

Preparing for People: Establishing Alternative Transportation  
Access to the Southwest’s First Urban Wildlife Refuge

April 2014





Paul S. Sarbanes  
Transit In Parks

Technical Assistance Center

UNDERSTANDING   RESOURCES   SOLUTIONS

## DISCLAIMER

This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof. The United States Government does not endorse products of manufacturers. Trade or manufacturers' names appear herein solely because they are considered essential to the objective of this report.

## AUTHOR

This document was authored by Marisa Rodriguez-McGill, Public Lands Transportation Scholar for the Paul S. Sarbanes Transit in Parks Technical Assistance Center (TRIPTAC) stationed at the Valle de Oro National Wildlife Refuge and Rio Mora National Wildlife Refuge and Conservation Area.

# ABSTRACT

Between June 2013 and April 2014, Marisa Rodriguez-McGill served as the Public Lands Transportation Scholar (Scholar) for the brand new Valle de Oro National Wildlife Refuge (Refuge). Located 7 miles south of Albuquerque, New Mexico, Valle de Oro NWR is the first urban wildlife refuge in the Southwest. The Scholar was appointed to initiate an alternative transportation project that would provide equitable access to the Refuge. This document examines the Scholar's journey to plan, design and fund an alternative transportation proposal to increase access to the Refuge for the urban population as well as to connect this Refuge to the larger Albuquerque transportation network. It also discusses the public outreach, partnerships, planning and consulting that the Scholar became involved in while helping to establish both the built and public presence of the Southwest's first Urban Wildlife Refuge.



Valle de Oro NWR, Marisa A. Rodriguez-McGill

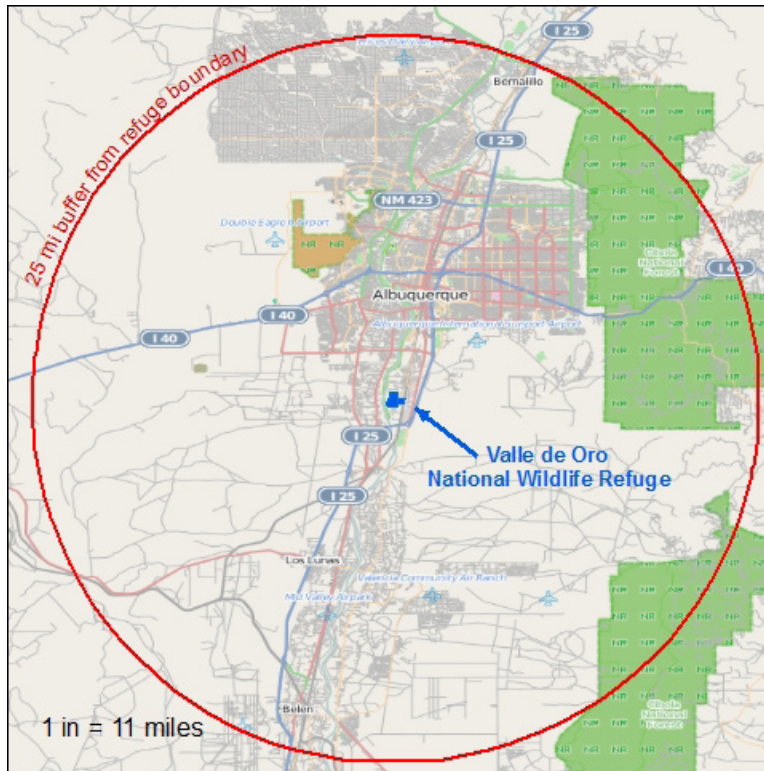
# TABLE OF CONTENTS

Introduction.....	4
Methodology.....	6
Constituencies.....	12
Recommendations.....	14
Next Steps & Implementation.....	15
Connection to Wider Transportation Community.....	16
The Public Lands Transportation Landscape.....	17
Case Study for Future Public Lands Transportation Scholars.....	18
Professional Development.....	20
Appendices	
Appendix I.....	22
Appendix II.....	23
Appendix III.....	24
Appendix IV.....	26
Appendix V.....	27
Appendix VI.....	28
Appendix VII.....	29
Appendix VIII.....	31



# INTRODUCTION

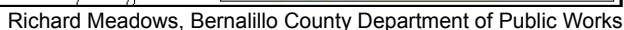
Valle de Oro National Wildlife Refuge (Refuge) was dedicated in 2012 as the first Urban Wildlife Refuge in the Southwest. The 570-acre Refuge is located seven miles south of downtown Albuquerque and within a 30 minute drive of 50% of New Mexico's population.



Abra Zobel, USFWS

Valle de Oro NWR fulfills the goals of President Obama's "America's Great Outdoors" initiative to work with community partners to establish a 21st century conservation ethic and reconnect people, especially young people, to the natural world. It is the first and only Refuge to be developed entirely based on the Standards of Excellence for Urban Refuges. The new Refuge was established due to the several partnership efforts of this community that recognized the importance of having a Wildlife Refuge in this urban setting. As of April 2014, 488 acres and their corresponding water rights have been protected for Valle de Oro NWR and a 30% site plan has been completed. Though urban in location, the Refuge, which lies at the end of 2nd Street SW is still 7 miles from downtown Albuquerque, 3 miles from the closest Rail Runner stop and 2 mile from the closest ABQ Ride bus stop.

