

Transportation/Road System

The city's transportation/road network consists of federal, state, and local road facilities functionally classified based on mobility and access characteristics. The adopted Mid-Region Council of Governments (MRCOG) Street Classification Map has been included at the end of this section as information for the reader. Currently, the local paved road network consists of 69.2 centerline miles of principal and minor arterial, 69.9 centerline miles of collector, and 304.7 centerline miles of residential streets. Elements of road facilities include sidewalks, bike lanes and paths, landscaping, street lights, traffic signals and other traffic control devices, and associated drainage infrastructure. The city also maintains approximately 147.9 miles of unpaved roads throughout the city. The unpaved road network is the result of antiquated platting on a bulk land basis with no subdivision improvements such as paved roads, storm drainage, sewer lines and water lines. This early platting placed lots along potential roadways that formed a modified grid, however right of ways are typically narrow and unable to accommodate higher capacity road facilities needed for a growing population. There are three state highways located within city limits -NM 528 (Pat D'Arco Highway), NM 448 (Corrales Road) and NM 347 (Paseo del Volcan), and one federal highway -US 550. NM 528 has historically, and continues to serve as the backbone of the city's transportation/road network and is the main gateway in and out of the city. The state Department of Transportation (NMDOT) has widened NM 528 from Southern Boulevard to Ridgecrest Drive and is currently designing NM 528 from Ridgecrest Drive to Northern Boulevard. In recent years, city planning and construction efforts to expand the system level road network have focused on Unser Boulevard, Broadmoor Boulevard, Idalia Road, Southern Boulevard, Northern Boulevard, Lincoln Avenue, Westside Boulevard, and Paseo del Volcan.

Current Capacity and Condition

The city's roadway network includes two major north-south regional principal arterials, Unser Boulevard and NM 528. Rainbow Boulevard will become the third regional north-south arterial in the

intermediate to long term future. Other principal arterials include Westside Boulevard, Southern Boulevard, Northern Boulevard, US 550, and the recently constructed NM 347 (Paseo del Volcan). Paseo Del Volcan is planned as a regional highway running from US 550 in the north to Interstate 40 in the south and west. Idalia Road is a minor arterial that runs from SW to NE with a break at the Montoyas Arroyo and Northern Boulevard. Other developing minor arterials include Broadmoor Boulevard and Loma Colorado Boulevard.

Traffic forecasting models provided by the MRCOG are used as a basis with trip generations overlaid from proposed developments to determine the adequacy of planned roadways and when improvements may be needed in order to accommodate increased traffic. The type of facility as well as the type of development will also help to determine access and intersection design considerations. Intersections, both signalized and non-signalized are designed for a given Level of Service (LOS) based on the consideration of the average control delay for each approaching vehicle. For a signalized intersection control delay is the sum of the deceleration, queue, stop and acceleration delay computed for each approach movement. Non-signalized intersections also utilize control delay; however its definition differs because of the type of traffic control (two-way stop, all-way stop, roundabout, etc.).

Roads, and specifically intersections, are designed to move a projected volume of vehicles during the peak hour with an acceptable amount of delay, defined by Level of Service (LOS). LOS ranges from A to F, and LOS D is considered acceptable delay during the busiest time of the day. Delay is defined as the sum of the time an approaching vehicle has to decelerate, stop, and accelerate back to free-flow speed. Level of service criteria are shown below:

Stop Control/Roundabout

- A: ≤ 10 sec, free-flow operations, minimal delay
- B: 10-15 sec, control delays are not significant
- C: 15-25 sec, stable operations, average delay
- D: 25-35 sec, long delay.

- E: 35-50 sec, approaching capacity, very long delay.
- F: >50 sec, over capacity, excessive delay.

Signalized Control

- A: ≤10 sec, low control delay, little or no stopping.
- B: 10-20 sec, higher levels of delay.
- C: 20-35 sec, individual cycle failures, significant vehicles stopping.
- D: 35-55 sec, many vehicles stop, proportion of vehicles not stopping declines.
- E: 55-80 sec, frequent individual cycle failures.
- F: >80 sec, unacceptable delay, over-saturation.

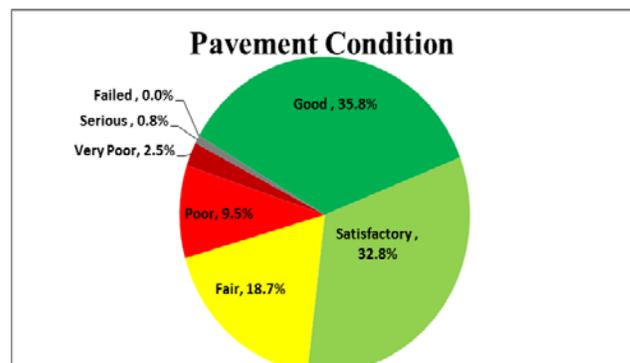
Volumes used during design of a facility are determined using the traffic forecasting model provided by the MRCOG. If a proposed land use differs from that in the MRCOG model, then a Traffic Impact Analysis (TIA) is prepared to show the city how the proposed development will change the forecast, and what infrastructure is needed to mitigate any increase in delay on a corridor.

For existing conditions the MRCOG uses volume-to-capacity (V/C) ratios as one of three measures to determine the level of congestion (if any) on any given regional facility. V/C compares the observed traffic volume along a roadway compared to its capacity. Other criteria include *speed differential* and *safety/crash rates*. Speed differential measures the relationship between the posted speed limit, or intended speed, along a roadway segment and the observed speed of vehicles. The greater the percentage difference between actual and intended speeds, the greater the level of delay and congestion along a roadway segment. Crash rates compare the frequency of incidents at intersections along a corridor compared to the regional average crash rate. The likelihood of an incident reflects safety concerns and crash induced congestion.

Pavement Management

In early 2008, the City of Rio Rancho established MicroPaver as the city’s Pavement Management System. MicroPaver is a product of the US Army Corps of Engineers, originally designed to manage the Department of Defense’s vast inventory of pavements on military bases and airfields. The system uses inspection data and a pavement condition index rating from 0 to 100 for consistently describing a pavement’s condition.

The Department of Public Works (DPW), Engineering Division collects road assessment data from one council district per year. It is the intention of the Engineering Division to assess more than one council district per year as personnel and budget resources allow. The more districts that are assessed annually, the more accurate the city’s overall evaluation of road conditions. Once the assessment data is collected, it is then converted to a condition index. At present time, the Engineering Division is finalizing the additional data that is being gathered and will use MicroPaver to carry out modeling that will allow for condition projections. After the condition index and distresses are obtained, the Engineering Division determines the appropriate treatments for the individual roadway segments. The treatments will be developed into projects and included each year in the city’s Budget and Infrastructure and Capital Improvement Plan (ICIP). The table below presents pavement condition statistics for roads based on assessments conducted by the Engineering Division to date. Due to budget constraints and lack of sufficient staff time, the values below reflect a slightly dated representation of the condition of roads in the city. As of 2016, the city has restarted the ratings for all council districts.. District 1 is currently being rated with completion anticipated by the end of 2016.



