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# UNIFIED PLANNING WORK PROGRAM

## TRANSPORTATION PLANNING ACTIVITIES IN THE ALBUQUERQUE METROPOLITAN PLANNING AREA

Approved by the Metropolitan Transportation Board July 19, 2013

FEDERAL FISCAL YEAR 2014  
(October 1, 2013 - September 30, 2014)

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Mid Region Council of Governments fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, please contact the MRCOG Title VI Coordinator at (505) 247-1750.

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## Preface

Federal law requires every metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds.<sup>1</sup> Additionally, federal law requires that any urbanized area with a population over 200,000 to be designated as a Transportation Management Area (TMA).<sup>2</sup> In the Albuquerque area, the TMA is known as the Albuquerque Metropolitan Planning Area (AMPA). A map of the AMPA is shown in Appendix B. The designated MPO for the AMPA is called the Mid-Region Metropolitan Planning Organization (MRMPO). The Mid-Region Council of Governments (MRCOG) is the fiscal agent for MRMPO, and MRMPO staff provide planning, coordination, and administrative support to the Mid-Region Metropolitan Transportation Board (MTB), which is MRMPO's policy-making body.

## Introduction

The Unified Planning Work Program (UPWP) identifies transportation planning priorities for the Albuquerque metropolitan area and allocates staff and other resources to specific issues and projects. It also assists local, state, Tribal and federal agencies to coordinate urban transportation planning activities. Federal regulations require every MPO to develop its UPWP in cooperation with the state and affected public transportation operators. In this case, MRMPO has cooperated with the New Mexico Department of Transportation (NMDOT), ABQ Ride, and the Rio Metro Regional Transit District. The Metropolitan Transportation Board (MTB) approves the UPWP, subject to final approval and authorization by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).<sup>3</sup>

The UPWP must include a discussion of the planning priorities facing the metropolitan area. It must also identify work proposed over either a one- or two-year period by major activity and task (including activities that address the planning factors listed on pages 2 and 3 of this document).<sup>4</sup> In this instance, the UPWP covers a one-year time period.

The description of activities and tasks in the UPWP must include sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds.<sup>5</sup> The tasks and subtasks to be accomplished under this UPWP are listed in Table 1. Activity details are provided in the pages that follow. Appendix A shows the budget for the UPWP. The budget includes estimates of revenues and expenditures for the main MPO planning functions, as well as funding information for other programs. The other appendices include the self-certification document, resolutions and pertinent correspondence, a map of the AMPA boundaries, and a graphic of the MRMPO decision-making structure.

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<sup>1</sup> 23 USC 134(d).

<sup>2</sup> 23 USC 134(k).

<sup>3</sup> 23 CFR 420.115.

<sup>4</sup> 23 CFR 450.308 (c)

<sup>5</sup> 23 CFR 450.308 (c).

# Issues Addressed in the Planning Process

This UPWP reflects the transportation planning priorities and direction of the region, as represented by the goals of the *2035 Metropolitan Transportation Plan*. It also addresses, in the larger context, the eight planning factors identified in MAP-21, the federal legislation signed into law in 2012. All of the MPO functions and products, including the current FFY 2012-2017 TIP, the *2035 Metropolitan Transportation Plan*, and the FFY 2014-2019 TIP (effective October 1, 2013 pending federal approval) comply fully with current planning regulations.

**1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency:** MRMPO recognizes that meeting the mobility needs of the region's workforce and freight shippers is critical to improving the metropolitan area's competitiveness in the global economy. MRMPO staff will continue to seek opportunities to identify, assess, and respond to the transportation needs of the economy through regular interaction with Economic Forum members, local chambers of commerce, and other groups via the Public Involvement Committee and other venues.

**2. Increase the safety of the transportation system for motorized and non-motorized users:** Incorporating safety into the transportation planning process is an essential MPO responsibility, with safety considered at both the project and area-plan level. MRMPO staff routinely considers safety as part of analyses for public transportation, pedestrian, bicycle and roadway projects.

**3. Increase the security of the transportation system for motorized and non-motorized users:** The 2030 Metropolitan Transportation Plan (MTP) was the first in this region to recognize the important role that MRMPO can play to promote coordinated planning in anticipation of unexpected events or natural disasters. This emphasis remained in the 2035 MTP and will continue so that MRMPO is perceived as a centralized location for information on transportation system conditions and local/national responses that might be useful in an emergency.

**4. Increase accessibility and mobility for people and freight:** To the extent possible, MRMPO seeks to identify opportunities to improve accessibility and mobility for the movement of both people and goods throughout the transportation planning process. For instance, MRMPO staff uses the Transportation Accessibility Model (TRAM) -- combined with demographic data -- to identify ways to enhance multimodal transportation accessibility for a wide variety of target populations and communities. MRMPO has also focused on improving regional mobility. For example, in November 2010, the Metropolitan Transportation Board passed a resolution (R-10-16) that requires 25 percent of the region's sub-allocated federal funds (,STP-E (now TAP), STP-U, and CMAQ Mandatory) to be programmed to public transportation system improvements beginning in FFY 2016 and continuing each subsequent year through the life of the 2035 MTP. These improvements are intended to support the 2035 MTP goal of reaching a transit mode share for river crossings of 10 percent by 2025 and 20 percent by 2035.

**5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns:** MRMPO recognizes the importance of ensuring that the transportation system responds to environmental, energy, quality of life, and planned growth considerations. The UPWP programs several activities in this area. During FFY 2014, for instance, MRMPO staff will continue to partner with the Air Quality Division of the Albuquerque Environmental Health Department to monitor ozone concentrations and identify appropriate air pollution reduction strategies. The staff will also track and respond to federal legislation and federal actions related to energy conservation, energy use, and greenhouse gas emissions and work closely with local, state, Tribal, university and federal partners to develop appropriate responses. And, to promote consistency between transportation improvements, planned growth, and economic development patterns, MRMPO staff will continue to work with member governments to identify ways of improving coordination between the land use and transportation planning processes, as is currently being done through MRMPO's Land Use and Transportation Integration forum.

**6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight:** MRMPO planning efforts continue to be multimodal as well as intermodal in nature. One of the ways MRMPO helps to ensure modal integration and connectivity for both people and goods is through project prioritization. As part of the development of the FFY 2012-2017 TIP, a project prioritization process was developed to help the region to select projects for federal funding. The process gives points to projects for intermodal connectivity. The project prioritization process was used for the subsequent TIP and has proven an effective tool for objectively selecting projects that best meet the needs of the region.

**7. Promote efficient system management and operation:** Efforts related to system management and operations are similar to those concerned with system preservation in that they emphasize system efficiency. MRMPO planning activities include assessing the efficiency of the current system prior to recommending capacity improvements in the MTP or programming funds in the TIP. MRMPO continues to integrate the Congestion Management Process into the planning process and continues to provide technical support and coordination for Intelligent Transportation Systems planning and projects.

**8. Emphasize the preservation of the existing transportation system:** Ensuring the adequacy of the existing infrastructure is critical to ensuring the long-term sustainability of the transportation system. MRMPO continues to focus on preserving infrastructure, emphasizing it in the goals that guided development of the 2035 MTP.

## FY 2013 Key Accomplishments

- Updated the [TIP Policies and Procedures](#)
- Completed the monitoring report for the 2035 MTP
- Continued implementation of 2035 MTP
- Continued outreach and presentations regarding the 2035 MTP alternative growth scenario
- Formed a working group of member agencies to develop a Long Range Transportation System Guide that will provide a rationale to relate transportation and land use, incorporate Complete Streets principles and integrate into the 2040 Metropolitan Transportation Plan
- Continued work on integrating complete streets into both the Long Range Transportation System Guide and through the Complete Streets Leadership Team
- Participated in the development of the Volcano Heights and Volcano Cliffs Sector Plans
- Developed 2012 CMP corridor rankings that utilized recently collected traffic counts and travel time data. The rankings form an important component of the Project Prioritization Process and are widely referenced in project development across the region.
- Performed over 1,000 traffic counts
- Implemented bicycle and pedestrian data collection on behalf of Bernalillo County
- Began development of 2012 transit mode share estimates for the region which should be completed by FY 2013.
- Produced a 2012 traffic flow map
- Developed mode share calculations for all major transit corridors in the AMPA
- Completed the 2012 CMP travel time survey and conducted a study of travel times along the alignments proposed for the Paseo del Norte High Capacity Transit Study.
- A new “2012 Profile in Congestion” document is being completed in FY 2013.
- Completed Phase I of UrbanSim land use model update which included translating our 2035 MTP datasets into UrbanSim formats.
- Began Phase II of UrbanSim (includes development of a draft land use model tailored to the central NM region)
- Began the creation of UrbanCanvas, a local development visualization tool.
- Completed a 2010 Socioeconomic Estimate dataset by DASZ for the travel model, and an accompanying Environmental Justice dataset by DASZ.
- Developed custom population forecasts for Rio Rancho and Bernalillo County.
- Facilitated the organization of land use and zoning information for the land use model
- Led an FHWA Scenario Planning Workshop organizing a wide variety of participants to develop and explore growth scenarios
- Initiated the update to the *AMPA Regional ITS Architecture Addendum, Version 1.3*
- Refined the procedural coordination with the NMDOT ITS Bureau in support of agency-level project Systems Engineering Certification
- Initiated development of system performance goals based on ITS deployments in the region & identified next steps to fully integrate those measures through coordination of MRCOG and agency data collection & reporting efforts
- Participated in the FHWA’s Every Day Counts Initiative Round II with specific subcommittee involvement with Mobility Initiatives committee and Traffic Incident Management, as well as the Adaptive Signal Control Technology committee in support of improved traffic flow
- Participated with ITS New Mexico in the pursuit of GIS and cloud-based methodologies in support of ITS infrastructure and traveler information sharing among stakeholder agencies
- Supported the deployment of coordinated “Blue-tooth” based travel time data collection methodologies through the development of a Concept of Operations guidance document for the AMPA
- Developed a coordinated ITS Infrastructure “Schema” in ArcGIS consistent with MRCOG and member agency needs; initiated deployment of a regional ITS Infrastructure geodatabase on the cloud including an active *Change Management Process* to reflect changes in agency and implementation needs
- Collaborated with the UNM Dept. of Engineering on a bicycle travel study
- Performed 15 specialized accessibility analyses for sector plans, transit studies, and emergency services
- Collaborated with Bernalillo County’s Collective Impact on Neighborhood and Community Health (CINCH) initiative to support transportation’s role in public health
- Led a multi-disciplinary team to perform an FHWA Road Safety Audit on West Central Ave

- Developed CUBE travel data for integration into the OPUS land-use model
- Provided travel demand model support for projects included in the TIP/MTP
- Developed an updated safety report
- Coordinated a FHWA Road Safety Audit on West Central
- Worked with FHWA on a crash analysis and data acquisition for a Road Safety Audit on West Central
- Completed the development of the Coordinated Transportation Plan
- Began the process of facilitating the acquisition of ortho-imagery
- Organized and supplied GIS data and mapping products
- Produced maps for federal classification, UZA boundary expansion, and traffic counts
- Distributed MPO e-newsletters sent out to subscribers on a monthly basis and developed a new HTML-based template for them to enhance their readability; updated and revised transportation section of MRCOG website
- Hosted webinars about current practices in pedestrian and bicycle planning for member agency staff and the public
- Met with various local and tribal governments regarding the 2010 Urban Area boundaries and demographic analysis.

**Table 1. Work Program Activities for Federal Fiscal Year 2014**

<b>Task 1</b>	<b>Program Administration</b>	
	1.1	Program Management and Support
	1.2	Regional and Statewide Coordination
	1.3	Professional Development and Training
<b>Task 2</b>	<b>Unified Planning Work Program</b>	
<b>Task 3</b>	<b>Public and Stakeholder Participation and Education</b>	
	3.1	Public Education and Outreach
	3.2	Stakeholder Coordination
	3.3	Environmental Justice
	3.4	Webpage Management
<b>Task 4</b>	<b>Data Acquisition, Analysis, and Reporting</b>	
	4.1	Demographic, Socioeconomic, and Land Use Data
	4.2	Accessibility and Travel Demand Analysis
	4.3	Digital Orthophotography
	4.4	GIS and Mapping
	4.5	Transportation Safety Analysis and Reporting
	4.6	Land Use Model Upgrade
	4.7	Economic Impacts of Projects
	4.8	Update of Functional Classifications for Regional Roadways
<b>Task 5</b>	<b>Metropolitan Transportation Plan (MTP)</b>	
	5.1	Multimodal Transportation Planning
	5.2	Air Quality and Transportation Conformity
	5.3	Improving Quality of Life (Sustainability and Livability)
	5.4	Linking Land Use & Transportation & Developing Alt. Scenarios
	5.5	Climate Change and Scenario Planning
<b>Task 6</b>	<b>Transportation Improvement Program (TIP)</b>	
<b>Task 7</b>	<b>Congestion Management Process</b>	
	7.1	Travel Time Program
	7.2	Regional Travel Demand Survey
	7.3	Travel Demand Model Update
<b>Task 8</b>	<b>Intelligent Transportation Systems</b>	
<b>Task 9</b>	<b>Traffic Counting and Reporting</b>	
<b>Task 10</b>	<b>Planning Consultation and Services</b>	
	10.1	Planning Consultation
	10.2	Planning Services
	10.3	Agency Coordination and Local Agency Assistance
<b>Task 11</b>	<b>Special Studies, Projects and Plans</b>	
	11.1	Roadway Projects Consultation and Coordination
	11.2	Northwest Metro Area High Capacity Transit Study
	11.3	University of New Mexico Area Transportation Plan
	11.4	Rio Metro Regional Transit District Service Plan Update and Initiatives

# **1. Program Administration**

**General Description:** Manage the metropolitan transportation planning process so that information gathered and analyzed may be effectively used to make sound decisions in an open, transparent, collaborative, and accountable manner. Assure MRMPO's compliance with applicable provisions of Titles 23, 40, and 49 of the US Code and the Code of Federal Regulations that call for a continuing, comprehensive, and cooperative metropolitan transportation planning process.