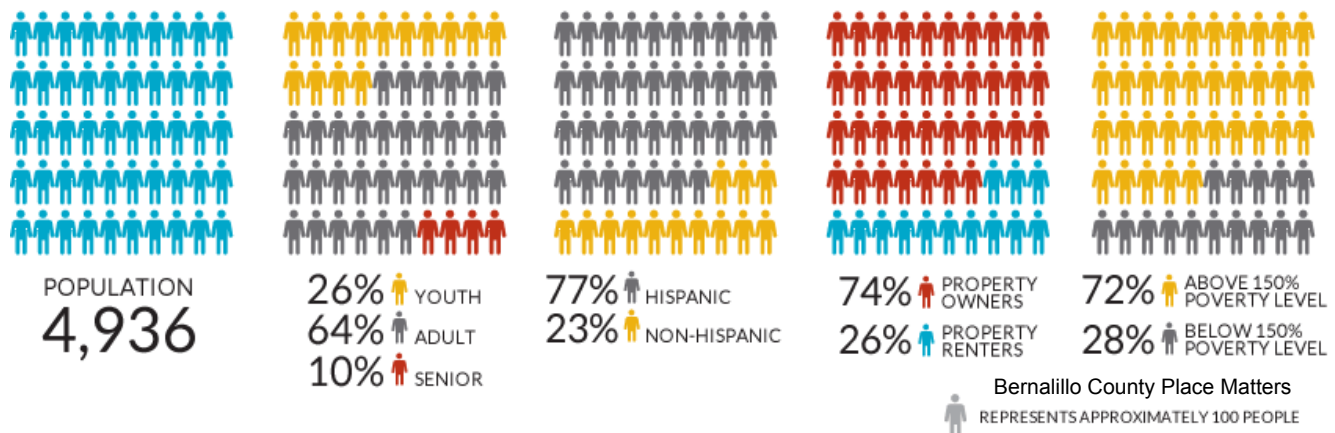
2nd Street SW, which leads from downtown Albuquerque to the Refuge, lacks any bike or pedestrian infrastructure and is subject to speeding heavy truck traffic due to the horse farms and industries that neighbor the refuge. The Public Lands Transportation Scholar (Scholar) devoted a large amount of time to studying and understanding previous planning efforts, as well as interacting with community members and possible project partners to evaluate what the community wanted and needed. In collaboration with two transportation planners from the Bernalillo County Department of Public Works, the Scholar created an application for the Federal Lands Access Program (FLAP) and received \$3.35 million for an alternative transportation project for access to the Refuge that is convenient, low cost and aligns with the Refuge's conservation message.



# METHODOLOGY

The Scholar's arrival in Albuquerque in June 2013 coincided with the arrival of Valle de Oro's new Refuge Manager, Jennifer Owen-White. As the only two staff members for the Refuge, and non-native New Mexicans, their first few months were spent all around Albuquerque, meeting with anyone who was willing to build partnerships and friendships with us. This was the imperative first step because before they could begin creating the Refuge, they needed to learn about the culture, needs and wants of different communities and their members. Doing this helped the Scholar and the Refuge Manager to become familiar faces in the community, trusted and accepted, and it has allowed them to work continuously with the community to shape the vision for the Refuge.

Planning and conceptual design work concerning the 2nd Street SW corridor had already been completed prior to the Scholar's arrival. The University of New Mexico School of Architecture + Planning Design and Planning Assistance Center implemented a study in Spring 2012 entitled "Mountain View Design Project." This community and university collaboration included a component that examined the 2nd Street SW corridor, with Valle de Oro NWR as the southern terminus. Their design proposals for a multi-use trail on 2nd Street SW had been developed with approval from the local community and the county planners. Additionally, a Health Impact Assessment for 2nd Street SW had been executed by Bernalillo County Place Matters, which provided me with extensive health and demographic data about the community as well as the existing conditions of the 2nd Street SW corridor.



With each visit to Valle de Oro NWR, the Scholar was able to observe movement along 2nd Street. The only truly safe and efficient way to reach the Refuge at this time is by vehicle, so that's how the Refuge employees travel back and forth between the downtown office (Region 2 Headquarters) and the Refuge. While driving to the Refuge, the Scholar would often see people walking and biking along the hard shoulder, often families with small children and suitcases, heading to a homeless shelter on this street or to the Mountain View Community Center. These pedestrians and cyclists must also contend with many large trucks driving to neighboring industries and large farm rigs or horse trailers. It has also been the Scholar's perception that many vehicles traveling on 2nd Street SW are prone to speeding, as she has been passed on this two-lane road while going the speed limit many times, though no measurements have been taken. These reports and the experiences of the Scholar confirmed that not only would creating a multi-use trail along this corridor establish an alternative transportation route to the Refuge, but it would also create safe mobility for the people of Mountain View to navigate their neighborhood. The Scholar's next step was to find a way to make sure that this multi-use trail became a reality.





Family Walking on 2nd Street SW, Bernalillo County Place Matters



Handicapped Woman Attempting to Cross 2nd Street SW, Bernalillo County Place Matters