Pavement Condition by Classification and Rating				
Pavement Condition Rating	System Level Roads		Non-System Level Roads	Total Road System
	Arterial (Principal and Minor): 108 Segments	Collector: 159 Segments	Residential: 1,528 Segments	1,795 Segments
Good	53.7%	43.4%	33.7%	35.8%
Satisfactory	25.9%	31.4%	33.4%	32.8%
Fair	9.3%	17.0%	19.5%	18.7%
Poor	9.3%	6.9%	9.8%	9.5%
Very Poor	1.9%	1.3%	2.6%	2.5%
Serious	0.0%	0.0%	1.0%	0.8%
Failed	0.0%	0.0%	0.0%	0.0%

Repair and Maintenance Programs/Activities

Operating expenditures for roadway repair and maintenance, traffic operations and maintenance, and roadway engineering (including drainage infrastructure) have averaged \$5.3 million per year over the last three years. Annual expenditures had declined steadily from Fiscal Year 2009 through Fiscal Year 2012 due to recessionary pressures on the city’s budget; however beginning in Fiscal Year 2013, expenditures for road maintenance began to increase and are budgeted at nearly \$5.7 million in Fiscal Year 2017. Historically, ninety percent (90%) of roadway operating expenditures is funded from general fund sources while the remaining ten percent (10 %) comes from municipal gas tax revenue.

Infrastructure and Capital Improvement Plan Development

The Department of Public Works, Engineering Division updates its capital improvement plan concurrent with the annual budget process. Current year capital appropriations are requested pursuant to department priorities and are reviewed and approved by the City Manager for inclusion in the recommended budget. Various policy documents and planning tools support the development of the annual Transportation Infrastructure and Capital Improvement Plan (ICIP). The city’s Transportation Policy, adopted in October of 2004 and the city’s Comprehensive Plan, Transportation Element, adopted in November 2010 provide the practical and legal context for development of the transportation/road network. While

these documents guide high level decision making about the physical development of the community and related transportation infrastructure, the city’s 2009 Strategic Plan sets forth goals and strategies for meeting specific critical road needs and addressing challenges related to the transportation/road network.

More specifically, Goal 1, Strategy B directs policy makers and city staff to, “develop and implement a plan for financing the maintenance of existing streets.” In pursuit of this goal, the city issued \$25 million in general obligation bonds in 2009 for road design, construction, repair, and improvements. An estimated \$17.86 million was allocated for reconstruction and/or improvement to the existing road network, including Unser Boulevard and Northern Boulevard. An additional amount of \$2.9 million was spent in all council districts for preventative maintenance on existing streets, while approximately \$4.37 million was allocated for new roads. A subsequent bond election for \$9 million in new money gained approval in March 2016 to support reconstruction of High Resort Boulevard and rehabilitation of Sara Road. In addition to addressing major arterial roadways, the city recently expended \$644,571 for roadway repair to collector roads Riverview Drive and 17th Avenue. The FY2016 Budget included \$400,000 for patching and crack sealing roads, and the Governing Body has committed seventy percent (70%) of excess revenue on an annual basis for residential road repair. An amount of \$891,868 is available in FY2017.

Lastly, the Transportation Improvement Plan (TIP) approved by the MRCOG programs state and federal

funds for projects within the Albuquerque Metropolitan Planning Area (AMPA). The city assists in the TIP development process through staff participation and Metropolitan Transportation Board (MTB) representation. The approved TIP and amendments thereto are incorporated into the city's ICIP.

Developer Contributions

The city's Impact Fee Plan and Ordinance, adopted in 2005, requires developers to pay impact fees or provide physical improvements in lieu of impact fees valued at the following amounts for each land use type:

Land Use Type	Impact Fee/Unit
Single Family	\$2,691/SFR
Multi-Family	\$1,887/MFR
Commercial	\$4,196/1,000 sq. ft
Office/Institutional	\$3,094/1,000 sq. ft.
Industrial/Warehouse	\$1,955/1,000 sq. ft.

Impact fee assessments collected as cash revenue are used to construct system level road improvements in the city wide service area. Currently, twenty one percent (21%) of road impact fee assessments generated by annual development activity are collected as revenue. System level road infrastructure is accepted by the city in exchange for impact fee credits granted to developers via development agreements. There are a significant number of road impact fee credits outstanding and the city currently accepts credits for seventy nine percent (79%) of assessments generated by annual development activity. Developer contributions and dedications since Fiscal Year 2010 include:

- Northern Meadows (Unit 19): 1.61 centerline miles
- High Range III: 1.53 centerline miles
- Diamond Ridge: 2.78 centerline miles
- Cabezon Tract 1A: 3.58 centerline miles
- Cabezon Communities Tract 11: 0.17 centerline miles
- High Range-40th Street: 0.136 centerline miles
- Loma Colorado Realignment: 0.31 centerline miles

- Terraza/Loma Colorado Roundabout: 0.15 centerline miles
- Loma Colorado/Rio Rancho High school and Broadmoor Boulevard/Country Club Drive Roundabouts: 0.14 centerline miles
- Cielo Norte I: 3.4 centerline miles
- Cielo Norte I: 0.38 centerline miles
- Loma Colorado 9B: 0.1875 centerline miles
- Loma Colorado Prado I and II: 0.03 centerline miles
- Sandoval Regional Medical Center: 0.3 centerline miles
- The Village @ Rio Rancho: 0.47 centerline miles
- Cielo Norte 3 and 4: 0.29 centerline miles
- Loma Colorado Commercial Area: 0.08 centerline miles
- Solcito Phase I: 0.63 centerline miles

City staff, with the assistance of a consultant, is currently reviewing and updating impact fees. A final report and recommendation will be presented to the Governing Body in Fiscal Year 2017.

Funding Sources

Transportation capital projects are funding through various sources, including:

- Intergovernmental grants
- General Obligation Bond Proceeds
- Road Impact Fees
- General Fund Transfers
- Revenue Bond and Loan Proceeds

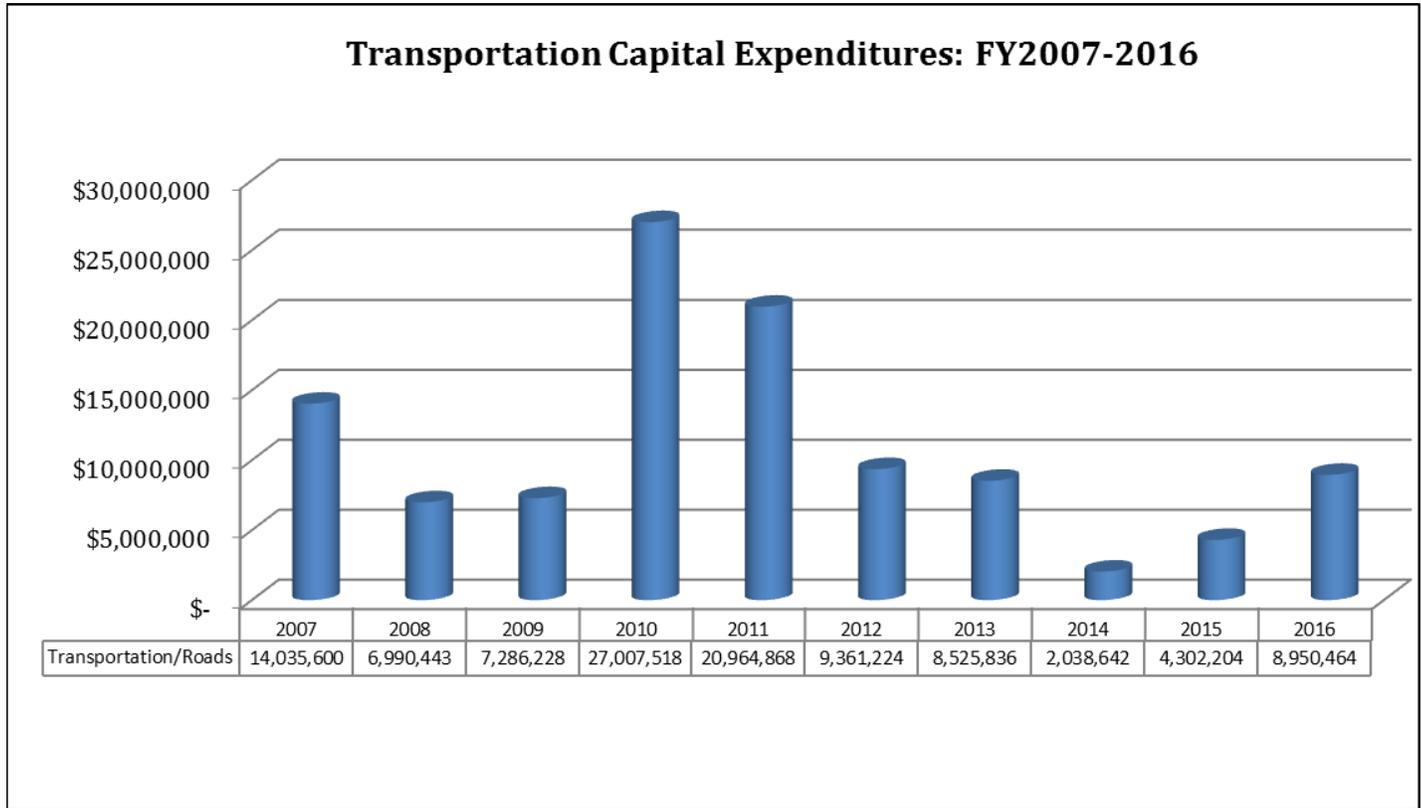
Capital spending for transportation/roadway infrastructure reached a 10 year peak of \$27 million in Fiscal Year 2010 following the \$25 million general obligation bond issue approved by voters in March 2009. In the same year, the city also began construction of the Paseo del Volcan extension from Iris Rd. to US 550. The \$22.8 million project was completed in Fiscal Year 2011 and was funded primarily with federal grants, including a \$14 million American Recovery and Reinvestment Act (ARRA) grant. In recent years, intergovernmental grants and debt financing have been the major funding sources for transportation projects accounting for more than eighty percent (80%) of total expenditures. General

