

**Mid-Region Council of Governments /  
Albuquerque Metropolitan Planning Organization (MPO)  
Paseo del Volcan (PDV) Steering Committee**

**Fifth Meeting  
November 7, 2014**

**Meeting Chairs:**

Dewey Cave: Executive Director of MRCOG

Thaddeus Lucero: Deputy Director MRCOG

<b>Members Present:</b>	<b>Organization</b>
David Adkins	State Representative District 29
John Black,	Quail Ranch/Westwood
Craig Brandt,	State Senator: Sandoval County
Dan Lewis	Albuquerque City Councilor District 5
Gary Oppedahl	Albuquerque Economic Development Department
Greg Clarke	NMDOT D-3 Assistant District Engineer.
Greg Hull	Mayor City of Rio Rancho
Stephanie Kean	Office Of Congresswoman Michelle Lujan Grisham
Ted Garret,	Western Albuquerque Land Holdings
Ray Matthews	State Land Office
John Hulkone	State Land Office
Kelly Sanchez	Constituent Services, County Commissioner Debbie O'Malley
Matt Spangler	Rio Rancho Economic Development Board
Tom Menicucci,	Albuquerque Council Services Policy Analyst II
Steve Miller	Transportation Planning Manager, Bernalillo County
Katie Richardson,	Office of U.S. Senator Martin Heinrich
Keith Riesberg,	City Manager City of Rio Rancho
Rais Rizvi,	Project Manager D-3 NMDOT
Ann Simon,	Manager, Economic Development Mid Region Council of Governments
Chris Vigil,	Right of Way Specialist D-3 NMDOT
Julie Stevens	Bernalillo County Place Matters

## **Finance Alternatives and Economic Development Study: Dave Pennington; Parsons Brinkerhoff**

### **a. Report of Economic Development Study:**

- i. Dave Pennington from Parsons Brinkerhoff briefed the group on the completed Economic Development and Financial report.
- ii. The report is available for download on the Paseo del Volcan (PDV) project page:  
<http://www.cabq.gov/council/projects/current-projects/paseo-del-volcan>

### **b. Discussion: Following the presentation of the report the members provided comments.**

- i. Development of PDV will reduce congestion on the roadway system that serves the Northwest Mesa and Rio Rancho. PDV will be able to divert traffic from the 550/528 corridor which will provide some relief on the Alameda Bridge Crossing.
- ii. Because of the anticipated population growth on the West Side, constructing PDV will not improve the existing traffic flows on the river crossings. Instead it will reduce the degree to which it worsens. This approach is consistent with the goals and objectives of the 2035 Metropolitan Transportation Plan.
- iii. The development potential of the Paseo del Volcan Corridor south of the Double Eagle II Airport runways is exemplified through the development that has occurred northwest of the interchange near Atrisco Vista and I-40. Between 2011 and 2015 there have been 1500 jobs in manufacturing, warehousing and equipment retail created in that area.
- iv. An example of why an advance purchase of right of way in the PDV corridor is necessary is the land price inflation that occurred along the PDN corridor east of I-25. When the PDN expansion study was originally conducted the price for the right-of-way that would be required was \$1,000,000. Funding for the right-of-way purchase was not available until the construction of the road had been funded. When the right-of-way appraisers began to purchase the land, the price had increased to \$20,000,000 because of the imminent improvements about to occur on the roadway.
- v. Regarding funding priority, how will this rank in relationship to the 30 congested corridors identified in the Congestion Management Atlas for the region? The ability to fund those projects is well below what is needed.

- vi. Because of preexisting funding priorities the initial steps on the project need to be non-dollar actions. This mostly includes donation of right-of-way and obtaining FHWA approval for an Interchange at I-40 and PDV.
- vii. Paseo del Volcan could relieve traffic on the bridges north of I-40, and allow for more cars to conveniently access the I-40 Bridge which still has some remaining unused capacity. If the Paseo Del Norte or Montano bridge crossings were to back up and send unmetered traffic to Coors, Unser and PDV, that would still result in a backup on the I-40 Bridge crossing and on the Central Bridge crossing.
- viii. Because PDV will relieve some pressure off of 528, Coors and Unser it will improve the west side roadway system capacity for people commuting to and jobs on the west side from homes on the west side; which is necessary for a west side jobs to housing balance to occur.
- ix. It is by facilitating job growth that PDV ultimately will relieve congestion on the river crossings but there will be a trade-off, of cost with time. Unless the region can find the extensive funding ability necessary to make major improvements to the river crossings, we will have to implement the less expensive option of developing jobs on the PDV corridor. But it will take time to develop enough jobs to relieve congestion on the river crossings.
- x. This corridor will serve two counties and two cities. Just as is the interflow of traffic extensive between Albuquerque's West and East sides; so is there extensive traffic between Albuquerque's Northwest Mesa and Rio Rancho. As the Northwest Mesa and Rio Rancho continue to expand west, it is necessary to develop north/south arterials to avoid creating the same type of traffic choke points on Unser and Coors as occurs across the Rio Grande Bridges.
- xi. WAHL development is completing a water and sewer line the will serve the area. The water will be provided by a western water zone on the Albuquerque Bernalillo County Water Utility system.

**c. Next Steps:**

- i. Councilor Lewis will work with the elected officials to form a team that will focus on economic development and also work with the west side legislators to pursue assistance from the State. The legislators that serve Rio Rancho and Albuquerque's West Side will have to champion the next step, obtaining capital outlay funds and official support for the project.

- ii. The NMDOT has put \$3,500,000 aside for the project but it must be matched by local agencies.

**d. Post Meeting Notes:**

- i. Bernalillo County is considering a study of a near term traffic management solution of extending Atrisco Vista to Southern from Paseo Del Norte. Developing Atrisco Vista and PDV will put in place the north-south arterial system for the area between the National Monument and the Rio Puerco Escarpment before extensive development occurs. This will avoid the issues that arose in the development of the west side between the Rio Grande and the Atrisco Escarpment where housing growth outstripped the implementation of the roadway system, creating traffic choke points.
- ii. A concern expressed by Bernalillo County is once economic development occurs along the corridor how will the County fund the provisions of services to these developments? The County will have to pay for these services from the general fund during that interim period between when development occurs and when it reaches the critical mass of developed land necessary to generate the tax revenue sufficient to compensate the County for the expense of providing services.
- iii. The City of Albuquerque has filed an application with the Mid-Region Council of Governments for Federal Transportation Funding to purchase right of way for the interchange of PDV and I-40. The funding will become available in 2020 and 2021. Though in the interim if another federally funded project that is funded between 2015 and 2019 is not yet ready to proceed on the year it receives the funds, the NMDOT can exchange the PDV time slots with the other project's time slot.