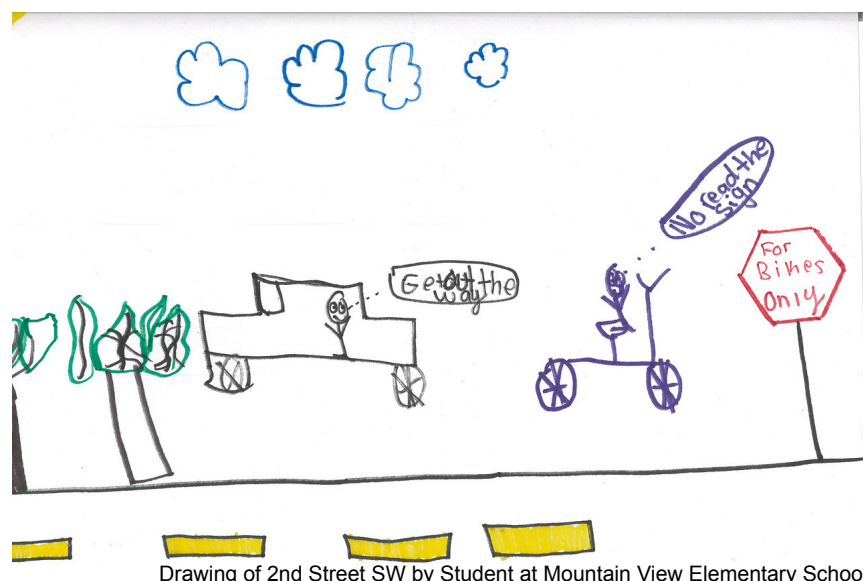


Traffic Flow on 2nd Street SW, Bernalillo County Place Matters

The Federal Lands Access Program (FLAP) is an opportunity for Public Lands to compete for funding for transportation facilities that will provide access to these lands. (Appendix-Link to call for apps) New Mexico is one of the “Big 12” states that receive the most funding, decided by a new statutory formula based on road mileage, number of bridges, land area, and visitation. On August 1st, 2013, Robert O’Brien, the Regional Transportation Program Coordinator for the Southwest notified the scholar that the FHWA would re-open the FLAP application for New Mexico on October 1st, 2013. The FLAP application would be due in the beginning of January 2014, so the Scholar would have 5 months to gather support, collaborate with partners, and put together an application for the 2nd Street SW Complete Corridor Project.

The Scholar’s first step was to seek out the Bernalillo County transportation planners that managed 2nd Street SW and partner with them to compose an application for FLAP funding. The Scholar met with Clay Campbell and Richard Meadows who agreed, on behalf of Bernalillo County, to be the partnering agency with the title and maintenance responsibilities. During the three months that followed the October 1st FLAP re-opening, the Scholar and the County planners put together an extensive application that not only answered all of the FLAP questions in detail but also included maps, renderings photos, cost estimates, a short video, project website and a multitude of letters of support. Although Valle de Oro NWR has received a fair amount of attention for being the first and only Urban National Wildlife Refuge in the Southwest, the Refuge has not received much funding and has limited financial stability. The Refuge Manager is still waiting for funding for the final stages of land acquisition, for hiring more staff and for a visitors center. The Scholar was convinced that receiving FLAP funding would be the impetus that would get the development of the Refuge started.

Since the Refuge is not officially open to the public, it can not yet boast strong visitation like other established Public Lands in New Mexico. The Scholar knew that in order to be competitive for this funding, she would have to work creatively on this application. The FLAP application suggested submitting a video tour of the project limits. The scholar believed that she could tell a greater story with a video showing not only the corridor, but the community, the Refuge and the people involved. (<http://www.youtube.com/watch?v=49EITWFp8l4>) The video successfully helped to convey the need for bicycle and pedestrian infrastructure along 2nd Street SW by taking viewers on a ride to the Refuge, showing them how people move along this street on a daily basis as well as unlocking the potential of this Urban Refuge. The FLAP application was also supported by a website ([www.valledeoro.tumblr.com](http://www.valledeoro.tumblr.com)) created by the Scholar, displaying photos, illustrations and other documents relevant to the Refuge.



Drawing of 2nd Street SW by Student at Mountain View Elementary School



During research and writing for the FLAP, the Scholar discovered that the congressionally designated route for the National Historic Trail El Camino Real de Tierra Adentro (ELCA) is along 2nd Street SW, and a portion of it actually goes through the Refuge. The scholar then decided that incorporating ELCA would strengthen the FLAP application. In order to learn more about the National Scenic and Historic Trails system, the Scholar attended the system's biennial conference in Tucson, AZ for a week in November 2013 as a Trail Apprentice. At this conference, she learned about trails nationwide from people who work for them and have hiked them. It was at the conference that she was able to meet Sharon Brown, the Chief of Trails Operations at the National Trails Intermountain Region office in Santa Fe, NM. Sharon introduced the Scholar to Steve Chavez Burns, a Landscape Architect from her office. With Steve, the Scholar and county planners were able to look at 2nd Street SW through a historic and cultural lens that deeply influenced their design vision for the corridor.



El Camino Real de Tierra Adentro, NPS

Meanwhile, the Scholar continued to work alongside the Refuge Manager to create more partnerships and strengthen existing ones by hosting events, providing environmental education programs, collaborating on various projects and connecting with a wide range of community members and organizations. These would prove invaluable when it came time to seek letters of support. The complete FLAP application was submitted with 13 letters of support from a variety of entities ranging from US Senators Tom Udall and Martin Heinrich, to the New Mexico Rail Runner Express, to Bernalillo County Commissioner Art De La Cruz, to the Principal of Mountain View Elementary School.

On March 13th, 2014, the Scholar was notified by Allen Grasmick of Central Federal Lands Highway Division that the New Mexico Programs Decisions Committee had accepted the application for the 2nd Street SW Complete Corridor Project and would be funding the construction of multi-use trail portion of the project with \$2,855,583. Combined with the required match amount of \$486,625, this project will go ahead with almost \$3.35 million of funding. The scoping process for this project is to begin during the first week of June 2014 with construction to follow shortly thereafter.

The Transportation Scholar's general task is to create access to Valle de Oro NWR. She has also been studying other transportation connections to the Refuge, though none have come as far as the Multi-Use Path on 2nd Street SW. She is working with the Valle de Oro Friends Group (Friends) "task force" to evaluate the potential for the extension of the Paseo del Bosque, an existing multi-use trail, all the way down to the Refuge. This project will require the Refuge to locate funding to build the necessary bridge over the Southern Diversion Channel, which would cost an estimated \$1 million. The Friends are currently raising money for this bridge, but the Scholar will pursue grants for this project during the summer of 2014. The Scholar will also continue to work alongside the Army Corps of Engineers to coordinate levee reengineering and with Middle Rio Grande Conservancy District (MRGCD) who manages the ditches that the extension would need to use. The Scholar was successful in having this route included in the Mid-Region Council of Government (MRCOG) Long-Range Bicycle Plan. This project has a lot of community support and the greatest barrier to materializing is the lack of funding.