**Capital Improvement Plan
Transportation/Roads**



FY17

fund transfers and impact fee spending has declined since the mid 2000s due to slowed growth and fiscal pressures brought about by the economic downturn and subsequent modest recovery. In a reversal of this trend, the city's FY2016 Budget included \$1.7 million in general fund sources for design of Southern Boulevard Reconstruction from NM 528 to May Circle. These funds represent the local match to \$7 million in federal construction dollars to be received in Fiscal Year 2018.



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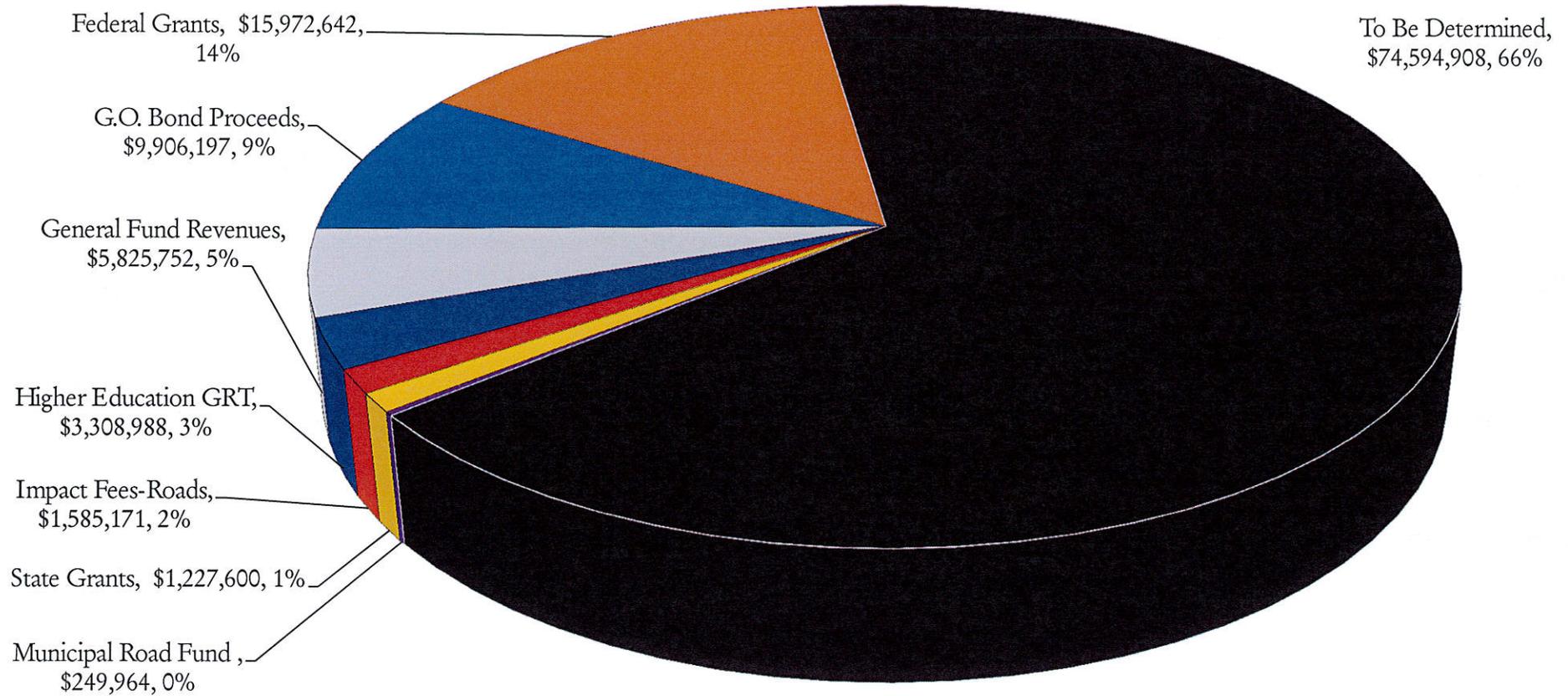


FY2017-FY2022: ICIP Summary

Rank Priority	Fund/Project No.	Project Title	Project to Date	2017 Budget	2017 Additional Spending Anticipated	2017 Total	2018	2019	2020	2021	2022	Funding Requested: FY2017-FY2022	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding (A)+(B)+(C)+(D)+(E)
													(A)	(B)	(C)	(D)	(E)	
1	PW1625	Southern Blvd Reconstruction, NM528 to Golf Course Rd	\$ -	\$ 3,507	\$ 1,421,890	\$ 1,425,397	\$ 7,690,677	\$ -	\$ -	\$ -	\$ -	\$ 9,116,074	General Fund Revenues	G.O. Bond Proceeds	Impact Fees-Roads	Federal Grants		
													\$ 1,700,000	\$ 109,278	\$ 297,196	\$ 7,009,600		\$ 9,116,074
2	PW1611	High Resort Blvd Reconstruction (NM 528 to Broadmoor Blvd.)	\$ 85,720	\$ -	\$ 6,664,280	\$ 6,664,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,664,280	G.O. Bond Proceeds					
													\$ 6,664,280					\$ 6,664,280
3	PW1612	Sara Road Rehabilitation (Southern Blvd to NM 528)	\$ 68,428	\$ -	\$ 2,181,572	\$ 2,181,572	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,181,572	G.O. Bond Proceeds					
													\$ 2,181,572					\$ 2,181,572
4	PW0911; PW1530	Pavement Preservation and Rehabilitation Program	\$ 3,538,238	\$ -	\$ 11,893,358	\$ 11,893,358	\$ 14,355,861	\$ 7,738,459	\$ 7,969,703	\$ 3,075,095	\$ 10,158,842	\$ 55,191,318	General Fund Revenues	To Be Determined				
													\$ 4,125,752	\$ 51,065,566				\$ 55,191,318
5	PW1390	Unser Blvd.-Phase IIB-Cherry Rd. to PdV	\$ 831,022	\$ -	\$ 264,597	\$ 264,597	\$ -	\$ -	\$ -	\$ 4,565,381	\$ 11,829,884	\$ 16,659,862	Federal Grants	State Capital Outlay Appropriation	G.O. Bond Proceeds	To Be Determined		
													\$ 170,135	\$ 65,400	\$ 29,062	\$ 16,395,265		\$ 16,659,862
6	PW0906	Broadmoor Extension Phase I: Norwich Ave. to Paseo del Volcan	\$ 2,390,415	\$ -	\$ 4,373,993	\$ 4,373,993	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,373,993	Higher Education GRT	Federal Grants	Impact Fees-Roads			
													\$ 3,308,988	\$ 863,539	\$ 201,465			\$ 4,373,993
7	N/A	Broadmoor Extension Phase II R/W (Northern Blvd. to Paseo del Volcan)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,976	\$ 254,100	\$ 2,314,024	\$ 2,816,100	Impact Fees-Roads	To Be Determined				
													\$ 502,076	\$ 2,314,024				\$ 2,816,100
8	N/A	Northern Blvd. Widening Phase II Design and R/W (Broadmoor Blvd. to Unser Blvd.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,640,000	\$ -	\$ 2,640,000	Federal Grants	To Be Determined				
													\$ 2,255,616	\$ 384,384				\$ 2,640,000