**Responsibilities:** MRMPO staff will provide administrative support to the metropolitan transportation planning process.

## **1.1 Outcomes and Expected Products – Program Management and Support**

- Administrative support to the MTB and committees for all transportation planning activities.
- Ongoing provision of objective and comprehensive information to the MTB, its committees, and the general public.
- Facilitation of informed decision-making by providing pertinent information and briefings to the MTB and its advisory committees regarding transportation issues relevant to the metropolitan area.
- Monitoring of federal legislative issues and actions related to federal transportation legislation.
- Administration and management of transportation planning grants as required by federal, state, and local regulations including tracking staff time to multiple federal grants to ensure consistency with 2 CFR 225.8.h(4).
- Coordination, review, and adoption of transportation plans and programs in the AMPA with participating governments and organizations, and with state and federal agencies.
- Review and revise the procurement process, as necessary, to ensure accountability.
- Purchase of office equipment and computer hardware and software to effectively carry out metropolitan transportation planning functions.
- Leadership and management of the MPO staff.

## **1.2 Outcomes and Expected Products -- Regional and Statewide Coordination**

- Continuous coordination with federal, state, local, and tribal agencies and partners regarding funding issues, long range plans, transportation improvement programs and major corridor studies.
- Coordination and consultation with the NMDOT Transportation Planning & Safety Division, the local provider(s) of public transportation, member governments, tribal governments, and other local agencies, as necessary, to address regional transportation planning needs.
- Update the Joint Powers Agreement (JPA) between MRCOG, the NMDOT, regional transit operators, and other agencies and include a conflict-resolution clause
- Coordination with tribal governments for transportation planning.
- Coordination with the Mid-Region Rural Transportation Planning Organization for transportation planning in areas outside the AMPA.
- Coordination with NMDOT/FHWA/FTA on MPO review in accordance with 23 CFR 450.334.

### **1.3 Outcomes and Expected Products -- Professional Development and Training**

- Identification of employee training needs and provision of professional training and development opportunities to MPO staff in metropolitan transportation planning.
  - \* Staff training, including attendance at conferences, seminars, and training sessions.
    - One staff member to ITS America
    - Max. of five staff members to the national AMPO or national APA conference (two staff members are presenting at the AMPO conference)
    - Four staff members to NM APA conference
    - One staff member to the Smart Growth conference
    - Two staff members to ESRI GIS conference
    - Two or three staff members to NHI or NTI or equivalent courses in metropolitan transportation planning and finance planning or other topics relevant to MPO work.
    - One staff member to a Cube model training course
    - One staff member to a socioeconomic modelers' conference
    - One staff member to pedestrian-bicycle professional training seminar
- \* All of the above is dependent upon review of conference course/session offerings, conference costs, travel costs, conference location, employee work schedules, etc., and may be subject to change. Additionally, other workshops and conferences may be attended by staff depending on funding availability and course offerings.

#### **Task 1 - Timeframe**

- Coordination activities as needed
- Administrative activities as needed and dependent upon employee evaluation due dates, etc.
- Draft Joint Powers Agreement (JPA) revisions (or new document) by June 30, 2014.
- Final Joint Powers Agreement (JPA) by September 30, 2014.  
(The development of the JPA is dependent upon reviews by many agencies so the schedule noted above is the goal but is subject to change.)
- Training activities are dependent upon conference and course offering schedules and staff work schedules

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## **2. Unified Planning Work Program**

**General Description:** Develop and maintain an annual Unified Planning Work Program (UPWP) in cooperation with the NMDOT Transportation Planning & Safety Division, ABQ Ride, and Rio Metro RTD. The purpose of the UPWP is to coordinate metropolitan planning activities between MRMPO and member agencies, direct MRMPO staff activities, and identify funding sources for the activities. The UPWP must include a discussion of the planning priorities facing the region and identify work to be performed over the coming fiscal year, broken down by major activity and task. Federal regulations require that the UPWP include sufficient detail to indicate who (e.g., MPO, NMDOT, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts of sources of federal and matching funds.

**Responsibilities:** MRMPO staff serves as lead in cooperation with the NMDOT Transportation Planning & Safety Division, ABQ Ride, and Rio Metro RTD, and in coordination with other member agencies.

#### **Outcomes and Expected Products:**

- UPWP document that identifies transportation planning activities to be undertaken in the Albuquerque Metropolitan Planning Area using federal, state, and local funds.

- Annual Performance and Expenditure Report as required by federal regulations.
- Annual update of Cost Allocation Plan and Indirect Cost Agreement.
- Quarterly submissions of invoices to NMDOT Planning Division, however, if MRMPO anticipates a cash-flow issue NMDOT and MRMPO will review submission of an interim invoice and/or modify the invoice submission schedule and associated report schedule.
- Submissions of Quarterly Reports to the NMDOT Planning Division via email and posted on-line for public and agency review.

## **Task 2 - Timeframe**

- December 31: Deadline for delivering Annual Performance and Expenditure Report to NMDOT Transportation Planning & Safety Division.
- January 15: Deadline for delivering draft version of Cost Allocation Plan and Indirect Cost Agreement to NMDOT Transportation Planning & Safety Division for review (based on unaudited financial statements).
- January 31: Deadline for delivering final version of Cost Allocation Plan and Indirect Cost Agreement to obtain NMDOT Transportation Planning & Safety Division approval (based on audited financial statements, assuming they are available).
- April 30: Deadline for delivering a “Cooperative Review Draft” of UPWP in Word format to NMDOT Transportation Planning & Safety Division, ABQ Ride, and Rio Metro RTD.
- June 1: Deadline for meeting with NMDOT Transportation Planning & Safety Division, ABQ Ride, and Rio Metro RTD staff to discuss Cooperative Review Draft.
- July 1: Deadline for delivering MTB-approved Unified Planning Work Program to NMDOT Transportation Planning & Safety Division
- By the 25<sup>th</sup> day of each month: Delivery of signed invoices in digital or hard-copy format.
- By the 25<sup>th</sup> day of each month: Delivery of Monthly Report in digital or hard-copy format.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## **3. Public and Stakeholder Participation and Education**

**General Description:** In accordance with applicable federal requirements and adopted Public Participation Procedures, provide for public and stakeholder participation and education to ensure that the transportation planning and decision-making processes are easily understood, transparent, accessible to all, and effective. During this fiscal year, MRMPO and MRCOG staff will continue the process begun in SFY2012 to develop and implement a MRCOG Title VI Plan that will cover all tasks included in this UPWP. The Draft Title VI Plan developed in FFY2013 will be adopted by the Metropolitan Transportation Board.

**Responsibilities:** MRMPO staff serves as lead in coordination with member agencies, regional transit providers, the NMDOT, other resource agencies and stakeholders.

### **3.1 Outcomes and Expected Products -- Public Education and Outreach**

- Annual review of public involvement processes to evaluate effectiveness, identify deficiencies and areas for improvement.
- Maintenance of Public Involvement Procedures.
- Maintenance of comprehensive contact database.
- Provision of opportunities to the general public and stakeholders to participate in the metropolitan transportation planning process with information on specific topics.
- Presentation materials for outreach to the public and stakeholders.
- Distribution of information by various methods, including presentations to groups, open houses, formal meetings, publication of monthly newsletters and annual reports, surveys, direct mailings, social media, brochures, and the MRCOG website.
- Identification of stakeholders and methods to gather and disseminate information for specific projects and plans.
- Facilitation of information-sharing between member agencies.
- Identification and implementation of new visualization techniques.
- Identification of new information types, formats and distribution outlets.

### **3.2 Outcomes and Expected Products -- Stakeholder Coordination**

- Continuous outreach to resource agencies, freight operators, security agencies, inter-regional transit and rail providers to integrate them into the metropolitan transportation planning process.
- Increased coordination and development of strong working relationships between MRMPO and stakeholders.

### **3.3 Outcomes and Expected Products -- Environmental Justice**

- In accordance with Title VI and Executive Orders, identification of environmental justice issues at the regional and project levels.
- Assessment of the adequacy of current strategies for public involvement with the MTP and TIP.
- Development of new strategies for public involvement with the MTP and TIP.
- Analyze regional data to identify concentrations of minority and low-income populations and people with disabilities.
- Where necessary, provide member agencies with regional data to assist them in identifying minority and low-income populations in their sub-region or service area.
- Establish appropriate standards, measures, and benchmarks, and analyze the transportation plan, the Transportation Improvement Program, and other MPO actions, plans, and investments, to ensure that they are consistent and so not violate Title VI of the Civil Rights Act and the Executive Order on Environmental Justice.
- Ensure that members of low-income and minority communities, including Tribal governments, are provided with full opportunities to engage in the regional transportation planning process. This

includes addressing issues to eliminate language, mobility, temporal, and other obstacles to allow these groups to fully participate in the planning process.

- Where appropriate, monitor the activities of members and other transportation agencies in the region with regard to compliance with Title VI and Environmental Justice requirements.
- Ensure that services, projects and programs are accessible to people with disabilities.
- Update Environmental Justice Data book, as needed.
- Ongoing and continued technical support to member agencies on how to address environmental justice considerations in project planning and development.
- Review of MRMPO's policies for Title VI for compliance.
- Coordination of MRMPO's Title VI compliance effort with those of NMDOT and modification of policies if needed.

### **3.4 Outcomes and Expected Products -- Webpage Management**

- Maintain, update, and continually improve the Metropolitan Transportation Planning portion of the MRCOG website with current documents, maps, interactive data visualization tools, meeting schedules, and other information regarding the metropolitan transportation planning process in the AMPA.

#### **Task 3 - Timeframe**

- By September 30, 2013: MTB adoption of MRCOG/MRMPO Title VI Plan
- By September 20, 2014: Review EJ Atlas and revise as necessary to ensure compliance with U.S. DOT Order 5610.2(a).

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

## **4. Data Acquisition, Analysis, and Reporting**

**General Description:** This task includes collecting, analyzing, maintaining, and reporting activities necessary to provide accessible and pertinent information to the AMPA transportation decision-making process and transportation planning products. It includes information produced in any one or all of the many modeling environments, such as socioeconomic forecasts, traffic projections, geographic information systems, and accessibility-based market profiles. The data is captured, processed and subsequently used in identifying transportation issues, proposing solutions, and evaluating the activities that are subsequently implemented. The products are continuously updated and compiled in various formats and made available to MPO and MRCOG staff, other professional staff from state, local and Tribal governments, and the public. All data from this task are intended to facilitate informed decision-making by elected and governing officials for other tasks identified in this Unified Planning Work Program including the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Congestion Management Process (CMP).

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** This is an ongoing task that encompasses the collection, analysis, maintenance, and reporting of data, such as those collected as part of routine programs.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

**Timeframe:** Ongoing and recurring

#### **4.1 Demographic, Socioeconomic, and Land Use Data**

**Description:** Collect and create tabular, graphical, and spatial datasets that pertain to population, employment and land use to inform the development of the MTP, the TIP, and the CMP. Analyze and present data regarding growth and land use to member governments, planners and the general public for educational purposes

**Outcome and Expected Product:** Create and maintain demographic, socioeconomic, and land use datasets, annual county and municipal population estimates; socioeconomic estimates by Data Analysis Sub-Zone (DASZ); long-range socioeconomic forecasts by DASZ; long-range population, housing and employment 'control total' forecasts for the region; an existing regional land use inventory with housing and employment densities by polygon/parcel; develop small area estimates and forecast to support analysis for the 2040 MTP and to accompany alternative scenario development; collect, analyze and disseminate annual new data releases including the American Community Survey and the Census Transportation Planning Package (CTPP). MRMPO will work with NMDOT Transportation Planning and Safety Division and other agencies to cooperatively develop demographic, socioeconomic and land-use datasets and forecasts.

