

Mid-Region Council of Governments (MRCOG) /
Albuquerque Metropolitan Planning Organization (MPO)
Paseo del Volcan (PDV) Steering Committee
Fourth Meeting
June 27, 2014

Meeting Chairs:

Dewey Cave: Executive Director of MRCOG

Thaddeus Lucero: Deputy Director MRCOG

Members & Staff Present:

Ruan Bacigalupa, Parsons Brinkerhoff

John Black, Quail Ranch/Westwood

Craig Brandt, State Senator

Chris Chavez, Albuquerque Economic Development Department

Greg Clarke, NMDOT D-3 Asst District Engineer.

Tony Duran, Albuquerque Council Services District 5, Constituent Policy Analyst

Wilfred Gallegos, Albuquerque Department of Municipal Development

Ted Garret, Western Albuquerque Land Holdings

Jim Hinde, Director Albuquerque Aviation Department

John Hulkone, State Land Office

Dan Lewis, Albuquerque City Councilor District 5

Tim Lewis, State Representative

Tom Menicucci, Albuquerque Council Services Policy Analyst II

Debbie O'Malley, Bernalillo County Commission, Chair

Dave Pennella, AMPA Manager MPO Mid-Region Council of Governments

Katie Richardson, Office of U.S. Senator Martin Heinrich

Keith Riesberg, Rio Rancho, City Manager

Rais Rizvi, Project Manager D-3 NMDOT

Dawn Robinson, Rio Rancho City Councilor

Sander Rue, State Senator

Jack Scherer, Deputy Director City of Albuquerque Aviation Department

Ann Simon, Economic Development Mid Region Council of Governments

Jim Strozier, Managing Principal Consensus Planning

Kent Swanson, Senior Planner Albuquerque Open Space Division

Chris Vigil, Right of Way Specialist D-3 NMDOT

Peter Wells, Chief Communications Officer

Jill Reise-Weshund, Planner/Project Manager, Consensus Planning

1. Right-of-Way Acquisition Update

- a. Report Rais Rizvi and Chris Vigil of the New Mexico Department of Transportation (NMDOT) Project Development Engineer & Right of Way Division
 - i. Private Holdings: The NMDOT is negotiating a land dedication agreement of approximately 178 acres with Ranch Joint Ventures (RJV) and will initiate a similar land dedication agreement with Western Albuquerque Holdings (WAHL) for approximately 315 acres.
 - ii. CABQ: NMDOT is obtaining property and survey records for four City of Albuquerque owned parcels that comprise approximately 179 acres to be dedicated by the City of Albuquerque. Upon receiving that information the City will prepare land dedication agreements. The City lands east of the PDV corridor were purchased by the City using Federal Aviation Administration Funds (FAA). A land dedication agreement must be prepared per regulations of the FAA. The City property west of the corridor was purchased using Department of Interior (DOI) Conservation Funds and any dedication of these lands must be drafted pursuant to DOI procedures.
 - iii. Interchange Right of Way: The NMDOT will begin focusing on the purchase of land needed to provide ROW for the full build out of the PDV and I-40 interchange. A preliminary ROW estimate obtained by the NMDOT determined that to purchase the land for the interchange will require up to 8 million dollars. The Department will release \$3.5 million in state and federal road funds for the acquisition of the interchange properties if local agencies will match that amount. However, if the local agencies are unable to meet the match, the funds will be reprogrammed to other priorities within the Department's Project list
 - iv. Sandoval County Right of Way: Right of way required for PDV in Sandoval County includes 1006 small parcels at a total cost of \$25,000,000. At the current NMDOT funding schedule for PDV, it will require 20 to 25 years to acquire the properties, unless additional sources of revenue are secured.

2. Finance Alternatives and Economic Development Study:

- a. Finance Study:
 - i. The Finance Study will review the successful cases of alternative funding for roadways that have occurred in the surrounding states in the region that have tax base's and economies similar to New Mexico.
 - ii. The study will also research the potential for creating financing instruments tailored to leverage the legal and financial realities specific to New Mexico.
 - iii. Initial meetings with MRCOG transportation staff found that the policies of the Metropolitan Transportation Plan (MTP) 2040 and the next Transportation Improvement Program will need to be amended to include specific projects for the PDV corridor. The amended policies will also have to provide a viable and beneficial link between developing the corridor and

fulfilling the existing long range development policies in the Metropolitan Transportation Plan. These include:

- 1) *(The following seven items are post meeting notes to clarify requirement for inclusion in the 2040 MTP)*
 - 2) How does development of PDV mitigate the jobs housing imbalance projected for 2035 between Central Bernalillo County and the remaining area of the Metropolitan Planning Area?
 - 3) How will the project relieve congestion on the Rio Grande River Crossings?
 - 4) How can the road be developed so as not to place a significant maintenance expense on the NMDOT so as not to impair the resiliency of the existing state road system?
 - 5) What will be PDV's impact on achieving lower ozone levels for the region which will likely be mandated by the EPA?
 - 6) What are the net benefit and /or loss of defunding existing projects in the 2035 MTP or not funding other proposed new projects in the 2040 MTP so as to provide federal transportation funds to PDV through the 2040 MTP?
 - 7) How will the roadway's development improve or impair route efficiency and operating cost goals for the regional transit system through 2035?
 - 8) How is the project consistent with the adopted land uses, transportation and community development plans of the City of Albuquerque, Bernalillo County, Rio Rancho, Sandoval County and the 2035 MTP?
- b. The Economic Development Study:
- i. This study will address many of the questions posed in 2.a.iii of these notes
 - ii. Initial research shows that demand for industrial warehouse facilities is flat in the region partly due to a lack of suitable land available to build these facilities. The Construction of PDV would address this need and improve the regional economy's access to the I-40 transcontinental freight traffic, and improving the regions marketability as an industrial location.
- c. Council staff informed that committee that part of what created the need to begin the advance development process for PDV was that developing the corridor would further existing policy goals of the Albuquerque Bernalillo County Comprehensive Plan and the Metropolitan Transportation Plan that are crucial to the orderly development of the region and the reemergence of the local economy. Specifically:
- i. *(The following items are post meeting notes to record findings related to the project that are consistent with adopted local and regional goals and policies.)*
 - ii. The Albuquerque Bernalillo Comprehensive Plan requires new development to be continuous with the existing edge of the built environment but for infrastructure to be available to the next delineated urban edge as

development extends into green fields. Albuquerque's developing edge for the Northwest Mesa is currently located between Unser Boulevard and Atrisco Vista Boulevard. Approximately two thirds of the land between these two roads and also between Atrisco Vista and the Paseo del Volcan Corridor are public and off limits to development. As a consequence of these public holdings urban development will fill in the area between Unser and PDV at a rapid pace.

- iii. Once development extends past the 60% mark between two development boundaries such as Atrisco Vista and PDV, at least a two lane cross-section should be constructed at the farther boundary (in this case PDV) to efficiently transport the vehicle trips to and from the lands that are developed past that 50% mark.
- iv. The 2035 MTP projects that by 2035, with current development trends, the majority of the new jobs in the region will occur between the western boundary of the Sandia Ranger District, the east side of the Rio Grande, north of Isleta Pueblo and south of Sandia Pueblo. Yet the majority of the housing in the region will occur outside those boundaries. This will exacerbate traffic congestion, greatly expand the roadway system miles that must be built and maintained, threaten the region's compliance with Federal Air Quality Standards and diminish the capacity to efficiently provide transit routes, utility systems and public schools for the region. The development of PDV will allow for Jobs to be located west of the Rio Grande. It would also provide a more sustainable location for a portion of the housing that will likely occur on the southern, northern and eastern fringes of the region. These homes if located in this east, north and south edges could be located 25-40 miles away from the transportation locus of the Metropolitan Area at the junction of I-25 and I-40. By locating these residences in the area of the PDV corridor they would instead be within 12 miles of the junction of the two interstates. This will reduce the number of lane miles required for the regional roadway system, provide for more efficient transit routes and utility systems, reduce the growth rate of tonnage of EPA regulated vehicle emissions emitted into the regional air shed and reduce the number of locations needed for public school facilities.
- v. City, county and regional planning policies direct that connections between regional activity centers are to be efficient and robust so as to distribute jobs around the region closer to housing developments and as a result cluster housing around job centers. For the northwest and southwest mesa west of the Atrisco Escarpment, development of an activity center in the area of PDV and I-40 will establish a new node within the metropolitan area that has near equal travel time to the Albuquerque and Rio Rancho Central Business Districts, UNM's and UNMH's Main and Rio Rancho Campuses, the North I-25, Uptown, Mesa Del Sol, and Sun Port employment centers and the Cottonwood, Uptown, and Nob Hill shopping districts.

- vi. Development of industrial and commercial employment in Sandoval and Valencia Counties is necessary to achieve a regional jobs and housing balance. However, for such job growth there must be regional logistics facilities (e.g. trucking terminals, distribution warehouses) that serve as load break points, to link these areas to the national and international economy. The lands that adjoin I-40 between PDV and Atrisco Vista are the best suited to increase the positive association between developing jobs in the region and access to national and international freight corridors for the following reasons;

- 1) These lands are within a one to 5 minute drive of Atrisco, Vista and future PDV interchanges.
- 2) The lands are a 10 to 13 hour drive to the port of Los Angeles/Long Beach, the Intercontinental Inland Port at Dallas Fort Worth, Port of Galveston/Houston Texas and an 8 hour drive to the interchange of I-40 and I-35 (the principle freight route for the NAFTA Sectors of the economy).
- 3) The area is also the location of the most centrally located fuel point between these ports and between I-35 and the Port of Los Angeles/Long Beach.
- 4) The lands are within nine travel minutes of the interchange from I-40 to the Port of Entry at El Paso and Santa Theresa,
- 5) The area has a less than 5 percent slope and few flood plains reducing facility development costs and allowing for fuel efficient operation of larger vehicles and loading platforms.