FY2017-FY2022: ICIP Summary

Rank Priority	Fund/Project No.	Project Title	Project to Date	2017 Budget	2017 Additional Spending Anticipated	2017 Total	2018	2019	2020	2021	2022	Funding Requested: FY2017-FY2022	Funding Source	Funding Source	Funding Source	Funding Source	Funding Source	Total Funding
													(A)	(B)	(C)	(D)	(E)	(A)+(B)+(C)+(D)+(E)
9	PI0804; PW1239	Lincoln Avenue Improvements- Design and R/W- Adams Ln. to Paseo del Volcan	\$ 788,482	\$ -	\$ 664,975	\$ 664,975	\$ -	\$ -	\$ -	\$ -	\$ 384,235	\$ 1,049,210	Federal Grants	Impact Fees-Roads	G.O. Bond Proceeds	State Capital Outlay Appropriation	To Be Determined	
													\$ 6	\$ 35,516	\$ 64,452	\$ 565,000	\$ 384,235	\$ 1,049,210
10	N/A	Lincoln Avenue Improvements- Interim 2 Lane- Adams Ln. to Paseo del Volcan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,173,567	\$ 1,926,433	\$ 4,100,000	Federal Grants	Impact Fees-Roads	To Be Determined			
													\$ 1,857,096	\$ 316,471	\$ 1,926,433			\$ 4,100,000
11	PW0909	Idalia Rd. Reconstruction from NM HWY 528 to Iris Rd.	\$ 7,202,501	\$ -	\$ 4,650,013	\$ 4,650,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,650,013	Federal Grants	Impact Fees-Roads	G.O. Bond Proceeds			
													\$ 3,816,650	\$ 483	\$ 832,880			\$ 4,650,013
12	PW1623; PW1745	ADA Sidewalk Improvements	\$ 160,843	\$ 25,000	\$ 155,000	\$ 180,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 680,000	Municipal Gas Tax Revenues	State Grants				
													\$ 170,000	\$ 510,000				\$ 680,000
13	PW1589	Veranda Rd. Safety Improvements	\$ 44,325	\$ -	\$ 825,000	\$ 825,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 825,000	To Be Determined					
													\$ 825,000					\$ 825,000
14	N/A	Meadowlark ADA Improvements	\$ -	\$ -	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	To Be Determined					
													\$ 700,000					\$ 700,000
15	N/A	Minor Traffic Calming/Median Work	\$ 33,425	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000	To Be Determined					
													\$ 100,000					\$ 100,000
16	PW1527; PW1744	Pedestrian Safety Improvements	\$ 189,283	\$ 15,000	\$ -	\$ 15,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 115,000	Municipal Gas Tax Revenues	To Be Determined				
													\$ 15,000	\$ 100,000				\$ 115,000



	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	TOTAL
Road Restoration	\$ 20,464	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 35,464
Municipal Gas Tax Revenue	\$ 89,500	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 214,500
State Grants	\$ 852,600	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 1,227,600
Impact Fees-Roads	\$ 469,428	\$ 297,196		\$ 247,976	\$ 570,571		\$ 1,585,171
Higher Education GRT	\$ 3,308,988						\$ 3,308,988
General Fund Revenues	\$ 2,334,759	\$ 278,110	\$ 657,225	\$ 814,025	\$ 1,741,633		\$ 5,825,752
G.O. Bond Proceeds	\$ 9,800,426	\$ 105,771					\$ 9,906,197
Federal Grants	\$ 4,850,330	\$ 7,009,600			\$ 4,112,712		\$ 15,972,642
To Be Determined	\$ 12,505,490	\$ 14,495,861	\$ 7,196,234	\$ 7,270,678	\$ 6,398,227	\$ 26,728,418	\$ 74,594,908
TOTAL	\$ 34,231,985	\$ 22,289,538	\$ 7,956,459	\$ 8,435,679	\$ 12,926,143	\$ 26,831,418	\$ 112,671,222

**TRANSPORTATION
PROJECTS UNDER CONSIDERATION**

Rank	Project Name	Fiscal Year(s)	Project Estimate
21	Lincoln Ave. Improvements-Full Build Out (Adams Ln. to PdV)	2022	\$ 7,000,000
22	Southern Blvd. Reconstruction Phase II-Golf Course Rd. to Unser Blvd.	2019-2020	\$ 40,833,450
23	Southern Blvd. Widening-15th St. to Rainbow Blvd.	2022	\$ 49,741,674
24	Northern Blvd. Widening Phase II-Broadmoor Blvd. to Unser Blvd. Construction	2022	\$ 13,767,600
25	Intersection Improvements / King Blvd. at Wilpett	2018-2019	\$ 1,320,102
26	Zenith Court	2018	\$ 1,240,000
27	Right turn lane -Eastbound PDV at Broadmoor	2018	\$ 165,000
28	Right turn lane -Westbound Southern at Baltic Ave	2018	\$ 100,000
29	Loma Colorado Blvd. Extension-Aloe Circle to PdV	2019	\$ 5,789,693
30	Unser Blvd. Widening-Phase IIC-King Blvd. to Progress Blvd.	2022	\$ 10,454,901
31	Broadmoor Extension Phase II-Northern Blvd. to PdV	2022	\$ 15,475,154
32	Westside Blvd. Phase III-Design, Construct, and Right of Way from Unser Blvd. to Rainbow Blvd.	2020	\$ 15,318,039
33	Baltic Avenue Sidewalk from Southern Blvd. to Pecos Loop	2018-2019	\$ 234,675
34	Pecos Loop Sidewalks from Rainbow Blvd. to Baltic Ave.	2018-2019	\$ 443,275
35	Annual Structural Crack Seal Program	2018-2022	\$ 4,000,000
36	Roadway Reconstruction Program	2018-2022	\$ 35,613,335
37	Unser Blvd. Access Management Plan: Southern Blvd. to Abrazo Rd.	2018-2019	\$ 9,056,250
38	Unser Rehab and Shoulders-Progress Blvd. to Northwest Lp.	2019	\$ 1,350,000
39	College Blvd.-King Blvd. to Center Dr.	2021	\$ 1,475,427
40	Nicklaus Dr (27th Street) Improvements	2018-2019	\$ 1,380,000
41	Loma Colorado Trail-Huron to RRMS	2018	\$ 65,000
42	Traffic Signal at Pasilla Rd. and NM Hwy 528	2022	\$ 450,000