**Timeframe:** Ongoing and recurring

#### **4.2 Accessibility and Travel Demand Analysis**

**Description:** Accessibility and travel demand models are used primarily in support of the Metropolitan Transportation Plan. The Transportation Accessibility Model (TRAM) determines travel markets and patterns for auto, transit, bicycle and pedestrian modes. The travel demand model forecasts future travel demand for highway and transit modes. Together these tools are used to plan a transportation system that serves the future needs of the region.

**Responsibilities:** MPO staff is responsible for maintaining the TRAM and the regional travel demand model for the AMPA.

**Outcome and Expected Product:** Maintain a validated regional travel demand model and keep staff abreast of updates; maintain and enhance the TRAM as needed. MRMPO will receive a TRAM model that works in ArcGIS instead of ArcView. Bernalillo County paid for this update, and MRMPO will get copies. MRMPO will pay for a training to use the program in return.

**Timeframe:** Ongoing and recurring

#### **4.3 Digital Orthophotography**

**Description:** This is a biennial task led by the MPO to work with state and local agencies and other interested parties to acquire and distribute regional digital orthophotography and digital elevation data. The MPO manages a contract for services to acquire orthophotography every two years, with the most recent acquisition occurring in spring 2012. Orthophotos are used for mapping and geographic information technology applications, to update land use inventories, establish modeling network alignments, and evaluate the feasibility of transportation alternatives, as well as for public involvement activities.

**Responsibilities:** MPO staff serves as lead with principal responsibility for coordinating and planning for digital orthophotography missions in the region. Project participants vary for each cycle. Prior participants have included the City of Albuquerque, AMAFCA, Bernalillo County, Albuquerque-Bernalillo County Water Utility Authority, Kirtland Air Force Base, Valencia County, Village of Los Lunas, MRGCD, NMDOT, City of Rio Rancho, Sandia National Laboratory, Sandia Pueblo, Santa Ana Pueblo, SSCAFCA, and the U.S. Geological Survey.

**Outcome and Expected Product:** MPO staff will accept delivery of 2014 regional orthophotography, perform QA/QC, and distribute the data to project cooperators and requesting governments, agencies and interested parties. The next scheduled collection of digital orthophotography will be in 2014 with preliminary project planning starting in mid-to-late FY 2013.

**Source of Funds:** Federal/State/Local Governments/Other Stakeholders.

**Timeframe:** RFP issued, first quarter 2014; contract award and notice to proceed, second quarter FY 2014; 2014 ortho product delivery and distribution in fourth quarter FY 2014.

#### 4.4 GIS and Mapping

**Description:** Provide GIS coverages and data in support of transportation planning in the AMPA. This includes GIS analytical and cartographic support for the MTP, TIP, and CMS; system-wide, subarea and corridor technical studies, and maintaining systems maps.

**Responsibilities:** MPO staff serves as lead in coordination with participating agencies.

**Outcome and Expected Product:** Provide ongoing GIS support for long-range transportation plans and planning initiatives; annually update GIS coverages to monitor changes in transportation network in terms of improvements and modifications; continue to upgrade the GIS software environment and provide support for MPO staff. Present selected MRMPO data spatially to the public through on-line interactive mapping tools such as ArcGIS Online. MRMPO will employ ArcGIS Online as a cloud-based, collaborative content management system for maps, data, and other geospatial information. This tool will provide MRMPO the opportunity to make maps and data more broadly available to member organizations and the public as well as provide a viable solution for internally managing geographic information.

**Timeframe:** Ongoing and recurring; ArcGIS Online will be deployed within the next six months. MRMPO online products will be phased in throughout FY 2014 and will become an ongoing task within the GIS and Mapping task.

#### 4.5 Transportation Safety Analysis and Reporting

**Description:** Develop, research, and analyze data to assist member agencies and the public with understanding crash information and transportation planning issues confronting the AMPA region. This task will result in a number of processes and products on safety issues, the analysis for different studies and plan implementation, and the development of projects for the Transportation Improvement Program (TIP). The task includes obtaining and analyzing crash data for the identification of safety issues related to the transportation network and will explore the development of methodologies to estimate future crash data as well as the economic impact of crashes. This task also provides for maintaining consistency with the NMDOT Comprehensive Transportation Safety Plan (CTSP) and working toward collaborative implementation of CTSP programs and projects where appropriate. This task also involves providing safety expertise for local member agency and health organization planning efforts, including corridor plans and Health Impact Assessments.

**Responsibilities:** MPO staff serves as lead in cooperation with the NMDOT Transportation Planning & Safety Division and the UNM Division of Governmental Research.

**Outcome and Expected Product:** Ongoing coordination with agencies and stakeholders; crash data by mode, severity and time of day; crash data by demographic group; crash data by contributing factors; summary reports as needed; MPO staff serve on committees on an as-needed basis to assess safety along key corridors.

**Timeframe:** Ongoing and recurring; annual crash report produced in the spring of each year; traffic flow maps produced in July of each year

#### 4.6 Land Use Model Upgrade

**Description:** This task will span several fiscal years. The task involves developing a new land use model, installing the new model, customizing the model to the MRCOG region, and training MPO staff. It also entails developing UrbanCanvas, an UrbanSim extension that will serve as a land use editor and tool to visualize future development. The most significant and timely step will be updating and preparing existing data, acquiring and cleaning new data, and formatting, validating, and calibrating all inputs for the new model. Consulting services will be used for much of the conversion.

**Responsibilities:** MPO staff.

**Outcome and Expected Product:** New Land Use Model (Urban SIM), development editor and visualization tool (UrbanCanvas) and the capability to produce alternate land use scenarios.

**Timeframe:** The consultant will complete the model upgrade by December 31, 2013. Refining the model for scenarios will be ongoing.

#### 4.7 Economic Impacts of Projects

**Description:** TranSight® (developed by REMI, Regional Economic Models Inc.) will be used to help prioritize and evaluate the merits of proposed transportation projects for both long and short range planning purposes. TranSight® will also be used to quantify the economic impacts of transportation projects across municipal boundaries and county lines, inform policy makers about the cost effectiveness of different transportation investments, and measure the economic impacts of the construction phase of building or upgrading transportation facilities. TranSight® will also be used analyze the impacts of economic development activities to support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. TranSight® will serve as an integral part of assisting the MPO in the integration of land use, transportation and economic development for the purpose of establishing and strengthening a comprehensive approach to planning.

**Responsibilities:** MPO staff in partnership with Rio Metro Regional Transit District in the maintenance and application of TranSight®.

**Outcome and Expected Product:** Automated process for integrating travel model output into TranSight®; the ability to perform the economic impact analyses of various transportation proposals and economic development activities; cost/benefit analysis when evaluating the merits of a variety of projects or options; short range benefits of the construction, maintenance and operations spending.

**Timeframe:** Ongoing and recurring; as requested by agencies and as needed for scenario planning.

#### 4.8 Update of Functional Classifications for Regional Roadways

**Description:** Review current functional classification assignments of roadways in the AMPA and update as necessary. Also we will update the National Highway System (NHS) network.

**Responsibilities:** MPO staff in consultation with NMDOT Transportation Planning & Safety Division staff and other agencies and jurisdictions.

**Outcome and Expected Product:** Updated functional classifications for the AMPA roadway network and updated map showing current roadway functional classifications.

**Timeframe:**

- Goal is to meet the DOT statewide functional classification deadline.

- Summer 2013 meet with Valencia County jurisdictions and prepare draft functional classification revisions.
- Fall 2013 meet with Sandoval County jurisdictions and prepare draft functional classification revisions.
- Fall 2013 meet with Bernalillo County jurisdictions and prepare draft functional classification revisions.
- Fall-Winter 2013 MTB approval of functional classification revisions.

\* *The timeframe noted above may be revised dependent upon the schedule from NMDOT.*

## **5. Metropolitan Transportation Plan**

**General Description:** The Metropolitan Transportation Plan (MTP) forms the basis for all program and project implementation within the AMPA. The plan considers all modes of transportation that may serve the current and future needs of the region. The MTP also includes systems and demand management components. The plan must conform to federal regulations, including the development of sound methodologies and approaches that guarantee results and are effective, efficient, and inclusive. Coordination with all implementing agencies is required, including coordination with the NMDOT Transportation Planning & Safety Division, the Santa Fe Metropolitan Planning Organization (SFMPO) and Rural Planning Organizations (RPOs) in the surrounding area.

Updating the MTP is an ongoing core activity. Plan updates occur every four years, with amendments occurring as warranted through coordination with member agencies. An updated plan must conform to the applicable State Implementation Plan (SIP) for air quality to ensure that National Ambient Air Quality Standards (NAAQS) are met. The planning process for air quality includes MRMPO staff participation on the Transportation Conformity Technical Committee (TCTC), applying federal Congestion Mitigation and Air Quality (CMAQ) programming criteria, and ensuring transportation conformity with the SIP.

Technical inputs into the MTP are generally derived from activities covered in other UPWP tasks (Data Acquisition, Analysis and Reporting, CMP, ITS, Traffic Counting and Reporting, etc.), with public and stakeholder participation efforts and activities undertaken in Task 3.

During this fiscal year, MRMPO staff will monitor progress of the existing (2035) MTP; review how the plan's action items and performance targets are being met; continue monitoring local and regional plans, policies, programs and projects to ensure consistency with the MTP; assist local governments to implement the MTP; consider proposed MTP amendments (if necessary); continue discussions regarding transportation security, environmental issues, and natural resource planning; integrate land use and transportation issues to address livability, rapid growth and other factors; analyze alternative land use scenarios for transportation and transportation-related economic impacts; continue to develop expertise in climate change issues related to transportation; monitor changes to ozone standards that may affect the region; continue integrating safety into the long-range transportation planning process; and continue data collection and analyses in preparation for the development of the 2040 MTP (the 2040 MTP must be adopted and the Conformity Determination acknowledged by June 30, 2015). MRMPO staff will also work cooperatively with the NMDOT Transportation Planning & Safety Division to coordinate the 2040 MTP and the 2040 Statewide Long Range Multimodal Transportation Plan (SLRP) development processes. The coordination will include development of consistent demographic, socioeconomic, travel demand, revenue and other forecasts.

In FFY 2014, MRMPO staff will commence the 2040 Metropolitan Transportation Plan process which will include kick-off meetings with stakeholders; development of goals, objectives, performance measures and targets (working in cooperation with the NMDOT Transportation Planning & Safety Division); preliminary air quality research; and an analysis of existing conditions.

**Responsibilities:** MPO staff serves as lead in coordination with NMDOT, ABQ Ride, Rio Metro Transit District, FHWA, FTA, "land use" planning agencies (i.e., Albuquerque and Bernalillo County planning departments), the City of Albuquerque Environmental Health Department, the Environmental Protection Agency (EPA), the Santa Fe Metropolitan Planning Organization (SFMPO), and other federal and state agencies as appropriate.

## **5.1 Outcomes and Expected Products -- Multimodal Transportation Planning**

- Up-to-date versions of existing condition maps for roadway, transit, bicycle, and pedestrian systems.
- Update of Long Range Bikeway System (LRBS)
- Provide web-based access to trail count data.
- Update of Pedestrian Composite Index
- Incorporation of “Complete Streets” discussion and guidance into the 2040 MTP development process.
- Incorporation of the Long Range Transportation System (LRTS) into the 2040 MTP that will provide a rationale relating land use and transportation, inclusion of Complete Streets principles and recommendations for roadway connectivity and high capacity transit
- The preliminary draft LRTS Guide will be completed by December 2013. This draft will include a rationale relating land use to transportation, Complete Streets principles, roadway connectivity recommendations, conceptual roadway design guidelines, and high capacity transit guidelines. This preliminary draft will go through public and agency review and revisions in order to be incorporated in the October 2014 draft of the Metropolitan Transportation Plan.
- Preliminary Metropolitan Transportation Plan Survey - Similar to the last MTP cycle, a broad-based preliminary survey to evaluate public perceptions about transportation will be conducted. This survey will serve as a means of comparison from the last MTP cycle and provide early input from the public on current transportation issues related to long range transportation planning. This survey will be conducted early in FFY 2014.

**Timeframe:** December 2013: Completion of preliminary draft roadway design guidance document (LRTS Guide). Web-based access to trail count data will be completed by the second quarter. LRTS Guide, LRBS and the Pedestrian Composite Index will be integrated into the 2040 MTP (2015).

## **5.2 Outcomes and Expected Products – Air Quality and Transportation Conformity**

- Annual CMAQ reports.
- Project-level CMAQ analyses and/or assist agencies in their preparation.
- Conformity determinations for the MTP and TIP.
- Continued coordination with the TCTC.
- Ongoing monitoring of federal and state activities related to climate change.
- Discussions with responsible agencies on ozone standards and potential non-attainment if/when new standards are established.

## **5.3 Outcomes and Expected Products – Improving Quality of Life**

- Integration of the Livability Principles proposed by the U.S. Department of Transportation, U.S. Department of Housing and Urban Development, and the Environmental Protection Agency into the Metropolitan Transportation Planning Process (per Chapter 6, sections A – D of the 2035 MTP).