Southern Diversion Channel, Marisa A. Rodriguez-McGill

The Rail Runner is the commuter rail in New Mexico and its tracks run parallel to 2nd Street SW. The closest stop is 3 miles north of the Refuge at the intersection of Rio Bravo Boulevard and 2nd Street SW. A recurrent theme at community meetings is that Mountain View Neighborhood members would like to have a Rail Runner stop by the Refuge. The Refuge land acquisition included a 4-acre site on the opposite side of 2nd Street SW from the Refuge that would be able to accommodate a “kiss-and-ride” Rail Runner Stop. This stop would also promote easy access for students, tourists and New Mexicans to arrive at the Refuge. The Rail Runner currently has limited weekend service and weekday service is aimed at commuters traveling at peak morning and evening times. As the ride from Albuquerque to Santa Fe already takes longer than driving, adding yet another stop could have negative effects on efficiency and ridership. Rail Runner stop locations are chosen based on demand and density. When looking at visitation numbers for other Urban Wildlife Refuges around the US as well as other Refuges in New Mexico, we can speculate that Valle de Oro NWR’s visitation numbers will be strong.

National Wildlife Refuge	Visitors in 2010	Urban Areas w/in 25 miles	Population w/in 25 miles of NWR
Don Edwards San Francisco Bay NWR	877,033	San Francisco, Oakland, CA	2,750,310
Great Meadows NWR	415,500	Worcester, MA; Boston, MA	314,329; 3,106,197
Minnesota Valley NWR	230,000	Minneapolis/ St. Paul, MN	2,610,793
John Heinz NWR at Tinicum	140,135	Philadelphia, PA	3,949,328
Lower Rio Grande Valley NWR	110,500	McAllen, TX	728,825
Rocky Mountain Arsenal NWR	33,427	Denver/Aurora, CO	2,277,371
Valle de Oro NWR	N/A	Albuquerque, NM	735,558

Data from USFWS

The Scholar’s persistence with trying to forge a Rail Runner partnership has paid off. When the idea was initially brought to Tony Sylvester with the New Mexico Rail Runner in the summer of 2013, he was blunt in explaining that the political climate is not attune to expanding service anytime soon. They are currently experiencing cuts in service and do not see adding any more new stops in the near future. Another woman who works at with the Rail Runner, Caeri Thomas, was sitting in on the meeting and pursued the issue again with her boss Terry Doyle, who after a third meeting, has expressed interest in possible Rail Runner weekend “tests” or special event rides during off-peak, reverse commute runs. The Scholar looks forward to working with MRCOG to carry this into fruition in the coming year.

Lastly, brief conversations between the Scholar and ABQ Ride, the City of Albuquerque’s bus system have discussed the potential for extending Route 51 2 miles south to Valle de Oro NWR. They said that the first step toward making that happen would be to provide them with a bus turn-around on site. A bus turn around has been designated in each iteration of the Refuge’s 30% site plan and is an important component of future planning and design.

# CONSTITUENCIES

The Valle de Oro NWR Refuge Manager and scholar have worked tirelessly to create and nurture many meaningful partnerships in the 11 months that they have been working for the Refuge.

**Trust for Public Land:** Greg Heiner of Trust for Public Land in Santa Fe, NM has been a key player in the land acquisition process for the Refuge since 2012. He was also instrumental in getting letters of support signed for the FLAP application by US State Senators and Representatives.

**Bernalillo County:** Bernalillo County administers 2nd Street SW from Woodward Road to Salida Sandia, which are the extents of the Multi-Use trail that is to be funded through the FLAP. Clay Campbell and Richard Meadows, both transportation planners for the Bernalillo County Department of Public Works were my co-authors for the FLAP application. As the project enters the scoping process in the Spring of 2014, we will continue to work closely with the planners and engineers at Bernalillo County.

**Mountain View Community:** Angela West, both a Mountain View resident and a member of the Neighborhood Association has been a key liaison for this project. Angela has a long history in this neighborhood and was an important resource for learning about the history of Mountain View and about past planning efforts. She is also a Friends Group member and was one of the people responsible for making sure that the Price's Dairy property became a National Wildlife Refuge. She also led the Mountain View Community Neighborhood Association in raising \$16,000 for the 2nd Street SW Complete Corridor project. The Mountain View Community Center has hosted public meetings and other outreach projects for Valle de Oro NWR. Sara Carrillo, principal of the Mountain View Elementary School, has also been a supporter of the 2nd Street SW Multi-Use trail as a way to facilitate school trips to the Refuge as a result of unavailable bus funds.

**El Camino Real de Tierra Adentro:** Steve Burns Chavez and his colleagues have provided us with history, maps and endless knowledge about this national historic trail. They will continue to provide their expertise as historians and landscape architects throughout process of creating the 2nd Street SW Multi-Use trail.

**The City of Albuquerque:** Though the City of Albuquerque has given no direct funds to the Refuge land acquisition, we aim to connect to Albuquerque's transportation network to make our alternative transportation options truly viable. We would like the ABQ Ride bus route #51 to extend 2 miles to the Refuge, where we are already incorporating a bus-turnaround in our site plan to accommodate the turning radius of the ABQ Ride buses. If extended, this would open up access for the Refuge's target audience: the entire South Valley on the west side of the Rio Grande.

**UrbanABQ:** The Scholar has become an active member of Albuquerque's urban planning advocacy group and the Refuge is a supporter of the group's Ciclovía, parklet and other public space and transportation action work. This group is also a good way to connect to the Albuquerque planning and architecture community and to stay current with Albuquerque development and projects.

**Friends of Valle de Oro NWR:** Teri Jillson, Mary Deschene, Kathy Caffrey, Ric Watson et al provided a lot of support for the FLAP application and they are the non-profit through which the Refuge will apply for future transportation grants. They have created a specific task force to focus on making the extension of Paseo del Bosque a reality and this will be the Scholar's major focus in 2014.