**TRANSPORTATION
PROJECTS UNDER CONSIDERATION**

Rank	Project Name	Fiscal Year(s)	Project Estimate
43	Intersection Improvements-King Blvd. at 10th St.	2019	\$ 550,000
44	King Blvd. Construction-Unser Blvd. to Wilpett Rd.	2020-2021	\$ 2,176,000
45	Chayote Rd. Improvements	2020-2022	\$ 2,804,000
46	Loma Colorado Dr. Extension-Broadmoor Blvd. to Chessman Rd.	2021	\$ 2,700,000
47	Arena Dr.-Unser Blvd. to HP Way	2021-2022	\$ 4,110,000
48	Franklin Rd.-Curtis Ct. to Sandia Elementary	2021	\$ 1,340,000
49	City Center Parking Lots (Lower City Center)	2022	\$ 411,250
50	Loma Colorado Raised Medians-Northern Blvd. to Broadmoor Blvd.	2022	\$ 1,800,000
51	Pine Rd. and 10th St. Intersection Improvements	2022	\$ 250,000
52	Pine Rd. and Old Unser Blvd. Intersection Improvements	2022	\$ 250,000
53	Center Blvd.-Champion Dr.. to PdV	2019	\$ 1,350,000
54	Rainbow Corridor Study-RR/ABQ Boundary to Southern Blvd.	2022	\$ 1,000,000
55	Encantado Channel Bridge Crossing	2022	\$ 750,000
56	Lakeview Rehabilitation	2022	\$ 1,016,336
57	Paseo del Volcan-Meadows Blvd. to Unser Blvd.	2022	\$ 3,742,032
58	City Center Sidewalks Phase II-Unser Blvd. to Existing Sidewalks	2022	\$ 750,000
59	Sara Rd. Sidewalk from NM528 to Meadowlark Ln.	2022	\$ 190,603
60	Unser Blvd. Right Turn Lane onto Commercial Dr.	2019	\$ 302,338
61	Sara Rd./Meadowlark Ln. Roundabout	2022	\$ 1,541,226
62	Idalia Rd Adjacent to School Bus Yard	2022	\$ 865,416
	TOTAL		\$ 243,172,777

1. PROJECT INFORMATION					
Project Title	Southern Boulevard Reconstruction-Phase I from NM528 to Golf Course Rd	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	1
Project Category	Transportation	CIP Year	FY2016	Project No.:	PW1625
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

2. PROJECT DESCRIPTION AND SCOPE

The project consists of final design and reconstruction of Southern Blvd from NM Highway 528 (NM528) to Golf Course Road to include signalized intersections, street lighting, curb and gutter, sidewalk and roadway pavement replacement, turning lane reconstruction, storm drainage reconstruction, striping, and signage.

3. PROJECT JUSTIFICATION

The roadway is severely deteriorated and updated design features are necessary to accommodate traffic flows, improve business access, and comply with ADA requirements on this heavily used principal arterial. The first phase of reconstruction work from NM528 to Golf Course Road has been included on the Mid Region Council of Government's (MRCoG) Transportation Improvement Plan (TIP) to receive federal grant funds in FY2018. Future phases from Golf Course Road to Unser Boulevard and from Unser Boulevard/15th Street to Rainbow Boulevard will be completed as funding is identified.

4. PROJECT HISTORY AND STATUS

Preliminary design for the Southern Boulevard corridor from NM528 to Rainbow Blvd including a detailed evaluation of design alternatives, environmental investigation, preliminary right-of-way mapping, and a preliminary drainage study was completed in September 2015. Final design of Phase I improvements commenced in spring 2016 at an estimated cost of \$1,700,000. The city anticipates receiving federal grants funds in Fiscal Year 2018 (Federal Grants: \$7,009,600, Local Match: \$1,194,520) for construction of Phase I improvements.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Cost Consultant	\$ -	\$ 1,425,397						\$ 1,425,397
Construction	Cost Consultant			\$ 7,690,677					\$ 7,690,677
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
TOTAL		\$ -	\$ 1,425,397	\$ 7,690,677	\$ -	\$ -	\$ -	\$ -	\$ 9,116,074

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
General Fund Revenues	305-Infrastructure Fund	\$ -	\$ 1,421,890	\$ 278,110					\$ 1,700,000
G.O. Bond Proceeds	329-GO Bond Fund	\$ -	\$ 3,507	\$ 105,771					\$ 109,278
Impact Fees-Roads	351-Impact Fees Roads	\$ -	\$ -	\$ 297,196					\$ 297,196
Federal Grants	305-Infrastructure Fund	\$ -		\$ 7,009,600					\$ 7,009,600
TOTAL		\$ -	\$ 1,425,397	\$ 7,690,677	\$ -	\$ -	\$ -	\$ -	\$ 9,116,074

1. PROJECT INFORMATION

Project Title	High Resort Blvd Reconstruction (NM 528 to Broadmoor Blvd.)	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	2
Project Category	Transportation	CIP Year	FY2017	Project No.:	PW1611
Estimated Useful Life	Greater than 25 Years	District Location	Council District 4	Project Request Status	New Project Request

2. PROJECT DESCRIPTION AND SCOPE

Completed reconstruction of High Resort Blvd from Broadmoor to NM528. The roadway has varying right-of-way widths ranging from 86' to 100'. The project will be designed to stay within the existing right-of-way but help with increased traffic flow needs. It will, at a minimum, have a center median, with or without landscaping based on funding and the city's arterial roadway pavement section. The existing water line will also be replaced with C900 PVC pipe using Utility Funds.

3. PROJECT JUSTIFICATION

Rio Rancho's street system requires increased investment/funding in all aspects – preventative maintenance, rehabilitation, reconstruction, and system expansion. High Resort Blvd is an important east/west corridor that connects NM 528 to Broadmoor Blvd and is currently rated poor to very poor based on the pavement rating data compiled by the city's Engineering Division staff.

4. PROJECT HISTORY AND STATUS

According to the as-built drawing available, High Resort Blvd was constructed in 1986. There are no records of any preventative maintenance being completed with the exception of crack sealing and patching which is visible from the surface.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Other	\$ 85,720	\$ 279,153						\$ 364,873
Construction	Other		\$ 6,385,127						\$ 6,385,127
Construction Management									\$ -
Water Rights Acquisition									\$ -
TOTAL		\$ 85,720	\$ 6,664,280	\$ -	\$ 6,750,000				

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
G.O. Bond Proceeds	330-GO Bond Fund	\$ 85,720	\$ 6,664,280						\$ 6,750,000
									\$ -
									\$ -
									\$ -
TOTAL		\$ 85,720	\$ 6,664,280	\$ -	\$ 6,750,000				

1. PROJECT INFORMATION

Project Title	Sara Road Rehabilitation (Southern Blvd to NM 528)	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	3
Project Category	Transportation	CIP Year	FY2017	Project No.:	PW1612
Estimated Useful Life	Greater than 25 Years	District Location	Council District 5	Project Request Status	New Project Request

2. PROJECT DESCRIPTION AND SCOPE

Sara Road from Southern Boulevard to NM528, will keep its current asphalt width with a mill and inlay treatment and new striping. In addition to the mill and inlay the American with Disabilities Act (ADA) requires all existing curb ramps not in compliance, to be reconstructed to current ADA standards.

3. PROJECT JUSTIFICATION

Rio Rancho's street system requires increased investment/funding in all aspects – preventative maintenance, rehabilitation, reconstruction, and system expansion. Sara Rpad, from Southern Boulevard to NM528, is an important road that "bypasses" the very busy intersection of Southern Blvd and NM528. It is currently rated fair on the pavement rating data compiled by the city's Engineering Division staff. With this pavement rating Sara Road is a perfect candidate for a mill and inlay treatment.