- Coordination with the NM Healthier Weight Council and local Complete Streets Leadership Team to educate the public and community leaders about Complete Streets.
- Development of roadway design guidance incorporating Complete Streets principles and high capacity public transit based on roadway function and surrounding context.

#### **5.4 Outcomes and Expected Products – Land Use / Transportation Linkage and Alternative Scenarios**

- Continued facilitation of a land use and transportation committee.
- Undertake the development of several alternative land-use scenarios for the Mid-Region that look at integrating land-use and transportation in a manner that promotes sustainable mobility for the region over the next 25 years.
- Evaluation of alternative land use/transportation development scenarios with respect to transportation system performance, air quality, the regional economy, mobility and safety for different demographic groups (especially people over age 65); etc.

#### **5.5 Climate Change & Scenario Planning**

- This task is underdevelopment with the FHWA, the Volpe Center and the MPO. A UPWP amendment will add additional information on this task.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

#### **Task 5 - Timeframe**

- Fall 2013 – conduct public meetings to discuss goals and objectives of 2040 MTP
- Winter 2013/2014 – begin development of development scenarios
- Spring/Summer 2014 – analyze development scenarios based on performance measures and share development scenarios with public
- The schedule for Climate change/scenario planning activity is under development with FHWA, the Volpe Center and the MPO.

## **6. Transportation Improvement Program (TIP)**

**General Description:** To develop, adopt, publish, maintain, and implement short-range plans and programs that serve and reflect the needs of the Metropolitan Planning Area and comply with pertinent federal and state requirements. The MPO staff develops and manages the TIP while continuing to identify and implement improvements to these processes. These efforts include developing and institutionalizing a criteria-based project selection methodology, evaluating projects for consistency with the Regional ITS Architecture, implementing improved TIP software and project tracking mechanisms, exploring options to maximize staff effectiveness, and coordinating with NMDOT to enhance the link between the TIP and STIP. This is an ongoing core activity with TIP updates occurring on a two-year cycle and amendments occurring quarterly (consistent with the development and amendment cycles of the STIP).

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Products and Activities:** A current metropolitan TIP that identifies transportation priorities, programs funds, and is consistent with the current MTP; an Annual Listing of Projects Obligated during the fiscal year; an ongoing Project Tracking Database; current TIP posted on the website and distributed to participating agencies and stakeholders; proposed amendments posted on

the website to allow for public and stakeholder comment; revisions (if necessary) to the *TIP Policies and Procedures*; enhancement of the selection criteria for inclusion of projects in the TIP by including project prioritization measures developed by the CMP committee consistent with the MTP goals; project level correlation with the AMPA Regional ITS Architecture Addendum; amendments to the TIP as necessary; ongoing TIP management efforts to optimize the amount of funds obligated each year.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

**Timeframe:**

- Fall 2013 - use on-call contract to modifying project tracking database for upgrade in Windows 8.
- Monthly - process TIP Administrative Modifications as necessary.
- Quarterly (in accordance the NMDOT Quarterly STIP/TIP Amendment schedule) - process TIP Amendments as necessary.
- December 31<sup>st</sup> of each year - finalize and post for public review the Annual Project Listing & Obligation Report (90 days after the end of the Federal Fiscal Year)
- Summer 2014 - review *TIP Policies and Procedures* to identify revisions if needed.
- September or October, 2014 - MTB approval of revised *TIP Policies and Procedures* (if necessary).
- September 2014 - begin development of the FY 2016-2021 TIP with status updates from all member agencies.

## **7. Congestion Management Process**

**General Description:** SAFETEA-LU identified the Congestion Management Process (CMP) as the replacement for the Congestion Management System. The CMP for the AMPA provides a mechanism for monitoring system-wide and link-based performance to investigate recurring and nonrecurring congestion. The CMP uses performance data to determine the causes and severity of congestion in the region. The CMP is used at various levels of planning and operational analysis from the MTP to the TIP to the development of individual projects. A CMP that is integrated into the metropolitan transportation planning process provides comprehensive information on the performance of the transportation system so citizens, elected officials, and member agencies can make informed transportation planning decisions based on congestion levels and location-appropriate strategies. This is an ongoing core activity.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, and the NMDOT.

**Outcome and Expected Product:** This is an ongoing task to integrate the CMP into the MPO planning process and continuously improve the CMP; the structure includes revised definition(s) of congestion, revised data collection processes, evaluation of the efficiency and effectiveness of implemented strategies, definition and implementation of a CMP schedule, strategy for dissemination of CMP products; coordination of the CMP Committee to oversee the program performance and products; preparation of public information and annual reports; application of the project prioritization process coordinated with member agencies; development and implementation of a travel time data collection program.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

**Timeframe:** CMP reports will be produced on an ongoing basis; the Project Prioritization Process guidebook will be reviewed and revised if necessary by September 1, 2014.

### **7.1 Travel Time Program**

**Description:** Since 2010 the Mid-Region MPO has overseen a Travel Time Program to provide travel time data for the Congestion Management Process, the development of the Metropolitan Transportation Plan, and other transportation planning and programming needs. In FY 2014, MRMPPO will change its data collection methodology and pursue the acquisition of commercially available travel time data. MRMPPO will employ a consultant to develop a querying and archiving application that is universally accessible.

**Outcome and Expected Product:** A travel time program that collects data annually to identify congested facilities to target improvements, analyze the effectiveness of implemented congestion management strategies; and validate travel demand and accessibility models.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments (the CMP Travel Time Program task is included in the TIP.) Funding is available for the years 2014-2015 and 2018-2019, although additional funds may be pursued after that date.

**Timeframe:** Ongoing and recurring; by spring 2014, MRMPO should have a publicly available online application that allows for querying and analysis of travel time data across the AMPA.

## 7.2 Regional Travel Demand Survey

**Description:** The regional travel demand survey which provides inputs to the regional travel demand model and which has not been updated with new data since the early 1990s will be undertaken by a consultant and overseen by staff. The task began in FY 2013 with the writing of an RFP and will continue in FY 2014. The survey itself is expected to be in September and October 2013 with a final report to be delivered in early 2014. The survey will form the basis for an update to the MRMPO travel demand model, which will also take place in FY 2014.

**Outcome and Expected Product:** The task will provide data that will lead to an upgrade of the regional TDM model.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

**Timeframe:**

- FY 2013 – Consulting firm identified through RFP process and survey instrument developed
- September/October 2013 – Household survey conducted
- February 2014 – Final data and report delivered by consulting firm to MRMPO

## 7.3 Travel Demand Model Update

**Description:** While the MRMPO travel demand model has been updated periodically, a comprehensive update is required to integrate the results of the upcoming household survey and the recently completed transit users' survey, as well as to improve the functionality of the model. The task began in FY 2013 with scoping meetings and the writing of an RFP and will continue in FY 2014. The model update itself is expected to begin in fall 2013 and be completed in spring 2014.

**Outcome and Expected Product:** The task will result in an updated and recalibrated travel demand model for use in a range of transportation planning activities in the AMPA. In addition, the implementation of modified model inputs based on the expanded traffic analysis zones (TAZ) utilizing expanded 2010 Census information, consistent with MRCOG socioeconomic and related datasets, will occur. Survey and data collection for the AMPA Wide Comprehensive Regional Travel Survey will be undertaken to use in calibrating the travel demand model and update commuting patterns and information (last done in 1991).

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

**Timeframe:**

- FY 2013 – Consulting firm identified through RFP process
- October 2013 – Consulting firm begins updates to travel demand model, including integration of household travel data upon completion of survey. The survey will be conducted in the second quarter of FY 2014 with final results delivered to MRMPO in the third quarter of FY 2014.
- Spring 2014 – Updated and calibrated travel demand model delivered to MRMPO

## **8. Intelligent Transportation Systems**

**General Description:** This task integrates Intelligent Transportation Systems into the metropolitan transportation planning process. ITS programs and projects must be consistent with the ITS Regional Architecture, the Metropolitan Area ITS Implementation Plan, and the adopted Metropolitan Transportation Plan and Transportation Improvement Program. The MPO coordinates programming and deployment of ITS programs and projects inside the AMPA and is responsible for maintaining the ITS Architecture and updating the ITS Implementation Plan.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies, regional transit providers, the NMDOT, and other ITS stakeholders.

**Outcome and Expected Product:** This is an ongoing task in which MPO staff coordinates the ITS Committee to assist in maintaining the ITS Regional Architecture, ITS Maintenance Plan, and the development of ITS Regional Architecture Addendums coincident with the TIP; coordinates incident/transit/traffic management strategies and programming ITS deployments; update of the ITS System Map to show existing deployment. FY 2014 ITS efforts will include:

- Pursue the design and construction of the Regional Transportation Management Center, including the execution of a SIB loan as well as all necessary project development activities among MRCOG, local, and ITS Stakeholder entities. Finalization of the Stakeholder Memorandum of Understanding and submittal of the SIB loan is expected in the first quarter FY14. Immediately thereafter, the initiation of the design/build process for the facility will begin.
- Continue the coordination of ITS activities among all stakeholder agencies within the AMPA as part of the MRCOG transportation planning process. Throughout FY14 the ITS Subcommittee will continue to evaluate system performance monitoring capabilities of MRCOG and member/stakeholder agencies for integration into MRCOG activities and the Traffic Monitoring Program in support of integrated transportation data monitoring and management activities within the AMPA. This effort is being conducted in anticipation of phased inter-agency operations at the Regional Traffic Management Center.
- Continue the maintenance of the AMPA Regional ITS Architecture. The Architecture Addendum Version 1.3 is expected to be finalized in the first quarter FY14 which will represent completion of the integration of ITS elements in the 2014-19 TIP in accordance with the Regional ITS Architecture Maintenance Plan. Also included in the addendum will be an update to the ITS Infrastructure Deployment geodatabase for the AMPA.

**Source of Funds:** FHWA/FTA/NMDOT/Local Governments

**Timeframe:** Ongoing and recurring; stakeholder MOU and submittal of SIB loan in first quarter FY14. Architecture Addendum Version 1.3 expected to be finalized in the first quarter of FY14.

## **9. Traffic Counting and Reporting**

**General Description:** This task includes collecting and processing traffic data for routine monitoring of the transportation network and special needs traffic counts. Directional volume data are collected on all major roads in the AMPA and throughout Bernalillo, Sandoval, Tarrant and Valencia counties. Data collection is conducted system-wide as well as at targeted locations and includes traffic counts, vehicle classification, bicycle counts, pedestrian counts, and intersection turning movements. Data are archived and logged into the traffic counts database and shared with local agencies for use in transportation planning activities. The Traffic Counts Program operates servers to receive traffic data from member agencies (including NMDOT-ITS) and makes available reports and analysis to member agencies and the general public. Funds are managed each fiscal year to maintain a reserve of funding that allows for the

timely replacement of the traffic counting vehicle (approx. every 5-6 years) and counter machines (approx. every 10-15 years). In FY 2013, MRCOG anticipates the purchase of additional equipment to increase its ability to conduct turning movement and non-motorized vehicle and pedestrian counts. The task satisfies the traffic volume component of FHWA's Highway Performance Monitoring System (HPMS).

**Special Note:** State Planning and Research (SPR) funds will be used for the count program in areas outside the Albuquerque Urbanized Area. This funding, along with excess funds from previous years, will allow the MPO to purchase software, servers, etc. in order to provide access to the data from automatic traffic recording devices currently installed by local jurisdictions. Some funds may be used to provide for the installation of automatic recording devices and/or the purchase of automatic traffic recording devices. The MPO will work cooperatively with various agencies to implement this task. The second phase of the replacement of the traffic counting machines was completed in FY 2013.

**Special Note:** The software that MRCOG uses to process and query short-duration traffic counts runs on software that will be no longer supported as of March 2014. Consequently, in FFY 2013 the Traffic Counts Program began to upgrade its software and purchased a server upon which the upgraded software will run.

**Special Note:** SFY 2013 SPR funds of approximately \$200,000 will be used to determine through vehicle freight movements (through traffic) across the metro areas and by vehicle classification. Further refinement of this scope of work will be developed with input from NMDOT. This will be done by consultant services.

**Responsibilities:** MPO staff serves as lead.

**Outcome and Expected Product:** Traffic volume counts, vehicle classification counts, and intersection movement counts will be completed following the traffic counts schedule; special counts will be completed as requested; bicycle and pedestrian data collection; validation of travel demand and other forecasting models (ongoing); completion and distribution of the Annual Traffic Flow map (ongoing). Directional volumes and classification counts (approximately 1,000 per year) will be transmitted to New Mexico DOT on a monthly basis. Counts of pedestrians and bicyclists from the eight permanent trail count locations will be made publicly available. A strategic plan for future pedestrian and bicycle counts will be developed and incorporated into the count program.