**The Volpe Center:** Albuquerque was selected as the site for the 2013-14 Climate Change Scenario Planning Project. This project is coordinated by The Volpe Center in Cambridge, Massachusetts. As part of this project, the Refuge has been working with Community Planner Ben Rasmussen to help develop a long-term mitigation and adaptation strategies for Albuquerque, especially with respect to transportation. This project has helped to validate the importance of alternative transportation access to Valle de Oro NWR and will guide the progress of transportation plans for the Refuge.

**Mid-Region Council of Governments (MRCOG):** The local Metropolitan Planning Organization has been the main resource for this project with respect to transportation. MRCOG administers the Rail Runner and authors the Long Range Transportation Plans of the Middle Rio Grande Region. The primary contacts at MRCOG include, Caeri Thomas, Tony Sylvester, Aaron Sussman, Julie Luna, Terry Doyle and Valerie Hermanson.

**Trust for Public Land:** Greg Heiner of the Trust for Public Land negotiated the land purchase for the Refuge from the original owners, the Price Family. Greg also helped secure letters of support from United States Senators and Congressmen for the FLAP application.

Valle de Oro NWR has also formed local, regional and national partnerships with the following organizations: Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA), Bureau of Reclamation, New Mexico Audubon, Central New Mexico Audubon, The National Phenology Network Nature's Notebook Program, Bosque Ecosystem Monitoring Program (BEMP), The Native American Community Academy, Albuquerque Public Schools, Albuquerque Open Space, New Mexico Museum of Natural History and Science, New Mexico Game and Fish, New Mexico State Lands Office, New Mexico State Parks and The South Valley Civitan Club.



# RECOMMENDATIONS

This is an important time to be applying for grants of all levels since there is currently a lot of momentum behind the Refuge. Many of these will have to be applied for through the Friends group since they are our supporting non-profit.

Current efforts to involve the community in all aspects of the planning and outreach must be continued in order to help to keep building a strong base of Refuge supporters. This can be done not only with public meetings and charettes throughout the Multi-Use Trail and Site Plan design processes, but also with monthly open houses, special events and hosting tables or booths at local events such as the newly formed Railyard Market in Albuquerque.



Julie Dickey, UNM

The FLAP grant scoping process will be an opportunity to increase project funds to be able to enhance the multi-use trail that we will plan for and construct in the coming 1-2 years. This summer will be a good time to restart the conversation between the Rail Runner and the Refuge and generate ideas for pilot tests or special events rides.

A bridge study for a possible bicycle and pedestrian bridge over the Southern Diversion Channel can be tacked on to the bridge study that is set to be conducted in 2014 to evaluate possibilities and costs of a bridge connection.

# NEXT STEPS & IMPLEMENTATION

As a result of the momentum generated by having a Transportation Scholar serve during 2013, the Refuge requested an additional Transportation Scholar for 2014. USFWS Headquarters has agreed to fund this position; however, the scope will be somewhat different than that at present because the Transportation Scholar will assist the Regional Coordinator for the Refuge Roads Program, Robert O'Brien, with transportation projects for all of Region 2. Region 2, the Southwest Region, includes Texas, Oklahoma, New Mexico and Arizona. An upcoming challenge now involves the implementation of the FLAP grant. While each entity came together to submit the proposal for the grant, each entity is very passionate about ensuring that their needs are met. Sometimes these needs conflict. Therefore, the Transportation Scholar will continue to serve as facilitator and find the middle ground so that all entities are satisfied and the project continues to move forward.

Since it is guaranteed that a bicycle and pedestrian portion of Valle de Oro NWR's alternative transportation infrastructure will be built, the Scholar would like to turn some attention to the expansion of Bus and Rail service. This will require careful navigation and persuasion but 2014 is the right time to attempt these connections since the Refuge has spent the past 12 months working to make connections with and lend support to the greater Albuquerque community. This support for the Refuge will help validate the need for these public transportation connections. Ultimately, the more alternative transportation options there are to access the Refuge, the less parking the Refuge will have to create onsite, and the more diverse the visitors will be.

# CONNECTION TO WIDER TRANSPORTATION COMMUNITY

The Scholar's main efforts this year have been working toward better bicycling, walking and public transit access to Valle de Oro NWR. The multi-use trail to be funded through the FLAP will create one dimension of active transportation access to the Refuge. This project will be on its way by summer 2014 and the Scholar will be an integral part of the planning, design, public meetings and construction.

In the next year, the Scholar's goal will be to connect the Refuge to Albuquerque's larger transportation network through three existing facilities: The Rail Runner, ABQ Ride Bus and El Paseo del Bosque (shared-use trail), all of which connect to the downtown area. These projects will require the Scholar to apply for more grants to fund these projects. The Scholar will need to build upon existing relations with these existing entities and strive to achieve mutually beneficial agreements that will create successful transportation opportunities that are equitable for all.

The Scholar is an active participant in two working groups for the New Mexico DOT Statewide Long Range Transportation Plan, 'Visitor Travel, Recreation & Tourism' and 'Access, Mobility and Connectivity.' During these monthly meetings, she has been helping to articulate the need to improve access to outdoors activities, especially on Public Lands, at both the local and regional scale. The work that the Scholar is currently doing for the Refuge will set a strong precedent for improving alternative transportation access to other Public Lands across the state and could contribute to attracting new visitors and residents to Albuquerque and New Mexico.

The Refuge has been selected as a Mobile Tour site for the American Planning Association (APA) New Mexico Conference in September 2014. The Scholar will discuss the refuge planning, the FLAP application process, the 2nd Street SW Complete Corridor design and construction as well as the community involvement and support that were crucial to the project's success with urban planners from all parts of New Mexico.

# PUBLIC LANDS TRANSPORTATION LANDSCAPE

When I was an intern for the New York City Department of Transportation, it was normal practice for the Commissioner to decide that she wanted a bike lane on a certain street, and within a week the lane would be painted and functioning. While I know that this is not the “norm,” the process is much slower and difficult while working for the Refuge System at US Fish and Wildlife—you cannot implement projects on a whim.