4. PROJECT HISTORY AND STATUS

There are no as-built drawing available for the original construction of Sara Road. Sara Road had a 1" overly placed on it in 1987.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Other	\$ 68,428	\$ 36,575						\$ 105,003
Construction	Other		\$ 2,144,997						\$ 2,144,997
Construction Management									\$ -
Equipment/ Vehicle									\$ -
Other									\$ -
TOTAL		\$ 68,428	\$ 2,181,572	\$ -	\$ 2,250,000				

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
G.O. Bond Proceeds	330-GO Bond Fund	\$ 68,428	\$ 2,181,572						\$ 2,250,000
									\$ -
									\$ -
									\$ -
TOTAL		\$ 68,428	\$ 2,181,572	\$ -	\$ 2,250,000				

1. PROJECT INFORMATION

Project Title	Pavement Preservation and Rehabilitation Program	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	4
Project Category	Transportation	CIP Year	FY2018	Project No.:	PW0911; PW1530
Estimated Useful Life	10 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

2. PROJECT DESCRIPTION AND SCOPE

Pavement preservation will be applied to roads rated fair or better, and where the treatment is applicable, while pavement rehabilitation will be applied to roads rated poor, in various Council Districts around the city. This will improve rideability, lock/inject valuable oil into the asphalt surface, and improve the road's overall rating. The estimated cost includes a large, but non-exhaustive list of needs throughout the city. Appropriated funds will be fit to priorities as determined by the Department of Public Works.

3. PROJECT JUSTIFICATION

As roads age, many distresses form that will reduce the overall life of the asset. Without timely and proper maintenance, the roads become brittle and more subject to cracking which will ultimately cause failure of the road. Once the road fails, it is a candidate for costly reconstructions.

4. PROJECT HISTORY AND STATUS

The city performed pavement preservation, including mill and inlay and microsurfacing on over thirty-four (34) roads during Fiscal Year 2010. Projects were completed using 2009 General Obligation Road Bond funds in the amount of \$2,893,669. In March 2011, a General Obligation Bond election failed that would have funded Pavement Preservation for eighteen (18) roads in Fiscal Year 2012 (\$2,580,661) and twenty two (22) roads in Fiscal Year 2013 (\$4,449,356). Mill and inlay for Riverview Dr. from Meadowlark Lane to Sabana Grande Ave.: 2,071 LF, 0.39 miles (Enchanted Hills) and 17th Avenue NE from Cherry Rd. to 19th Ave.: 4,996 LF, 0.95 miles (North Hills) was completed in August 2015 at a total cost of \$644,571.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW									\$ -
Design and Specifications	Recent City project	\$ 87,173	\$ 713,601	\$ 861,352	\$ 464,308	\$ 478,182	\$ 184,506	\$ 609,531	\$ 3,398,652
Construction	Recent City project	\$ 3,374,868	\$10,704,022	\$12,920,275	\$ 6,964,613	\$ 7,172,733	\$ 2,767,586	\$ 9,142,958	\$53,047,055
Construction Management	Recent City project	\$ 52,380	\$ 475,734	\$ 574,234	\$ 309,538	\$ 318,788	\$ 123,004	\$ 406,354	\$ 2,260,033
Equipment/ Vehicle									\$ -
Other		\$ 23,818							\$ 23,818
TOTAL		\$ 3,538,238	\$11,893,358	\$14,355,861	\$ 7,738,459	\$ 7,969,703	\$ 3,075,095	\$10,158,842	\$58,729,557

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Municipal Gas Tax Revenues	270-Muni Rd Fund	\$ 77,498							\$ 77,498
G.O. Bond Proceeds	329-GO Bond Fund	\$ 2,893,669							\$ 2,893,669
General Fund Revenues	305-Infrastructure Fund	\$ 567,072	\$ 912,869		\$ 657,225	\$ 814,025	\$ 1,741,633		\$ 4,692,824
To Be Determined			\$10,980,489	\$14,355,861	\$ 7,081,234	\$ 7,155,678	\$ 1,333,462	\$10,158,842	\$51,065,566
TOTAL		\$ 3,538,238	\$11,893,358	\$14,355,861	\$ 7,738,459	\$ 7,969,703	\$ 3,075,095	\$10,158,842	\$58,729,557

1. PROJECT INFORMATION

Project Title	Unser Blvd-Phase IIB- Cherry Road to Paseo del Volcan (PdV)	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	5
Project Category	Transportation	CIP Year	FY2013	Project No.:	PW1390
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

2. PROJECT DESCRIPTION AND SCOPE

Purchase right-of-way from Farol Rd to Paseo del Volcan based on a priority list generated using Wilson and Company's previously approved right-of-way maps. Construction from the vicinity of Cherry Road to Paseo del Volcan is tentatively planned in FY2022 contingent upon identification of funding.

3. PROJECT JUSTIFICATION

Unser Boulevard is a major transportation corridor that serves the west side of the Albuquerque and Rio Rancho metropolitan area. According to the 2025 Metropolitan Transportation Plan (MTP) for the Albuquerque Metropolitan Planning Area (AMPA), Unser Boulevard is one of only three (3) major north-south throughfare roadways existing and planned for the urban area west of the Rio Grande.

4. PROJECT HISTORY AND STATUS

Construction of Phase I between Abrazo Rd. and Farol Rd. began in the spring of 2006 and construction was completed in the fall of 2007. Phase II design started in the summer of 2007 and is currently at 100% design. A related project-PI0768 (34th Ave. and Unser Blvd.) was originally intended to serve the now defunct Lionsgate development project, however while the archeological report was performed per the original intent, the grant was utilized for the land acquisition for the larger Unser Blvd.-Phase II project in compliance with statutory requirements (\$1,052,030). City staff substantially completed land acquisition for Phase IIA between PdV and King Boulevard in May 2011 and construction of Phase IIA was completed in December 2012. Right of way acquisition for Phase IIB is currently in progress.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW	Other	\$ 831,022	\$ 264,597				\$ 4,565,381		\$ 5,661,000
Design and Specifications									\$ -
Construction	Cost Consultant							\$11,829,884	\$11,829,884
Construction Management									\$ -
Other									\$ -
TOTAL		\$ 831,022	\$ 264,597	\$ -	\$ -	\$ -	\$ 4,565,381	\$11,829,884	\$17,490,884

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 710,086	\$ 170,135						\$ 880,221
State Capital Outlay Appropriation	315-SAP Capital Fund	\$ -	\$ 65,400						\$ 65,400
G.O. Bond Proceeds	329-GO Bond Fund	\$ 120,936	\$ 29,062						\$ 149,998
To Be Determined				\$ -	\$ -	\$ -	\$ 4,565,381	\$11,829,884	\$16,395,265
TOTAL		\$ 831,022	\$ 264,597	\$ -	\$ -	\$ -	\$ 4,565,381	\$11,829,884	\$17,490,884

1. PROJECT INFORMATION

Project Title	Broadmoor Extension Phase I: Norwich Avenue to Paseo del Volcan (PdV)	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	6 and 7
Project Category	Transportation	CIP Year	FY2009	Project No.:	PW0906
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

2. PROJECT DESCRIPTION AND SCOPE

Final design and construction of a two-lane roadway facility with shoulders from Norwich Avenue to Paseo del Volcan. The project will remediate the vertical curve south of Montezuma, provide preventative maintenance for the existing pavement from Montezuma to Idalia and construct intersection improvements at Idalia Road and Broadmoor Boulevard. The final design includes the two-lane interim roadway as well as up to 30% completion of the ultimate four-lane roadway from Northern Boulevard to Paseo del Volcan. Final design and construction of the four-lane roadway facility will be completed upon identification of funding.

