \$15,647,133

However, because the funds programmed can not fully fund construction, the project is currently authorized in the TIP for only the project development phases of environmental documentation, preliminary engineering, design, and rights-of-way acquisition.

All funds currently programmed in the TIP are available (FY 2012) or are reasonably expected to be available (FY 2016). The FY 2016 funds could be utilized earlier through "advanced construction" or through a SIB loan or by switching fiscal years with existing TIP projects. The current TIP is fiscally constrained with this project funded up to but not including construction.

The TIP amendment to add the construction phase to this project is dependent upon \$93,000,000 being available for completion of final design and construction;

- voters have approved local bond funds so; \$55,000,000 will be available from the City of Albuquerque and Bernalillo County;
- with the local funds available, State funding of \$29,750,000 is now available;
- in addition, there remains a balance of High Priority Program (HPP) for this project of \$6,877,590 + \$1,719,398 state match = \$8,596,988;
- these funds, along with those currently programmed in the TIP will fully fund the construction phase of the project.

The following funds have received voter approval or State Legislative approval as appropriate.

\$50,000,000	City Bond Funds
\$ 5,000,000	County Bond Funds
<u>\$29,750,000</u>	<u>State Funds</u>
\$84,750,000	subtotal of new funding

\$ 8,596,988	HPP Funds (balance remaining)
\$ 1,725,000	obligated funds in FFY 2012
<u>\$15,647,133</u>	<u>FY 2016 funds programmed in the TIP</u>
\$110,719,121	TOTAL AVAILABLE for the Project

\$ 93,000,000 Current Estimated Project Cost for Remaining Design, Rights-of-way acquisition and Construction

The TIP amendment will add construction funding and authorize the construction phase for this project. Since all proposed funding being amended into the TIP has been fully approved and is guaranteed funding, the TIP is fiscally constrained with this amendment.

MTP Fiscal Constraint

The current *2035 Metropolitan Transportation Plan* (MTP), the long-range plan for this metro area, is fiscally constrained over its entire 20+ year period. The entry in Appendix F for this project noted a more extensive project scope with a cost of \$350 million. The larger project scope has been rejected with a \$93 million project proposed at the interchange. Remaining funding will be utilized over the next twenty years to make future improvements in the vicinity of the interchange.

The proposed amendment to the 2035 MTP modifies Appendix F to split the project entry, which currently lists a single \$350 million project, into one entry for the \$93 million dollar project proposed for construction and a separate entry for \$257 million of future improvements in the vicinity of this interchange. The combined total remains \$350 million. Therefore the MTP remains fiscally constrained. (The proposed amendment also adds a "key" to Appendix F that was inadvertently omitted from the final version; this has no effect on fiscal constraint.)