I decided to pursue the 2nd Street SW Complete Corridor project for a multi-use trail to provide access to the Refuge 10 months ago. Since the right-of-way for this project belongs to Bernalillo County, it was necessary the project be a partnership between the Refuge and the county. The process to get funding for a project is highly competitive. We had to compete with various public lands across New Mexico for a finite amount of funding through the FLAP process, as well as come up with a 15% non-federal match. Almost a year later, we have been awarded the money but the planning, design and construction process has yet to start. We anticipate the pre-planning scoping process to begin in June 2014.

In April 2014 I attended the annual meeting of the Refuge Roads Regional Coordinators in San Diego, CA. The discussion among the Refuge Roads Managers identified a serious need for more transportation planners like me in each region. They need a planner that can:

- Collect, compress and analyze data
- Identify potential transportation projects and work directly with Refuge
- ‘Chase’ after grant money to get projects funded
- Utilize graphic design, mapmaking and cinematography skills
- Work jointly with Refuge Roads Managers

I was able to set an example of what can be achieved when a Region has an extra person working on transportation projects and other managers saw potential for improving and expanding their respective regions through creating a position like mine.



Regional Roads Coordinators at San Diego Bay NWR,  
Marisa A. Rodriguez-McGill



# CASE STUDY FOR FUTURE PUBLIC LANDS TRANSPORTATION SCHOLARS

In the past, most scholars have been stationed at a specific refuge, likely in a rural area. My position differed as I am stationed at a Regional Headquarters office and I have been working for a new urban refuge that is not yet open to the public. I am stationed at the Region 2 US Fish and Wildlife Headquarters in Albuquerque, NM. I have an office on the same floor as other biologists, environmental planners, hydrologists, geologists and visitor services professionals. I can interact with colleagues of various levels of management and expertise that expands beyond a specific refuge, while still spending a lot of time in the field at the Refuge only 7 miles from the office. My location in Albuquerque also allows me to easily create relationships with the New Mexico Department of Transportation (NMDOT), the Metropolitan Planning Organization, the county planners, engineers and private firms. Being active and present in this city and in individual communities within it have helped my transportation projects gain a wide contingency of support from different city and county groups.

It has also been to my advantage that my mentor, Natalie Villwock-Witte lives locally in Rio Rancho, NM. We are able to maintain monthly in-person meetings during which we can discuss my projects and I am able to get immediate feedback from a transportation professional that understands the landscape that I am working in. These meetings are also a unique opportunity to have creative conversations about transportation planning in New Mexico that I enjoy very much.

For the majority of my tenure, I was the only support staff member for the Refuge Manager until we hired an AmeriCorps Vista Volunteer in March 2014. Since the Refuge has a lot to accomplish, my supervisor, Jennifer Owen-White has given me a great amount of responsibility beyond the Transportation Scholar job description. On my second day as a Scholar I was already representing the Refuge at a grassroots poetry clinic hosted by our now partner, the Southwest Organizing Project (SWOP). Every single day my job is so busy and varied that I never find myself sitting at a desk with nothing to do. I have been exposed to so many different opportunities and gained skills that the traditional Transportation Planner normally would not. Last summer I was teaching an environmental education after-school program to a large group of kids at the Mountain View Community Center. I felt completely out of my element, having to study the night before in preparation. However, a few months later when I had to fill in for my supervisor and give a talk to a busload of teachers during an Environmental Education Consortium site visit to the Refuge, I handled it without a problem. Recently I was asked to speak to a crowd of Girl Scouts during their World Thinking Day event to discuss my educational journey and my Science, Technology, Engineering and Mathematics (STEM) career at US Fish and Wildlife Service, which illustrates the true variety of my daily work.





Girl Scouts, Marisa A. Rodriguez-McGill



Girl Scouts, Marisa A. Rodriguez-McGill

I found a lot of elements of the position to be stressful because of the high expectations of my supervisor who worked hard to make sure the Refuge was involved in every community event possible. I have had to work a lot of nights and weekends promoting the Refuge at open houses, special events and meetings. Though it was exhausting and didn't always feel like this work was significant to my transportation project, I am able to reflect on this now and see how integral this was to the project's success. It was through events and outreach that I was actually able to meet people and form relationships with them. Having candid conversations with community members allowed me to learn what the community needed and wanted. This is how we are able to intelligently plan the Refuge and the transportation systems, because we have sought out and listened to input from the community.

I learned to be very flexible in accepting assignments because they would pay off in the end by helping achieve with my transportation planning goals. Also, willing to work overtime and on weekends allowed me to save up many vacation days along the way. This let me take much needed breaks throughout my tenure to travel or just relax. I really enjoy this aspect of the position and I cherish it too—who knows if I will ever find another job with such flexibility.

# PROFESSIONAL DEVELOPMENT

The Public Lands Transportation Scholar program is a unique first job. As many past scholars had warned me, I was referred to and treated as a transportation ‘expert.’ Instead of shying away from this term, I found it to be quite empowering. I took it upon myself to be that expert that they needed, lending critical advice and taking charge of projects where I could put the knowledge I had acquired during two years of planning school into practice. I was amazed at how quickly and easily I was able to become integrated into the Albuquerque and Bernalillo County planning, engineering and design scenes. Not just meeting people, but partnering and collaborating with them on ideas, projects and grants has allowed me to network in the most beneficial ways. The people I met along the way continuously opened new doors for me: I was invited to become a member of UrbanABQ, the local urban planning advocacy group. I was asked to be a guest critic for a University of New Mexico architecture studio. I have become part of the planning group for Albuquerque’s first Ciclovía. I have established myself as a transportation planner in Albuquerque in less than a year, something that would have been next to impossible in New York or New Jersey, where I came from.