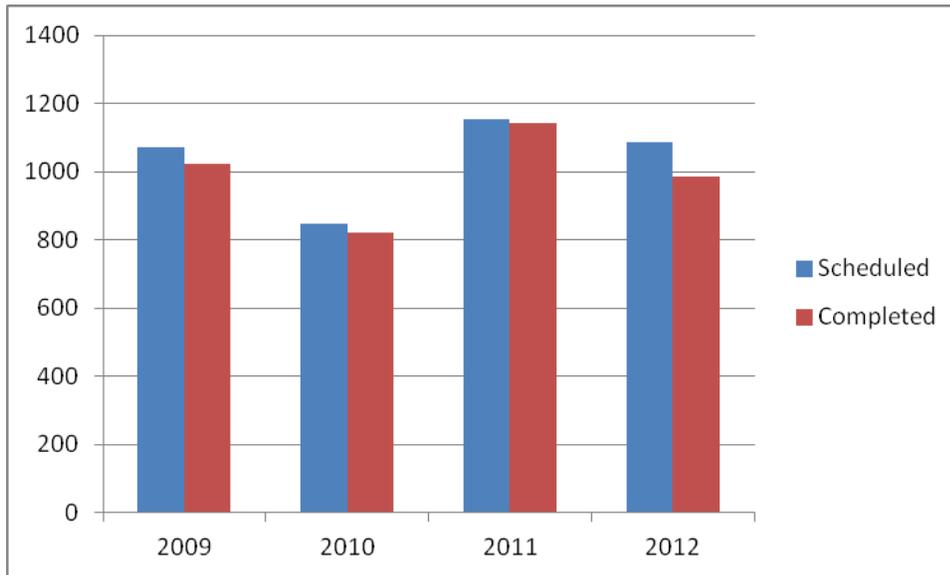
Calendar Year	Number of Scheduled Counts	Number of Counts Performed	Percentage
2009	1070	1022	96%
2010	846	822	97%
2011	1155	1141	99%
2012	1085	986	91%
<b>Number of Traffic Sections to be counted on 3 year cycle<sup>3</sup></b>	2183	Arterials and Collectors	
	211	Freeways and Interchanges	

Notes:

1) For various reasons, including construction and weather, it is often impossible to collect 100% of the counts on the schedule. Uncounted locations are in this case added to the following year's schedule.

2) Counts may be added to the schedule for various reasons, such as if there are new locations resulting from updates to the functional classification map or link splits. If there is room in the schedule to accommodate data collection beyond the standing inventory, counts for high-growth areas and from congested corridors are added to the schedule.

3). Each traffic section is counted on a 3 year cycle and each traffic section has two count stations. Count stations are counted alternately every other schedule count except for new locations for which we count both stations.



**Comparison of Scheduled Traffic Counts to Completed Traffic Counts 2009-2012**

**Source of Funds:** FHWA/FTA/Local Governments (Traffic Counts Program is programmed in the TIP).

The traffic counts program utilizes STP-U and SPR funds. STP-U funds are used for traffic counts within the Albuquerque Large Urbanized Area (UZA) and SPR funds are used for the remainder of the MRCOG area outside the Albuquerque UZA.

MRCOG Traffic Counts Program expenses fall into three categories:

- 1). those related to technician driving time and per mile expenses (e.g. mileage on the traffic counts van, van repairs and maintenance, liability insurance, cell phone service);
- 2). those related to the number of total counts (e.g. MRCOG office processing and reporting time; equipment and supplies; and overhead); and
- 3). those distributed based on the average of the mileage percentage and the number of counts percentage (e.g. salaries and administration).

Each expense in the MRCOG Traffic Counts Program is apportioned one of these three ways to estimate the cost of performing traffic counts both inside and outside the Albuquerque UZA. Refer to the table below as to how these figures were derived.

ITEM	COUNT	PCT
Number of Albuquerque UZA Count Locations	2263	73%
Number of Count Locations Outside ABQ UZA	826	27%
TOTAL Number of Count Locations in MRCOG Area	3089	100%
Sum of Centerline Miles of ABQ UZA Count Segments	1018	43%
Sum of Centerline Miles of Count Segments Outside ABQ UZA	1336	57%
TOTAL Centerline Miles of Count Segments in MRCOG Area	2354	100%
Average of Percentage of the Number of ABQ UZA Count Locations and the Percentage of Sum of Centerline Miles of ABQ UZA Count Segments		58%
Average of Percentage of the Number of Count Locations Outside the ABQ UZA and the Percentage of Sum of Centerline Miles of Count Segments Outside the ABQ UZA		42%
		100%

## Distribution of Traffic Count Locations and Centerline Miles in MRCOG Area

For billing purposes, per the letter to Pat Oliver-Wright dated October 18, 2011, MRCOG's Finance Manager shall charge against the SPR funds at a rate of 42.6% of the program's expenses, and shall charge against the STP-U funds for the remaining 57.4%. MRCOG and NMDOT Transportation Planning and Safety Division shall review the billing percentages and revise it (if necessary) by October 1, 2013 modifying this UPWP administratively.

**Timeframe:** Ongoing and recurring;

- 1<sup>st</sup> quarter count and process approximately 233 traffic counts;
- 2<sup>nd</sup> quarter, 313 traffic counts;
- 3<sup>rd</sup> quarter, 343 traffic counts;
- 4<sup>th</sup> quarter, 276 traffic counts (total 1165 counts).
- June or July of each year - produce the *Annual Traffic Flow Map*

## Projected Budget for Traffic Count Program FFY 2013-FFY 2019

MRCOG Traffic Counts Projected Expenses and Revenues FY 2013-2019							
	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
<b>Expenses</b>							
Operating & Admin. Expenses for Salaries + Supplies & Equipment	\$337,000	\$335,000	\$345,050	\$355,402	\$366,064	\$377,045	\$388,357
Counting Cars Equipment						\$7,000	
Counter Replacement	\$19,000					\$19,000	
Wavetronix Units	\$100,000	\$100,000	\$20,000				
Ongoing CDMA charges	\$3,600	\$7,920	\$8,316	\$8,732	\$9,168	\$9,627	\$10,108
Counts Database Rehab	\$151,000					\$75,000	
Counts Database Maintenance		\$50,000	\$52,500	\$55,125	\$57,881	\$60,775	\$63,814
Van Replacement				\$35,000			
Freight / Classification Survey		\$100,000	\$100,000				
<b>Total Expenditures</b>	<b>\$610,600</b>	<b>\$592,920</b>	<b>\$525,866</b>	<b>\$454,258</b>	<b>\$433,113</b>	<b>\$548,448</b>	<b>\$462,279</b>
<b>Revenues</b>							
Carryover		\$197,824	\$108,779	\$101,983	\$65,707	\$67,327	(\$29,957)
Carryover w/match A300561	\$162,233						
Carryover w/match A300562	\$158,584						
SPR P300014 w/match	\$198,202						
NMDOT SPR Funds	\$0	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000
Local Match for SPR	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
STP-U Funds	\$247,268	\$259,631	\$272,613	\$186,244	\$200,556	\$214,595	\$229,617
Local Match for STP-U	\$42,137	\$44,244	\$46,457	\$31,738	\$34,177	\$36,569	\$39,129
<b>Total Revenues</b>	<b>\$808,424</b>	<b>\$701,699</b>	<b>\$627,849</b>	<b>\$519,965</b>	<b>\$500,440</b>	<b>\$518,491</b>	<b>\$438,789</b>
<b>Balance</b>	<b>\$197,824</b>	<b>\$108,779</b>	<b>\$101,983</b>	<b>\$65,707</b>	<b>\$67,327</b>	<b>(\$29,957)</b>	<b>(\$23,490)</b>

## 10. Planning Consultation & Services

**General Description:** In accordance with the MRCOG Articles of Agreement and federal metropolitan transportation planning regulations (23 CFR 450), the MPO provides existing data and planning information and consults with federal, Tribal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of plans and programs.

### 10.1 Planning Consultation

**Description:** Participate on plan/study teams for development of plans; consult with agencies concerning transportation issues related to plan development; and review local development proposals to

assure consistency with the current MTP, TIP, CMP, and Roadway Access Policies. Consultation occurs for the following:

New Mexico Department of Transportation plans: the Statewide Long Range Multimodal Transportation Plan (SLRP), the Comprehensive Transportation Safety Plan, Safe Routes to School, Bicycle/Pedestrian/Equestrian (BPE) program, Statewide Travel Demand Model, State Rail Plan, statewide freight planning efforts and other plans/studies in the Statewide Planning Work Program involving the AMPA; District Three On-Call services for transportation planning activities.

Short and medium range transit plans: City of Albuquerque Transit Department (ABQ Ride) and Rio Metro Transit District planning activities that employ technical staffing for the development of short and medium range transit plans including transit system improvements and implementation, capital requirements and economic feasibility analyses, coordinated human services transportation plans, and transit facility construction.

Long range plans: adjoining Rural Transportation Planning Organizations (RTPO), Tribal government Long Range Transportation Plans (LRTPs) where requested.

Public transportation plans: City of Rio Rancho Cooperative Transit Plan (expected to provide short and long term perspective for transit in the City of Rio Rancho); New Mexico Rail Runner Express plans; Rio Metro Regional Transit District Service plans; Amtrak services; Shaasrka Transit, intercity bus services; and ground-side access and plans for aviation facilities.

Other transportation mode plans: Local and Tribal bike, pedestrian, equestrian and other plans.

Municipal, county, and Tribal plans: regional (MRCOG Local Planning Assistance program), municipal and county comprehensive plans, area plans, sector plans, master plans, capital improvement plans/programs, site plans/development proposals, zoning codes, development regulations, subdivision codes and regulations, building permits. Consultation may occur for various types of Tribal plans when requested by the tribe.

**Note:** In accordance with the MRCOG Articles of Agreement, "...all [MRCOG] member local governments, special districts, agencies or instrumentalities shall file with the Council all current and proposed plans, zoning ordinances, official maps, building codes, subdivision regulations and project plans for capital facilities and amendments and revisions of any of them as well as copies of their regular and special reports dealing with planning matters." (*Articles of Agreement Establishing the Mid Region Council of Governments with amendments through August 9, 2001*)

Natural resources plans: including but not limited to Air Quality Plans (such as State Implementation Plans for Carbon Monoxide), Middle Rio Grande Regional Water Plans, Albuquerque Metropolitan Arroyo and Flood Control Authority (AMAFCA), Southern Sandoval County Arroyo and Flood Control Authority (SSCAFCA); and plans from the U. S. Forest Service, U. S. Fish and Wildlife, Army Corps of Engineers, Bureau of Land Management, National Parks Service, New Mexico Department of Game and Fish, New Mexico Historic Preservation Office, New Mexico State Parks; and local county and municipal parks, recreation and open space departments.

Transportation Security plans: New Mexico Federal Executive Board, Emergency Preparedness Committees, New Mexico Office of Homeland Security, and state/local emergency operations agencies and plans.

Freight plans: New Mexico Trucking Association, national delivery companies, air and rail freight agencies.

Housing plans: various agencies.

Economic Development plans: Comprehensive Economic Development Strategy (CEDS) for New Mexico State Planning and Development District 3, local Chambers of Commerce.

Other MPO plans: Coordinate transportation planning with the Santa Fe MPO as necessary.

**Outcome and Expected Product:** Participate on plan/study technical and advisory committees and provide written comments to local planning and zoning commissions; coordinate with local governments to assure consistency between proposed developments and metropolitan transportation plans and policies; as appropriate, incorporate outcomes of plans into the next MTP, TIP, CMP and other MPO planning activities.

Continue planning consultation (as prescribed under MAP-21 and the MRCOG Articles of Agreement) with all local jurisdictions throughout this fiscal year.

MRMPO provides a significant amount on comments on transportation issues in sector development plans and this is expected to continue. In addition, staff will be involved in consultation efforts on the Albuquerque Master Trails and Bikeway Plan in FY 2014.

**Source of Funds:** FHWA/FTA/NMDOT/Rio Metro Transit District/Local Governments

**Timeframe:** Ongoing and recurring and as requested by local governments

## 10.2 Planning Services

**Description:** Services provided under this task will include provision of products and planning information that are generated as part of the MPO transportation planning process within the AMPA and identified within other UPWP Tasks. These products include:

- Provide planning and project information from the current Metropolitan Transportation Plan (MTP), metropolitan Transportation Improvement Program (TIP), Congestion Management Process (CMP), Intelligent Transportation System (ITS) Regional Architecture, or other existing planning information. This may include socio-economic, land use, travel forecasting and accessibility model datasets and shape files.
- Provide current traffic summary statistics, including crash data.
- Provide tailored analysis on accessibility, regional pedestrian needs, and roadway connectivity as well as analysis on travel demand and land use projection.
- Provide existing traffic counts data, including tube counts, current turning movement data and reports, and bicycle and pedestrian counts. The MPO cannot provide projected or future year turning movement forecasts.
- Provide guidance on the metropolitan public involvement process and provide contact information for potential agency stakeholders and organizations.
- Provide existing digital aerial photography (orthophotography) and existing digital map data in ESRI formats (shape files, coverages, geodatabase).
- With coordination and depending on resources available, conduct special traffic volume counts, intersection turning movement counts, bicycle and pedestrian counts, project-level economic modeling.