3. PROJECT JUSTIFICATION

As the population and employment centers within our city and the Albuquerque Metropolitan Area's West Side continue to mature, the transportation facilities within the City of Rio Rancho are becoming more important to the economic well being of our metropolitan area. The new City Center area of Rio Rancho is home to the Rio Rancho City Hall, the Santa Ana Star Center, the new CNM Rio Rancho campus, the UNM West Campus, the Hewlett-Packard technical support center, and the Sandoval County Regional Medical Center. Traffic modeling for this area identifies the 30th Street/Broadmoor Blvd. corridor as being needed to better accommodate traffic flows into this area from Southern Rio Rancho. Unser Blvd. is currently the only adjacent north/south arterial running adjacent to the City Center area. This corridor is identified on the Rio Rancho Roadway Classification plan and the adopted Lomas Negras and Sierra Vista Specific Area Plans. These documents show this corridor as an integral part of the transportation network in this part of the city. 30th Street is identified as Broadmoor Blvd. in the Specific Area Plans. This corridor is listed in the current Rio Rancho ICIP and the 2040 MTP for improvements.

4. PROJECT HISTORY AND STATUS

The corridor study and preliminary design were completed in January 2011 for the full four-lane minor arterial section. The study identified the right of way necessary to build the full four-lane roadway along with identifying the affected property owners. The study also produced a preliminary drainage report identifying necessary infrastructure with options pending final design. Two meetings with SSCAFCA were held to review the drainage plan. Two public meetings and one stakeholders meeting were conducted outlining the proposed roadway alignment, right of way footprint, drainage options and the proposed access along the corridor. With the completion of the preliminary design for the four-lane roadway, two separate estimates were completed for each phase of the project. The final design for a two lane interim roadway utilizing federal transportation grants and higher education gross receipts tax revenue was completed in Fall 2015. Construction commenced in May 2016 to be completed in 180 days.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Pre Design and Env. Review	Recent City project	\$ 426,052							\$ 426,052
Land Acq./ROW	City contract or price agreement	\$ 1,063,443	\$ 39,551			\$ 247,976	\$ 254,100	\$ 2,314,024	\$ 3,919,094
Design and Specifications	City contract or price agreement	\$ 820,352	\$ 50,045						\$ 870,397
Construction	City contract or price agreement	\$ 68,864	\$ 3,979,641						\$ 4,048,505
Construction Management		\$ 11,705	\$ 304,756						\$ 316,461
TOTAL		\$ 2,390,415	\$ 4,373,993	\$ -	\$ -	\$ 247,976	\$ 254,100	\$ 2,314,024	\$ 9,580,508

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
G.O. Bond Proceeds	329-GO Bond Fund	\$ 426,052							\$ 426,052
Federal Grants	305-Infrastructure Fund	\$ 1,673,352	\$ 863,539						\$ 2,536,891
Higher Education GRT Revenues	263-Higher Ed. GRT Fund	\$ 291,011	\$ 3,308,988						\$ 3,600,000
Impact Fees-Roads	351-Impact Fees Roads	\$ -	\$ 201,465			\$ 247,976	\$ 254,100		\$ 703,541
To Be Determined								\$ 2,314,024	\$ 2,314,024
TOTAL		\$ 2,390,415	\$ 4,373,993	\$ -	\$ -	\$ 247,976	\$ 254,100	\$ 2,314,024	\$ 9,580,508

1. PROJECT INFORMATION

Project Title	Northern Blvd. Widening Phase II Design and R/W (Broadmoor Blvd. to Unser Blvd.)	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	8
Project Category	Transportation	CIP Year	FY2021	Project No.:	N/A
Estimated Useful Life	Greater than 25 Years	District Location	Multiple Districts	Project Request Status	Revised Project Request

2. PROJECT DESCRIPTION AND SCOPE

Northern Boulevard is a limited access principal arterial and is a major east-west corridor within the City. Northern Boulevard is currently four (4) lanes from NM 528 west to Broadmoor Boulevard and then it transitions to two (2) lanes. The project's next phase involves designing and acquiring right-of-way for a 4 lane roadway from the transition west to Unser Boulevard.

3. PROJECT JUSTIFICATION

The Northern Boulevard expansion is necessary to accommodate increased traffic flows as the city grows from east to west. This is a major corridor with large commercial sites throughout the corridor.

4. PROJECT HISTORY AND STATUS

Northern Boulevard is an existing platted road from NM 528 to past the city's western boundary to the Rio Puerco. The design and construction of Phase A (35th Court to Broadmoor Dr.) was completed in October 2012 at a total cost of \$6.7M. The Transportation Improvement Plan (TIP) of the Mid Region Council of Governments (MrCoG) includes an amount of \$2,640,000 programmed in FY2021 (Federal: \$2,255,616; Local Match: \$384,384).

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Acq./ROW	Other						\$ 1,320,000		\$ 1,320,000
Design and Specifications	Other						\$ 1,320,000		\$ 1,320,000
Construction									\$ -
Construction Management									\$ -
Water Rights Acquisition									\$ -
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,640,000	\$ -	\$ 2,640,000

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Federal Grants							\$ 2,255,616		\$ 2,255,616
To Be Determined							\$ 384,384		\$ 384,384
									\$ -
									\$ -
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,640,000	\$ -	\$ 2,640,000

1. PROJECT INFORMATION

Project Title	Lincoln Ave Improvements (Adams Lane to Paseo del Volcan): Interim Roadway and Full Build Out	Requesting Department	Dept. of Public Work/Engineering	Department Rank Priority No.	9 and 10
Project Category	Transportation	CIP Year	FY2008	Project No.:	PI0804; PW1239
Estimated Useful Life	Greater than 25 Years	District Location	Council District 6	Project Request Status	Revised Project Request

2. PROJECT DESCRIPTION AND SCOPE

The project consists of right-of-way acquisition, design and construction of Lincoln Avenue from Adams Lane to Paseo del Volcan (PdV), including the intersections at Paseo Del Volcan, Chayote Road, and Adams Lane. The project has tentatively been divided into Phases as follows: Phase 1: Interim 2 lane roadway from Chayote Road to Adams Lane; Phase 2: Intersection improvements at Lincoln Avenue and PdV; Phase 3: Interim 2 lane roadway from PdV to Chayote Road; Phase 4: Full Build out of Lincoln Avenue from PdV to Adams Lane, including waterline, sidewalks, and landscaping improvements.

3. PROJECT JUSTIFICATION

The project will connect Paseo del Volcan to Lincoln Avenue allowing improved access to the city's Sports Complex North, Sandia Elementary School, the Lomas Encantadas subdivision, and the newly constructed Plaza at Enchanted Hills shopping center.

4. PROJECT HISTORY AND STATUS

Design for the Lincoln Avenue Extension project from Chayote Road to Adams Lane was completed in November 2009 with funding obtained in Fiscal Year 2007 from two state capital outlay appropriations (\$235,960). Title reports were also obtained under the same state appropriations and in Fiscal Year 2012, the city purchased a land parcel required for drainage improvements associated with the future road project utilizing drainage impact fees (\$40,984). Design of improvements from Chayote Road to Paseo del Volcan (PdV) commenced in September 2012 to be completed fall 2016 with federal grant funding in the amount of \$400,000, road impact fees in the amount of \$142,000, and general obligation bond proceeds in the amount of \$69,516. The city is slated to receive federal grants in FY2021 in the amount of \$1,857,096 for construction of interim road improvements for Phase 1 from Chayote Road to Adams Lane. A local match of \$316,471 will be required.