3. Presentations:

- a. City Aviation:
 - i. An aero-nautical industrial park plan was approved for the airport in 2003. At that time the south side of Double Eagle II (DEII) was planned as an industrial park and scheduled to house the TESLA Auto Factory, the Eclipse Factory and a Military fighter jet trainer manufacturing facility and an a startup company that would manufacture an aircraft for small air freight markets. These facilities would potentially provide employment in the thousands. Three of these tenants withdrew from their commitments because of financial issues and one was recruited to another state.
 - ii. The Aviation Department continues to explore ways to generate non-aeronautical revenue to keep Double Eagle II Airport self-sustaining.
 - iii. Currently the site has a charter school.
 - iv. The Aviation Department will update the master plan for the site to better adjust to current market trends for the area.
 - v. General aviation continues to show very little growth. The cost of fuel pricing is still a concern to general aviation.
 - vi. The current runway system is not capable of handling large freighter traffic.
- b. Western Albuquerque Land Holdings and Ranch Joint Ventures
 - i. PDV is essential for the function of west side plans for new jobs and traffic

- ii. PDV will provide access to the areas suited and planned for large scale employment
- iii. Commercial and Industrial development is dependent on the efficiency of freight access to I-40. Firms are interested in developing facilities in the area but need large parcels of land with interstate access.
- iv. Development of PDV will provide access to 8 master plan areas that have been and are in the process of comprehensively planning for growth planning integrity. These Master Plans have economic development components that will balance jobs and housing on the west side
- v. Creating these quality communities and linking them through access to transportation (freight corridors & airport) is essential for attracting employers for the following reasons:
 - 1) Potential employers require both approved land use plans and infrastructure commitments if a site is to be considered for a facility investment.
 - 2) High paying industries require large pieces of land that are connected to infrastructure
 - 3) Master planned communities offer “quality of life” amenities that employers value when looking for employment campus locations
- vi. The PDV corridor is creating a public private partnership between the private and public land holders and local agencies. Projects under the partnership have included
 - 1) Water & Sewer \$35 Million
 - 2) Albuquerque Public Schools West Side Stadium
 - 3) \$62 Million Pulte Group - Del Webb & Pulte Homes –
 - 4) \$250 Million (Revenues) Infrastructure Projects have provided over 700 annualized high paying construction jobs over past 3-4 years.
 - 5) Private owners are working closely with government and non-government economic development groups to market sites.
- vii. The lands west of Arroyo Vista Boulevard, east of Atrisco Vista Boulevard, north of I-40 and south of the Petroglyph National Monument are planned for a mix of residential, commercial, resort and industrial development. At this time activity in this area includes:
 - 1) Projects under way:
 - a) The 886-lot Mire Haven master plan includes a 248 acre active adult community west of Arroyo Vista Boulevard and North of I-40. The communities will share centralized walking, hiking and biking trails and some community park areas.
 - b) A regional sports park for tournaments
 - 2) Anticipated projects include:
 - a) 81 Acre City Regional Park – Soccer Complex \$30 Million
 - b) Large Retail/Community Shopping Center at 98th & I-40
 - c) APS – K-8 and High School \$162 Million

- viii. The Santolina master planned community, south of I-40 and west of 118th Street, is more than 13,000 acres and is located within Bernalillo County and outside of Albuquerque's City Limits. The development will have 8,000 households and create 75,000 jobs, with a variety of commercial uses, including office, retail, restaurants and industrial. There will also be recreational uses and open spaces
- ix. The Quail Ranch Project north of Double Eagle Two Airport straddles both sides of PDV. It was planned for 20,000 houses, apartments and condos, 400 acres of commercial land and 1,000 acres of parks and open space, and an extensive trail system.

c. City of Albuquerque Open Space

i. Documents and Entities Governing the Open Space Land

- 1) Agreement between the City of Albuquerque and the he Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA)
- 2) The Facility Plan for Arroyos
- 3) Northwest Mesa Escarpment Plan
- 4) The Trails and Bikeways Facility Plan
- 5) Petroglyph Monument General Management Plan

ii. Main Planning Policies

- 1) Conserve natural resources and environmental features
- 2) Provide opportunities for education and recreation
- 3) Multi-use trails and trail corridors
- 4) Shape the Urban Form
- 5) Conserve archaeological and cultural resources
- 6) Protect the public from erosion, flooding, etc.

iii. West Mesa Open Space facilities include:

- 1) Petroglyph National Monument
- 2) North Geologic Window
- 3) South Geologic Window
- 4) Piedras Marcadas Canyon
- 5) Boca Negra Canyon
- 6) Grasslands Preserve
- 7) Calabacillas Arroyo
- 8) Los Metates
- 9) Atrisco Terrace
- 10) Boca Negra Canyon
- 11) Calabacillas Arroyo
- 12) Shooting Range State Park
- 13) Boca Negra Horseman's Complex
- 14) George J. Maloof Memorial Air Park
- 15) Paseo de la Mesa Multi-use Trail
- 16) Boca Negra Multi-use Trail

4. Next Meeting In early August of 2014

- a. Agenda will include:

- i. Report on right of way acquisition
- ii. Status report on developing recommendations from Financial Alternatives and Economic Development Studies.
- iii. Report on upcoming proposed time lines for Federal Transportation Funds
- iv. Preparations for presentation to the Legislative Interim Committees.