**Responsibilities:** MPO staff serves as lead in coordination with member agencies and the NMDOT.

**Outcome and Expected Product:** This is an ongoing task to provide planning and technical information for plans, studies, projects, and programs for member agencies and the NMDOT.

**Source of Funds:** FHWA/FTA/NMDOT/Rio Metro Transit District/Local Governments

**Timeframe:** Ongoing and recurring and as requested by local governments

## 10.3 Agency Coordination and Local Agency Assistance

**Description:** Coordination and assistance provided under this task will include work associated with delivery of TIP/STIP programmed projects, ensuring funding transparency in the planning/programming

process, and furthering the goals and objectives outlined in the June 16, 2009 HUD/DOT/EPA Partnership for sustainable communities. This includes:

- Working cooperatively with NMDOT and local agencies to quickly execute local government funding agreements for programmed projects.
- Tracking local agency lead projects through the project development process to ensure program year delivery and/or to identify schedule problems early to allow timely adjustment of the TIP/STIP.
- Working cooperatively with NMDOT on the development of funding assumptions and targets with a focus on process transparency.
- Working cooperatively with NMDOT on establishing a process for tracking project authorization, changes in federal obligation limitation and developing end of year closeout strategies with a focus on process transparency.
- Identify and coordinate joint opportunities with NMDOT and local agencies related to the implementation of Travel Demand Management Strategies in the MRCOG Region.
- Identify and coordinate joint opportunities with the NMDOT and local agencies related to rights-of-way and the use of these assets to further the goals of the HUD/DOT/EPA partnership and for leveraging future transportation funding.
- Identify and pursue grant opportunities at the state and federal level utilizing the assets of NMDOT, MRCOG and local agencies to further the goals of the HUD/DOT/EPA partnership and for leveraging future transportation funding.

**Responsibilities:** MPO staff (funding provided by NMDOT and RMRTD)

**Outcome and Expected Product:** More consistent delivery of projects in the TIP/STIP, more transparency of the federal-aid funding process, better understanding and application of the HUD/DOT/EPA Partnership on sustainable communities.

**Source of Funds:** FHWA/FTA/NMDOT/Rio Metro Transit District/Local Governments

**Timeframe:** Ongoing and recurring

- January 2014 - Review current MPO procedures for tracking project development and develop improved tracking methods focusing on those project development steps needed to secure the obligation of funds for projects as programmed in the TIP and enabling "swapping" projects earlier in the process to minimize last quarter (FFY) TIP changes.

## **11. Special Studies and Plans**

**General Description:** Under this activity, the MPO develops specialized planning products that reflect the AMPA planning needs and process. Funding for these projects is provided outside the usual Federal Planning funds process but is critical to maintaining these activities, which provide critical inputs to a constantly-improving transportation planning process. With coordination prior to issuing a Request for Proposals (RFP), the MPO may provide planning analysis and interpretation services in support of agency studies and plans. Such services will require a Memorandum of Agreement (MOA) and shall include the requested scope of work/tasks to be performed, specific roles and responsibilities, an initial timeline or schedule, and funding, fees or other resources required. The MOA must be signed prior to committing the MPO for services in any RFP or consultant contract.

**Outcome and Expected Product:** Develop transportation strategies that can be planned and programmed in the MTP and TIP; recommendations and preferred alternatives in reports.

### **11.1 Roadway Projects Consultation and Coordination**

**Description:** The activity will provide consultation and coordination for specific projects. The MPO will provide modeling support, traffic counts, intermodal/multimodal review and coordination, continuity and

consistency with the Metropolitan Transportation Plan and other applicable documents, review of alternatives and will participate on study teams.

This task may include the following projects (but is not limited to):

- I-25 & Paseo del Norte Interchange Reconstruction Project
- I-25 North Corridor Study from I-40 to Alameda Blvd
- I-25 Operational Improvements Study from Broadway Blvd to I-40
- NM 528 improvements
- Sunport Blvd Extension Project
- I-25 and Rio Bravo Interchange
- Unser Blvd Connection and Corridor Improvements Projects
- North Diversion Channel Road Project
- Central Ave BRT Study
- ABQ The Plan Projects' Studies
- Coors Corridor Study and Improvements Projects
- Central Ave Improvements in various locations
- Bridge Blvd Reconstruction Project
- Various corridor studies

**Responsibilities:** The projects' lead agency along with the MPO and other member agencies.

**Source of Funds:** FHWA/NMDOT/Local

**Timeframe:** As needed per individual project schedule

## **11.2 Northwest Metro Area High Capacity Transit Study**

**Description:** The study will examine the feasibility of establishing high capacity transit service between Northwest Albuquerque, the City of Rio Rancho and the I-25 Corridor. The Rio Metro Transit District and ABQ Ride worked cooperatively with MRMPO to develop a scope of work that outlines MPO responsibilities for the study, which began in federal FY 2010 and will continue into FY 2014.

**Outcome and Expected Product:** An Alternatives Analysis (AA) to determine the appropriate mode, route(s) and destination(s) within the study area, along with a service plan to understand the financial investment necessary to implement new service. The AA will ultimately produce a Locally Preferred Alternative that will be considered by local transit providers for funding and implementation.

**Responsibilities:** Rio Metro Transit District and ABQ Ride staff along with the MPO staff with input from the NMDOT Planning Division and Transit and Rail Division.

**Source of Funds:** FHWA/FTA/State/Local

**Timeframe:** Spring/Summer 2014 Study completion

## **11.3 University of New Mexico Area Transportation Plan**

**Description:** Assessment of the transportation needs for UNM, CNM, and UNM Hospital and surrounding neighborhoods as it relates to the system users. Identify and implement transit, infrastructure and policies that promote alternative modes of transportation including TDM strategies, alternative analysis of modes, and integration of land-use policies and design practices. The project involves the development of an Alternatives Analysis and selection of a locally preferred transit alternative.

**Outcome and Expected Product:** Implementation plan and Alternatives Analysis. Identification of a transit type and route that will best meet the area's current and future transportation needs.

**Responsibilities:** MRCOG staff will lead with UNM and City of Albuquerque support with input from the NMDOT Planning Division and Transit and Rail Division.

**Source of Funds:** FHWA/FTA/Local

**Timeframe:** Winter 2014-Study completion

#### **11.4 Rio Metro Regional Transit District Service Plan Update and Initiatives**

**Description:** This project involves the update of the Rio Metro Regional Transit District Service Plan and the related Short Range Transit Plan which will include substantial additions and revision and will incorporate service planning for Rio Metro Sandoval and Rio Metro Valencia. The plan will identify and prioritize projects related to current and future RMRTD operations, service, and capital needs that will be initiated in fiscal year 2014. As a long-term iterative planning process, annual updates will be submitted for RTD board approval in conjunction with the annual RTD budget process.

**Outcome and Expected Product:** A comprehensive transit service plan for the Rio Metro Regional Transit District

**Responsibilities:** Rio Metro and MRCOG will perform all background research, analysis and modeling for the service plan update and revision and coordinate as necessary with agencies, jurisdictions, tribes and stakeholders. The project also will involve upgrades to the regional travel demand model, specifically for transit. This will be undertaken in cooperation with ABQ Ride.

**Source of Funds:** Rio Metro Gross Receipts Tax revenue

**Timeframe:** Ongoing and recurring project with annual updates.

## **APPENDIX A**

# **FFY 2014 Unified Planning Work Program Budget**

**Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

**Unified Planning Work Program (UPWP)**

**FFY 2014 Budget Summary - Estimated Financial Resources**

Task	MRMPO Programs and Special Projects						Amount				
	FFY	Program	Fund Source	CN (if any)	% Fed. Share	% Loc. Match	Federal Amount	Match Amount	Other Funds	Total	
1-8 (excl. 4.3) & 10	Previous	Carryover from Previous Years	PL				\$0	\$0	\$0	\$0	
	FFY 2013	FHWA PL Funds from FFY 2012-2013	PL		85.44%	14.56%	\$768,587	\$192,147	\$0	\$960,734	
	FFY 2014	FHWA PL Funds from FFY 2013-2014	PL		85.44%	14.56%	\$770,000	\$192,500	\$0	\$962,500	
	FFY 2013	FTA PL Funds from FFY 2012-2013	PL		80.00%	20.00%	\$226,456	\$56,614	\$0	\$283,070	
	FFY 2014	FTA PL Funds from FFY 2012-2014	PL		80.00%	20.00%	\$226,456	\$56,614	\$0	\$283,070	
	FFY 2014	Local Funds for Planning (Rio Metro Regional Transit District)	RMRTD		0.00%	100.00%	\$0	\$0	\$200,000	\$200,000	
	FFY 2014	<b>TOTAL REVENUES for General Metropolitan Planning</b>					<b>\$1,991,499</b>	<b>\$497,875</b>	<b>\$200,000</b>	<b>\$2,689,374</b>	
			Estimated Funds used for FY 2013 Shortfall			85.44%	14.56%	(\$228,613)	(\$38,958)	\$0	(\$267,571)
			Approx. Planned Carryover to FFY 2015 & for Contingencies			85.44%	14.56%	(\$1,033,140)	(\$176,059)	\$0	(\$1,209,199)
	FFY 2014	<b>TOTAL PLANNING FUNDS BUDGETED for EXPENDITURE in FFY 2014</b>					<b>\$729,746</b>	<b>\$282,858</b>	<b>\$200,000</b>	<b>\$1,212,604</b>	
Previous	CMP Travel Time Prog. Unexp. Bal.	STP-U		85.44%	14.56%	\$100,328	\$17,097	\$0	\$117,425		
FFY 2014	CMP Travel Time Prog. (FY 2014)	STP-U	A300184	85.44%	14.56%	\$175,692	\$29,940	\$0	\$205,632		
7.1		<b>Total Available for CMP Travel Time Program</b>				<b>\$276,020</b>	<b>\$47,037</b>	<b>\$0</b>	<b>\$323,057</b>		
FFY 2013	AMPA Wide Comp. Regional Travel Survey	STP-U	A300780	85.44%	14.56%	\$380,000	\$64,757	\$0	\$444,757		
FFY 2014	AMPA Wide Comp. Regional Travel Survey	STP-U	A300780	85.44%	14.56%	\$620,000	\$105,655	\$0	\$725,655		
7.2		<b>Total Available for Comprehensive Reg. Travel Survey</b>				<b>\$1,000,000</b>	<b>\$170,412</b>	<b>\$0</b>	<b>\$1,170,412</b>		
Previous	STP-U Traffic Count Program Unexp. Bal.	STP-U	A300563	85.44%	14.56%	\$163,083	\$27,791	\$0	\$190,874		
Previous	SPR Traffic Count Program Unexp. Bal.	SPR	P300014	80.00%	20.00%	\$0	\$0	\$0	\$0		
FFY 2014	STP-U Traffic Count Program (FY 2014)	STP-U	A300564	85.44%	14.56%	\$259,631	\$44,244	\$0	\$303,875		
FFY 2013	SPR Traffic Count Prog. Small-Urban & Rural Areas fr. FY 2012-2013	SPR		80.00%	20.00%	\$160,000	\$40,000	\$0	\$200,000		
FFY 2014	SPR Traffic Count Prog. Small-Urban & Rural Areas fr. FY 2013-2014	SPR		80.00%	20.00%	\$160,000	\$40,000	\$0	\$200,000		
9		<b>Total Available for Traffic Count Program</b>				<b>\$742,714</b>	<b>\$152,035</b>	<b>\$0</b>	<b>\$894,749</b>		
FFY 2014	Climate Change Scenario Planning	FHWA	tbd	per award	per award	\$45,000	\$5,000	\$0	\$50,000		
5.5		<b>Total Available for CCSP</b>				<b>\$45,000</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$50,000</b>		
Previous	Local Gov't Asst. Prog. Unexp. Bal. (P300009 & P300017)	SPR		74.00%	26.00%	\$141,444	\$49,697	\$0	\$191,141		
10.3		<b>Total Available for Local Gov't Asst. Prog.</b>				<b>\$141,444</b>	<b>\$49,697</b>	<b>\$0</b>	<b>\$191,141</b>		
Previous	Orthophotography FY 2013 Unexp. Bal.	Local	n/a	0.00%	n/a	\$0	\$0	\$44,602	\$44,602		
FFY 2014	Orthophotography (match provided by NMDOT)	STP-Flex	A300602	85.44%	14.56%	\$42,720	\$7,280	\$0	\$50,000		
FFY 2014	Orthophotography Project Funds from Agencies	Local	n/a	0.00%	n/a	\$0	\$0	\$350,000	\$350,000		
4.3		<b>Total Available for Orthophotography</b>				<b>\$42,720</b>	<b>\$7,280</b>	<b>\$350,000</b>	<b>\$400,000</b>		
Previous	NW Metro Area BRT Study Unexp. Bal. from FFY 2009-2010	FTA-conv	TA00010	80.00%	20.00%	\$0	\$0	\$0	\$0		
Previous	NW Metro Area BRT Study Unexp. Bal. from FFY 2010-2011	FTA 5307	TA00010	80.00%	20.00%	\$122,750	\$30,687	\$0	\$153,437		
11.3		<b>Total Available for NW Metro BRT Study</b>				<b>\$122,750</b>	<b>\$30,687</b>	<b>\$0</b>	<b>\$153,437</b>		
Previous	UNM/CNM Transp. Study Local Funds Unexp. Bal.	Local	n/a	0.00%	n/a	\$0	\$0	\$0	\$0		
Previous	TCSP Grant in FFY 2011 Unexp. Bal.	TCSP	A301130	85.44%	14.56%	\$110,723	\$18,869	\$0	\$129,592		
Previous	FTA 5339 Alt. Analysis Funds Unexp. Bal.	FTA 5339	A301130	80.00%	20.00%	\$376,152	\$94,038	\$0	\$470,190		
11.4		<b>Total Available for UNM/CNM Transp. Study</b>				<b>\$486,875</b>	<b>\$112,907</b>	<b>\$0</b>	<b>\$599,782</b>		
Previous	Rio Metro Reg. Transit Dist. Service Plan Update & Rev.	Local	n/a	0.00%	n/a	\$0	\$0	\$177,430	\$177,430		
11.6		<b>Total Available for RMRTD Service Plan</b>				<b>\$0</b>	<b>\$0</b>	<b>\$177,430</b>	<b>\$177,430</b>		
		<b>TOTAL ALL SPECIAL PROJECT FUNDS</b>				<b>\$2,857,523</b>	<b>\$575,055</b>	<b>\$527,430</b>	<b>\$3,960,008</b>		
		<b>TOTAL ALL FUNDING AVAILABLE in FFY 2014 Budgeted for Expenditure</b>				<b>\$3,587,269</b>	<b>\$857,913</b>	<b>\$727,430</b>	<b>\$5,172,612</b>		

**Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

**Unified Planning Work Program (UPWP)**

**FFY 2014 Budget Summary of Estimated Expenditures**

<b>Task</b>	<b>Program</b>	<b>Budgeted PL Funds</b>	<b>Budgeted Special Project Funds</b>	<b>Total Budgeted</b>
1	Program Administration	\$105,000		\$105,000
2	Unified Planning Work Program	\$10,000		\$10,000
3	Public and Stakeholder Participation and Education	\$50,000		\$50,000
4	Data Acquisition, Analysis and Reporting	\$360,000		\$360,000
5	Metropolitan Transportation Plan	\$277,600		\$277,600
6	Transportation Improvement Program	\$130,000		\$130,000
7	Congestion Management Process	\$130,000		\$130,000
8	Intelligent Transportation Systems	\$10,000		\$10,000
10	Planning Consultation & Services	\$100,000		\$100,000
11	Special Studies and Plans	\$40,000		\$40,000
5.5	Climate Change Scenario Planning*		\$50,000	\$50,000
	*the work task for item 5.5 above is under development			
4.3	Digital Orthophotography		\$400,000	\$400,000
7.1	CMP Travel Time Program		\$210,288	\$210,288
7.2	Regional Travel Demand Survey		\$1,000,000	\$1,000,000
9	Traffic Counting and Reporting		\$672,330	\$672,330
10.3	Agency Coordination & Local Gov't Assistance		\$45,870	\$45,870
11.2	NW Metro Area BRT Study		\$153,437	\$153,437
11.3	UNM/CNM Area Transportation Plan		\$599,782	\$599,782
11.4	Rio Metro RTD Service Plan Update		\$177,430	\$177,430
	<b>TOTAL</b>	<b>\$1,212,600</b>	<b>\$3,309,137</b>	<b>\$4,521,737</b>

**Mid-Region Metropolitan Planning Organization - Albuquerque, NM**  
**Federal Fiscal Year 2013 - 2014 Budget - DRAFT as of July 2, 2013**

	MPO	MPO	MPO	MPO	MPO	MPO	MPO	MPO	Line
	Ortho-	PL Funds	Local Gov	Clim Ch	Traffic	Travel	Travel	Travel	
	photog	FHWA & FTA	Assist.	Scen Pln	Counts	Time	Survey		Totals
Salaries & Benefits (from detailed budget)	\$0	\$802,432	\$35,285		\$259,073	\$15,606	\$0	\$0	\$1,121,448
5100 Registration & Tuition (not travel confer.)	\$0	\$3,000	\$0		\$0	\$0	\$0	\$0	\$3,000
5110 Membership Fees (details below)	\$0	\$16,140	\$0		\$500	\$0	\$0	\$0	\$16,640
ULI (½ MPO ½ RMRTD)		\$5,000							
AMPO (741,318 pop x .0066)		\$4,893							
APTA		\$997							
ITS America & NM @ \$2,500/yr (\$1000 reimb)		\$2,500			\$0				
Staff Dues (ie. APA dues 13 @ \$250 ea)		\$2,750			\$500				
5150 Travel In-State (details below)	\$0	\$3,350	\$0		\$500	\$0	\$0	\$0	\$6,850
MPO Quarterlies (2 p @ 2 mtg/yr)		\$850			\$0				
NMAPA Farmington Conf (5 @ \$500)		\$2,500			\$0				
Traffic Count Mtg		\$0			\$500				
5150 Vehicle Mileage (details below)	\$0	\$2,300	\$0		\$4,700	\$0	\$0	\$0	\$7,000
Mileage for Traffic Count Van		\$0			\$4,500				
Dir Charge Mileage for COG Veh		\$300			\$0				
Pers Veh Reimb		\$2,000			\$200				
5160 Travel Out-of-State at \$2,500/conf trip	\$0	\$27,200	\$0		\$2,500	\$0	\$0	\$0	\$29,700
GIS ESRI Conf (San Diego) (1 p)		\$2,700							
ITS Amer Conf (1 p)		\$2,500							
ITS Conf reimbursement for above		(\$1,000)							
TRB, Nat APA, AMPO or similar (4-5 p)		\$11,000			\$0				
above is dependent upon session topics & offerings, sched., etc.									
NTI or NHI basic courses for new hires (4 p)		\$7,500							
NATMEC or HYDAC Conf (1 p)					\$2,500				
COG socioecon. modelers		\$2,000							
UrbanSim Users conf		\$2,500							
5200 Repair & Maintenance (details below)	\$0	\$0	\$0		\$3,000	\$0	\$0	\$0	\$3,000
R & M Charges - Direct		\$0			\$0				
Van Repairs & Maint.					\$3,000				
5210 Computer Software Maint (details below)	\$0	\$44,000	\$0		\$58,000	\$0	\$0	\$0	\$102,000
software maintenance		\$5,000			\$50,000				
Synthicity/Urban Sim Maintenance		\$25,000							
REMI-Transight Annual Maint (½ MPO ½ RMRTD)		\$14,000							
CDMA ongoing charges (Traff Counts)					\$8,000				
5220 Equipment (\$501-\$5000)	\$0	\$14,400	\$0		\$19,300	\$0	\$0	\$0	\$33,700
2 laptops @ \$3700 each		\$7,400							
1 workstation @ \$5000 each		\$5,000							
software		\$2,000							
traffic count tubes, etc.					\$19,300				
5310 City Admin (Direct Charge)	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
5350 Non-professional Services	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
5400 Telephone (Direct Charge-Long Dis)	\$0	\$250	\$0		\$450	\$0	\$0	\$0	\$700
5410 Cell Phone	\$0	\$700	\$0		\$900	\$0	\$0	\$0	\$2,300
three		\$700			\$900				
5800 Supplies (under \$500)	\$0	\$4,000	\$0		\$13,300	\$0	\$0	\$0	\$17,400
5805 Postage		\$1,000	\$0		\$100	\$0	\$0	\$0	\$1,450
5810 Printing & Reproduction	\$0	\$12,000	\$0		\$1,500	\$0	\$0	\$0	\$16,300
Copier Charges - Direct		\$12,000			\$1,500				
5815 Advertising	\$0	\$800	\$0		\$0	\$0	\$0	\$0	\$850
5821 Books & Periodicals	\$0	\$1,000	\$0		\$0	\$0	\$0	\$0	\$2,000
5825 Fuel & Oil	\$0	\$0	\$0		\$4,200	\$0	\$0	\$0	\$4,200
5826 Vehicle Repair & Maintenance	\$0	\$0	\$0		\$3,000	\$0	\$0	\$0	\$3,000
5999 Meeting Expense	\$0	\$200	\$0		\$0	\$0	\$0	\$0	\$200
Subtotal	\$0	\$932,772	\$35,285		\$371,023	\$15,606	\$0	\$0	\$1,371,738
Indirect Cost (30% of subtotal above)	\$0	\$279,832	\$10,585		\$111,307	\$4,682	\$0	\$0	\$763,529
Total	\$0	\$1,212,604	\$45,870		\$482,330	\$20,288	\$0	\$0	\$3,308,627

Mid-Region Metropolitan Planning Organization - Albuquerque, NM									
Federal Fiscal Year 2013 - 2014 Budget - DRAFT as of July 2, 2013									
		MPO	MPO	MPO	MPO	MPO	MPO	MPO	
		Ortho-	PL Funds	Local Gov	Clim Ch	Traffic	Travel	Travel	
		photog	FHWA & FTA	Assist.	Scen Pln	Counts	Time	Survey	
								Line	
								Totals	
<b>Other Expenditures</b>									
5340	Contractual	\$400,000	\$71,000	\$0		\$100,000	\$190,000	\$1,000,000	\$1,761,000
	Syntheticity/Urban Sim Development		\$0						
	Socioeconomics/Land Use On-Call		\$50,000						
	TIP On-Call		\$5,000						
	Travel Demand Model On-Call		\$15,000						
	CARNM & Misc		\$1,000						
	Travel Survey Contract							\$1,000,000	
	CMP Contract						\$1		
	Orthophotography Contract	\$400,000							
	Freight Survey (with consultant)					\$100,000			
	Capital Purchases (over \$5000)	\$0	\$0	\$0		\$90,000	\$0	\$0	\$90,000
						\$0			
	Wavetronix Units					\$90,000			
	<b>Grand Total Expenditures</b>	<b>\$400,000</b>	<b>\$1,283,604</b>	<b>\$45,870</b>	<b>\$50,000</b>	<b>\$672,330</b>	<b>\$210,288</b>	<b>\$1,000,000</b>	<b>\$3,684,259</b>
	<b>Grand Total Expenditures (from prev. page)</b>	<b>\$400,000</b>	<b>\$1,283,604</b>	<b>\$45,870</b>	<b>\$50,000</b>	<b>\$672,330</b>	<b>\$210,288</b>	<b>\$1,000,000</b>	<b>\$3,684,259</b>
<b>Revenues</b>									
	Carryover from Previous FY (estimated)	\$0	\$0	\$191,141		\$190,874	\$117,425	\$444,757	\$944,197
	Funds Used for FY 2013 Shortfall (estimated)		(\$267,571)						(\$267,571)
	Federal Funds (FHWA) from FFY 2013 (7/1/13)		\$768,587						\$768,587
	MRCOG Match for above		\$192,147						\$192,147
	Federal Funds (FTA) from FFY 2013 (7/1/13)		\$226,456						\$226,456
	MRCOG Match for above		\$56,614						\$56,614
	Federal Funds (FHWA) from FFY 2014 (10/1/13)		\$770,000						\$770,000
	MRCOG Match for above		\$192,500						\$192,500
	Federal Funds (FTA) from FFY 2014 (10/1/13)		\$226,456						\$226,456
	MRCOG Match for above		\$56,614						\$56,614
	Other funds	\$350,000	\$0						\$350,000
	Other Funding (Rio Metro RTD)		\$200,000						\$200,000
	RPO SFY 2014 funds		\$0						\$104,223
	Climate Change/Scenario Planning Grant				\$45,000				\$45,000
	MRCOG Match for above				\$5,000				\$5,000
	A300564 STP-U for Traffic Counts					\$259,631			\$259,631
	MRCOG match for traffic counts' STP-U					\$44,244			\$44,244
	SPR funds for Traffic Counts					\$160,000			\$160,000
	MRCOG match for SPR					\$40,000			\$40,000
	A300184 STP-U Travel Time						\$175,692		\$175,692
	MRCOG match for STP-U Travel Time						\$29,940		\$29,940
	A300780 STP-U Travel Survey							\$620,000	\$620,000
	MRCOG match for STP-U Travel Survey							\$105,655	\$105,655
	A300602 Ortho FY 2014 STP-Flex (DOT=match)	\$50,000							\$50,000
			\$0						\$0
	<b>Total Revenues</b>	<b>\$400,000</b>	<b>\$2,421,803</b>	<b>\$191,141</b>	<b>\$50,000</b>	<b>\$694,749</b>	<b>\$323,057</b>	<b>\$1,170,412</b>	<b>\$5,355,385</b>
	Difference (Revenues-Expenditures)	\$0	\$1,138,199	\$145,271	\$0	\$22,419	\$112,769	\$170,412	\$1,671,126