5. CAPITAL COSTS

PHASE	SOURCE(S) OF COST INFO	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Planning and Feasibility									\$ -
Pre Design and Env. Review									\$ -
Land Act./ROW	Other		\$ 615,765					\$ 384,235	\$ 1,000,000
Design and Specifications	Other	\$ 788,482	\$ 49,209						\$ 837,691
Construction	Other					\$ 2,173,567	\$ 8,926,433		\$11,100,000
Construction Management									\$ -
Other									\$ -
TOTAL		\$ 788,482	\$ 664,975	\$ -	\$ -	\$ -	\$ 2,173,567	\$ 9,310,668	\$12,937,691

6. PROPOSED SOURCES OF FUNDING

REVENUE SOURCE	EXPENDITURE FUND	PRIOR YEARS	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
Federal Grants	305-Infrastructure Fund	\$ 399,994	\$ 6				\$ 1,857,096		\$ 2,257,096
Impact Fees-Roads	351-Impact Fees Roads	\$ 147,466	\$ 35,516				\$ 316,471		\$ 499,454
G.O. Bond Proceeds	329-GO Bond Fund	\$ 5,062	\$ 64,452						\$ 69,514
State Capital Outlay Appropriation To Be Determined	315-SAP Capital Fund	\$ 235,960	\$ 565,000						\$ 800,960
							\$ -	\$ 9,310,668	\$ 9,310,668
TOTAL		\$ 788,482	\$ 664,975	\$ -	\$ -	\$ -	\$ 2,173,567	\$ 9,310,668	\$12,937,691

Completed Projects

Westside Boulevard (PW1481)

Construction of the Westside Boulevard bridge at the Cabezón Channel Crossing and related improvements were substantially completed in fall 2015. Funding sources include 2009 general obligation bond proceeds (\$467,414), a 2014 state capital outlay appropriation (965,000), and a grant from Sandoval County (\$300,000). The project completed a principal arterial roadway connecting the Unser Boulevard corridor in Gateway South to Golf Course Road, and supports development in area, including Rust Medical Center and the Village Commercial Center.



Pavement Preservation (PW1530)

Mill and inlay work to Riverview Drive from Meadowlark Lane to Sabana Grande Avenue (0.4 miles) and to 17th Avenue from Cherry Road to 19th Street (1 mile) was completed in August 2015. Project funding consisted of general fund sources (\$567,072) and municipal gas tax revenue (\$77,498).

Northern Boulevard and Rockaway Boulevard Traffic Signal (PW1138 and PW1562)

The intersection was approved for traffic signal construction in November 2009 and design commenced in February 2011, however the project was delayed. Engineering to perform design updates to the construction plans for the project was completed in April 2014, and state grant funds from the Municipal Arterial Program (MAP) received by the city in Fiscal Year 2015 were utilized to construct the project. Project funds consisted of state grants (\$143,614), road impact fees (\$54,764), and municipal gas tax revenue (\$23,962).

Pedestrian Safety and Americans with Disabilities Act (ADA) Sidewalk Improvements (PW142,

- Unser Boulevard ADA sidewalks and ramps on east side intersections at Southern Boulevard, Spring Road, Black Hills Road, Western Hills Road, Zaragoza Road, and Southern Plaza Road: \$171,931 (Local Government Road Fund grant: \$128,948; municipal gas tax revenue: \$42,983)

Encantadas. Design was completed in summer 2015 and construction is currently in progress to be completed in early fall 2016. Project funding includes federal grants (\$9,780,760), general obligation bond proceeds (\$1,859,030), and road impact fees (\$305,726). The reconstruction project will expand a minor arterial which serves as the main access route to the Sandoval County landfill, Sandoval County office complex, and the Thirteenth District Court complex.

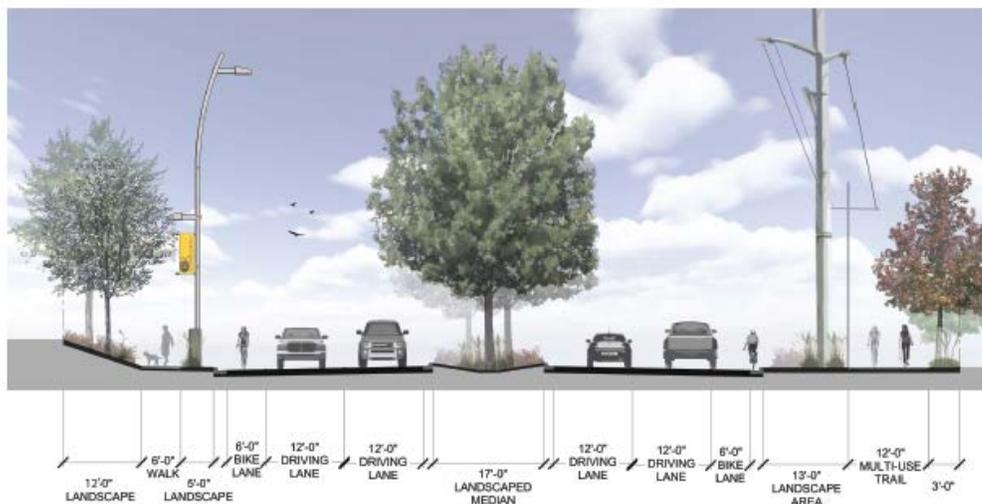
Lincoln Ave. Extension Phase I-Adams Lane to Chayote Road and Phase II-Chayote Road to Paseo del Volcan (PI0804 & PW1239)

Design for the Lincoln Avenue Extension project from Chayote Road to Adams Lane was completed in November 2009 with funding obtained in Fiscal Year 2007 from two state capital outlay appropriations (\$235,960). Title reports were also obtained under the same state appropriations and in Fiscal Year 2012, the city purchased a land parcel required for drainage improvements associated with the future road project utilizing drainage impact fees (\$40,984). Design of improvements from Chayote Road to Paseo del Volcan (PdV) commenced in September 2012 with federal grant funding in the amount of \$400,000, road impact fees in the amount of \$142,000, and general obligation bond proceeds in the amount of \$69,516. Land acquisition and construction of the multiple phase projects is estimated to be \$12.1 million and would extend a vital arterial roadway from Adams Lane in Lomas Encantadas to the PdV restricted access highway. Federal funding and local funds in the amount of \$2,173,568 for Phase I construction for the interim roadway from Chayote Road to Adams Lane are anticipated in Fiscal Year 2021, while funding for the full build out of the roadway from PdV to Adams Lane is to be determined at this time.

Southern Boulevard Design (PW1384 and PW1625)

Preliminary design work, including preliminary right-of-way mapping for future improvements to Southern Boulevard from New Mexico Highway 528 (NM528) to Rainbow Road was completed in fall 2015. The

design report will inform final construction plans and right-of-way mapping for Phase I improvements from NM528 to Golf Course Road. Phase I design from NM528 to Golf Course Road commenced in Fiscal Year 2016, while construction is planned upon receipt of federal grant funds (\$7,290,497) in Fiscal Year 2018.



Sprint Boulevard and Enchanted Hills Boulevard Traffic Signal (PI0637 and PW1595)

In December 2014 the intersection of Sprint Boulevard and Enchanted Hills Boulevard was determined to warrant a traffic signal. Final design was completed in fall 2015 and construction commenced in May 2016. Project funds consists of road impact fees (\$231,964), developer contributions (\$63,980), state grants (\$43,885), and general obligation bond proceeds (\$40,000), and municipal gas tax revenue (\$4,500). As traffic counts at the intersection continue to increase due to development activity in the area a new traffic signal will provide for the safe and orderly movement of vehicles through the intersection.