Through this position I learned that there is no time to get nervous before speaking in public; often I am given just a moment’s notice before a conference call, meeting or presentation where I am expected to lead the conversation. I have learned that it is really easy to speak well about what you know if you speak from your heart. Speaking at the UNM Pavement conference in front of a crowd of mostly male engineers was a cringe-worthy experience when the sound malfunctioned and I dropped my notecards all over the floor. But after overcoming that, speaking to anyone about the Refuge or my transportation project became pretty easy. I am grateful to have mastered this skill so early in my career.

Since I was one of two people working for the Refuge, I became the de facto graphic designer, creating flyers, maps and pamphlets for all of our events. Since most days are spent out and about in the field or attending meetings, I enjoyed some down time at my desk listening to music and working with Adobe Creative Suite to create these materials. I am also an administrator for the Refuge Facebook page and Instagram feed, which are both very active and gaining new followers each day. I utilized this creativity and technology as tools also while writing my first grant for the FLAP application. Writing the grant was something that I learned along the way using guide books and advice from professional colleagues. Having now written a successful grant for more than \$3 million, I know I will be a more attractive candidate when applying for future jobs.

My supervisor has enabled me to attend various certification classes during work hours as long as the skills learned contribute to advancing the Refuge. I have become a Certified Instructor through USA Archery, a Certified Interpretive Guide through the National Association for Interpretation and I participated in the League of American Bicyclists Traffic Skills 101 class. I was also able to attend conferences and workshops on behalf of the Refuge, such as the Association of Pedestrian and Bicycle Professionals-Professional Development Seminar in Boulder, CO, the Colorado Bicycle Summit in Denver, CO, the Partnership for the National Trails System biennial conference in Tucson, AZ, the Transportation Research Board Annual Meeting in Washington D.C., and the New Mexico Bicycle Education Summit in Albuquerque, NM. At these conferences I met planners from around the world and I learned about cutting edge technology, policy and design in the alternative transportation realm.