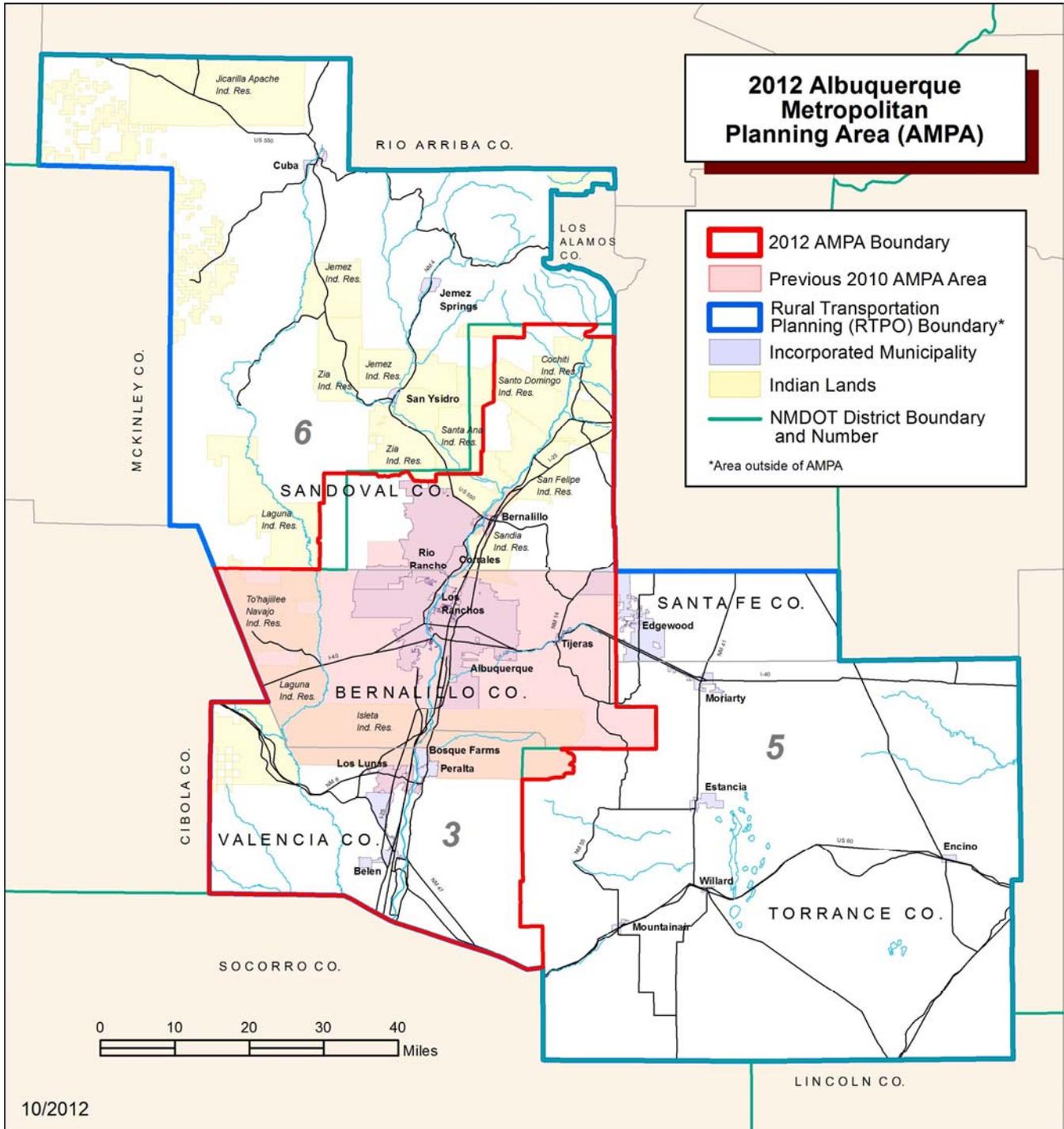
Note #1: Carry over funds are estimated based on expenditures through May 31, 2013. Actuals will replace the figures shown.

Note #2: The Climate Change/Scenario Planning Grant and budget are under development.

## **APPENDIX B**

### **Map of Albuquerque Metropolitan Planning Area (AMPA) and Transportation Management Area (TMA)**

# Albuquerque Metropolitan Planning Area (AMPA) and Transportation Management Area (TMA)



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## **APPENDIX C**

### **Metropolitan Transportation Planning Process Certification**

**Metropolitan Planning Process Certification**

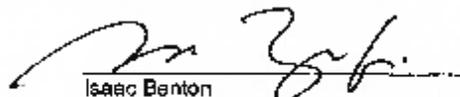
**Mid-Region Council of Governments  
Mid-Region Metropolitan Planning Organization  
809 Copper Avenue NW  
Albuquerque, NM 87102**

In accordance with 23 CFR 450.220 and 23 CFR 450.334, the New Mexico Department of Transportation and the Mid-Region Council of Governments, the Metropolitan Planning Organization for the Albuquerque Metropolitan Planning Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- a). 23 U.S.C. 134 and 135, 49 U.S.C. Section 5303 through 5306 and 5323(1);
- b). Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR part 93;
- c). Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d). 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e). Section 1101(b) of the SAFETEA-LU (Pub. Law 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- f). 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- g). The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- h). The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- i). Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j). Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Mid-Region Council of Governments  
Metropolitan Planning Organization

State of New Mexico Department of  
Transportation

  
Isaac Benton  
Chairman, Metropolitan Transp. Board

\_\_\_\_\_  
Thomas Church  
Secretary of Transportation

July 19, 2013  
Date

\_\_\_\_\_  
Date

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**APPENDIX D**

**MTB Resolution Adopting the FFY 2014 UPWP**

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RESOLUTION  
of the  
METROPOLITAN TRANSPORTATION BOARD  
of the  
MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO  
(R-13-11 MTB)

**ADOPTING THE FEDERAL FISCAL YEAR 2013-2014 (FFY 2014)  
UNIFIED PLANNING WORK PROGRAM (UPWP)  
FOR TRANSPORTATION PLANNING IN THE  
ALBUQUERQUE METROPOLITAN PLANNING AREA**

WHEREAS, the Metropolitan Transportation Board (MTB) is the designated Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA); and

WHEREAS, federal laws and regulations require an annual Unified Planning Work Program that describes current transportation planning activities and those scheduled for the coming fiscal year; and

WHEREAS, a draft FY 2014 UPWP has been prepared by the MPO staff in cooperation with representatives of the U.S. Department of Transportation, the New Mexico Department of Transportation, and the local transit providers: the City of Albuquerque Transit Department and the Rio Metro Regional Transit District; and

WHEREAS, the draft FY 2014 UPWP has been reviewed and endorsed by the Metropolitan Transportation Board's Transportation Coordinating Committee; and

WHEREAS, the MTB is responsible for all policies and related work programs of the Mid-Region Metropolitan Planning Organization, including the UPWP for transportation planning in the AMPA,

32           **NOW, THEREFORE BE IT RESOLVED** by the Metropolitan Transportation Board of  
33 the Mid-Region Council of Governments of New Mexico that:

34           **1. The Federal Fiscal Year 2014 Unified Planning Work Program is adopted.**

35           **2. The Executive Director of the Mid-Region Council of Governments is authorized**  
36 **to submit the final Federal Fiscal Year 2014 Unified Planning Work Program to the New**  
37 **Mexico Department of Transportation and the U.S. Department of Transportation's Federal**  
38 **Highway Administration and Federal Transit Administration.**

39           **3. The Executive Director is authorized to execute the required contracts necessary**  
40 **to implement the Federal Fiscal Year 2014 Unified Planning Work Program for the**  
41 **Albuquerque Metropolitan Planning Area.**

42           **PASSED, APPROVED, AND ADOPTED** this 19<sup>th</sup> day of July 2013 by the  
43 **Metropolitan Transportation Board of the Mid-Region Council of Governments of New**  
44 **Mexico.**

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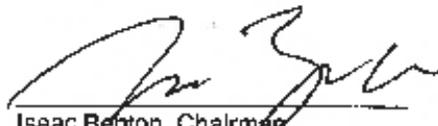
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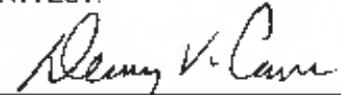
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Isaac Benton, Chairman  
Metropolitan Transportation Board

**ATTEST:**

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

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**APPENDIX E**  
**Status of Findings**  
**from the**  
**2010 Certification Review**  
**and the**  
**2012 Planning Process Review**

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## Status of Findings

The following is the status, as of July 8, 2013, of all findings listed in the 2010 Certification Review and the 2012 Planning Process Review.

### **Corrective Actions:**

There were no corrective actions identified in either document.

### **Recommendations and/or Findings:**

#### **1a). Better Use of Agreements (2010 Cert. Rev. #2a)**

The MOA between MRCOG and NMDOT was updated December 23, 2010. An MOA was entered into between MRMPO/MRCOG the City of Albuquerque (ABQ Ride) and the Rio Metro Regional Transit District on January 21, 2011.

#### **1b). Update the Joint Powers Agreement (JPA) (2012 Rev. #1 pg. 11)**

MRCOG is currently searching for the current JPA which is likely a 30-40 year old document. If the original can not be located, a new JPA will be drafted by September 30, 2014. The process involves many jurisdictions and agencies. A tentative schedule will be developed and revised as necessary.

#### **2). Title VI Plan (2010 Cert. Rev. #2b and 2012 Rev. #2 pg. 13)**

MRCOG has developed a draft Title VI Plan utilizing the Puget Sound MPO's Title VI Plan which was listed as a "benchmark" plan by the FHWA during a training session held in El Paso in 2011. MRMPO expects to approved the final Title VI Plan in September 2013.

#### **3). Labor Distribution on Timesheets (2012 Rev. #3 pg. 16)**

This item has been addressed.

#### **4). Procurement Checklist (2012 Rev. #4 pg. 16)**

This item has been address and a checklist has been developed.

#### **5). NMDOT approval of MRMPO's Indirect Cost Plan (2012 Rev. #5 pg. 16)**

NMDOT has approved the plan.

#### **6a). Public Involvement Effectiveness & MTB Structure (2010 Cert. Rev. #2c)**

MRMPO has developed improved public involvement process during the development of the 2035 MTP and continues to enhance that process. Upon the completion of the 2010 US Census and the designation of the new Los Lunas UZA the Albuquerque Metropolitan Planning Area (AMPA) has expanded to include all of NMDOT District 3. Since 2010 the MPO has added new jurisdictions as voting members: Valencia County, City of Belen, Pueblo of Isleta, and the Pueblo of Cochiti. Other jurisdictions studying whether they will be voting or advisory members are: Pueblo of Santo Domingo, Pueblo of Santa Ana, Pueblo of San Felipe, Village of Bosque Farms, Town of Peralta and the new City of Rio Communities.

#### **6b). Public Involvement Effectiveness & Documentation of Outreach to Low Income & Minority Populations (2012 Rev. #6 pg. 18)**

This will be done during the development of the 2040 Metropolitan Transportation Plan over the next two years.

#### **7). Improve Overall Transparency of the Metropolitan Planning Process (2010 Cert. Rev #2d and 2012 Rev. #7 pg. 20)**

MRMPO is constantly trying to improve the planning process. This will continue with development of the 2040 MTP.

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**8). Visioning & Scenario Planning (2010 Cert. Rev. #2e) Incorporation of Visualization Techniques (2012 Rev. #8 pg. 21)**

MRMPO is currently working on developing an online posting of the TIP which will be interactive with GIS. Other efforts will continue with the development of the 2040 MTP.

**9). Regional Security (2010 Cert. Rev. #2f) Emergency Response Coordination (2012 Rev. #9 pg. 24)**

MRCOG is actively working on the development of a regional traffic management center which will bring agencies and first responders together to improve traffic flow and manage incidents. MRCOG will continue to work with all agencies and encourage greater regional participation and coordination. This is dependent upon interagency cooperation and commitments.

**10). Emerging Issues (2010 Cert. Rev. #2h) Water Availability & the Metropolitan Planning Process (2012 Rev. #10 pg. 25)**

MRMPO will be analyzing water availability in the development of the 2040 MTP and the various planning scenarios that will be developed as part of the MTP. MRMPO has received a Climate Change Scenario Planning Grant from the FHWA which will address water availability among other items. Currently (July 2013), the work schedule for this planning grant is being developed with FHWA, the Volpe Center and the MPO.

**11). Performance Based Planning Process (2010 Cert. Rev. #2g)**

MRMPO has developed a Project Prioritization Process Guidebook for Large Urban areas and a separate Project Prioritization Process Guidebook for Small Urban and Rural Areas. These two processes guide the selection of projects for inclusion in the TIP. Additionally, the Metropolitan Transportation Board established a mode-shift goal for trips crossing the river. By 2025 the goal is for 10% of river crossing trips to use transit and 20% by 2035. MRMPO will continue developing performance measures in cooperation with NMDOT and the transit agencies to implement MAP-21.