Jennifer Owen-White, USFWS



# APPENDIX I

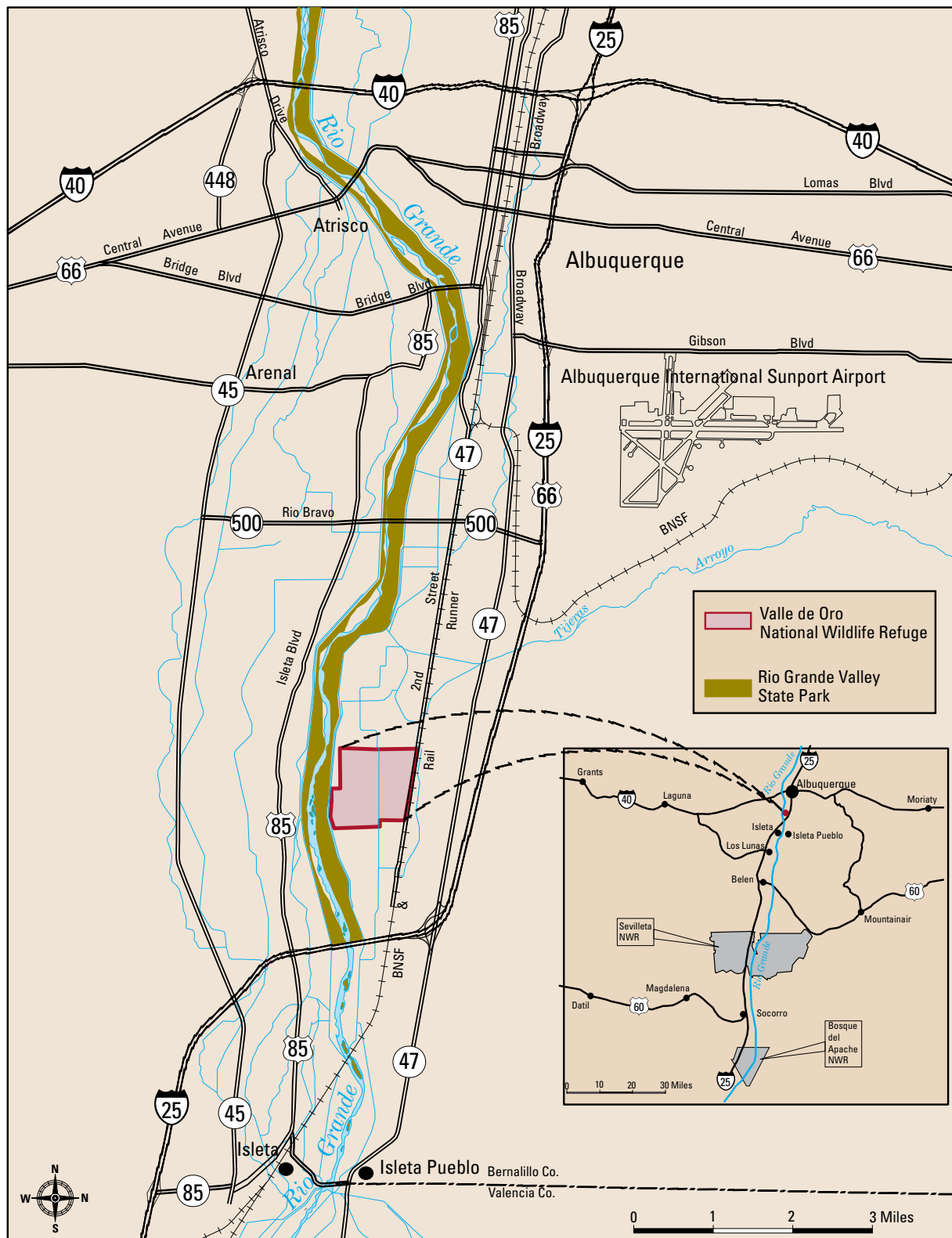


U.S. Fish & Wildlife Service

Exhibit Map

## Valle de Oro National Wildlife Refuge

Bernalillo County, New Mexico



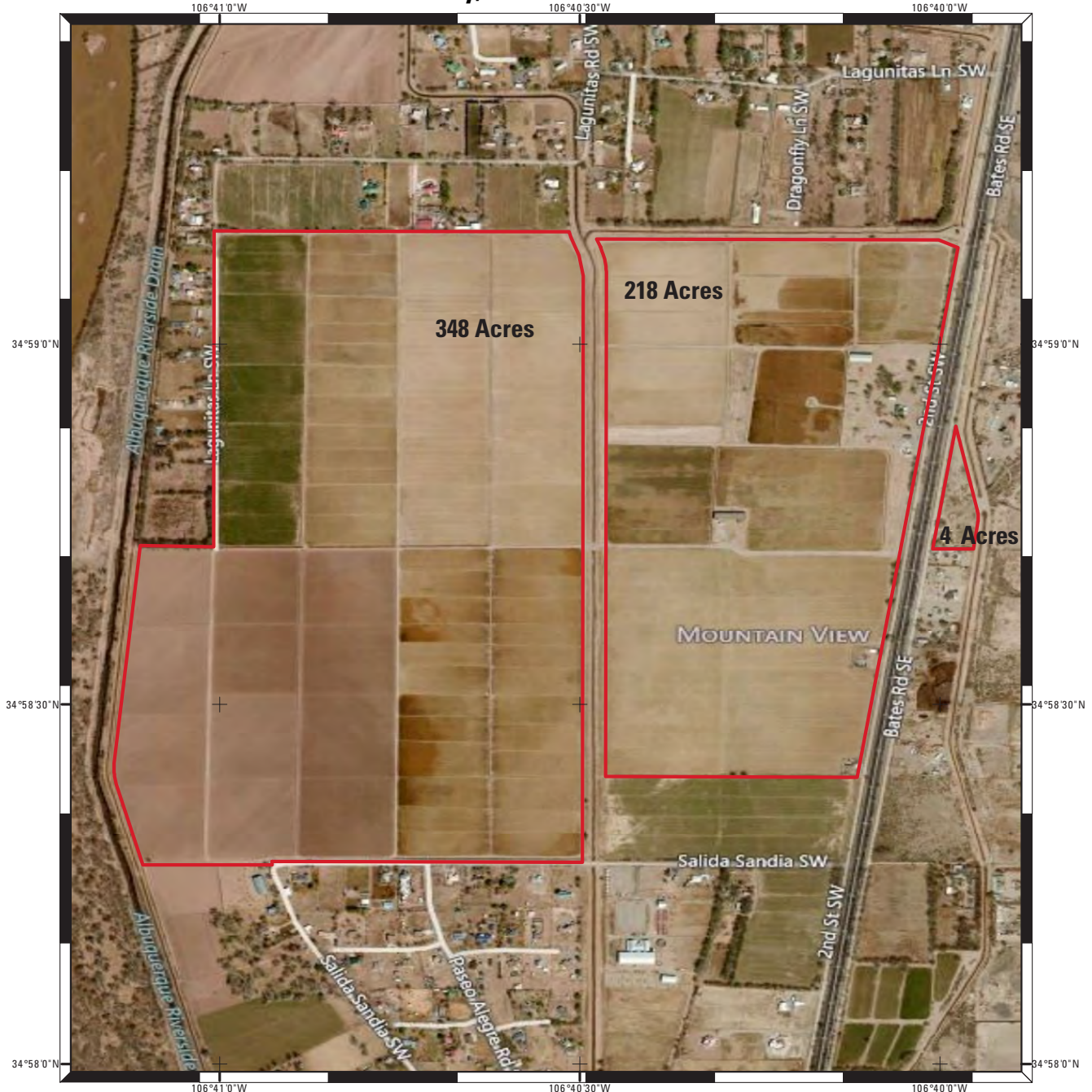
# APPENDIX II



**U.S. Fish & Wildlife Service**

*Overlay of the  
Valle de Oro NWR Current Lots  
on Bing Map Aerial*

**Valle de Oro National Wildlife Refuge  
Bernalillo County, New Mexico**



Produced in the Division of Realty  
Albuquerque, New Mexico  
Base Map Source: Bing Map  
Map Projection: GCS North American 1983  
Map Date: 04/18/2012

0 600 1,200 2,400 Feet





# APPENDIX III



January 2014

## U.S. Fish & Wildlife Service

# Urban Wildlife Refuge Initiative

## National Wildlife Refuge System

### THE RECOMMENDATION

*Create an urban refuge initiative that defines excellence in our existing urban refuges, establishes the framework for creating new urban refuge partnerships and implements a refuge presence in ten demographically and geographically varied cities across America by 2015.*

### THE ISSUE

With 80% of Americans living in cities, how do we connect urban America with our wild places, such as national wildlife refuges? How do we teach a new generation to love the land – when pavement is what they usually see? How do we help children find inspiration in nature all around them – when they spend so much time indoors and plugged in? America will have much of their direct contact with nature while in an urban setting, thereby shaping the nation's conservation values, ethics and priorities, and requiring the U.S. Fish and Wildlife Service (Service) to reach beyond our boundaries. These are the challenges of the Urban Wildlife Refuge Initiative.

### IMPLEMENTATION OF *CONSERVING THE FUTURE*

The Service's vision for the National Wildlife Refuge System, entitled *Conserving the Future*, proposes in Recommendation 13 an Urban Wildlife Refuge Initiative that will increase the Service's relevancy to urban citizens. This initiative will establish measures to help define and achieve excellence, create a framework for creating new urban partnerships, and establish a refuge presence in ten demographically and geographically varied cities in the U.S.



■ **URBAN WILDLIFE REFUGE PARTNERSHIPS:** 8 Urban Wildlife Refuge Partnerships were established in 2013, with more coming by the summer of 2014. (See list below)

■ **URBAN AUDIENCE ANALYSIS:** An underlying need for the urban refuge initiative is a better understanding of the factors that facilitate or inhibit connecting urban audiences with wildlife and nature. To address this need, a collaborative research effort by the U.S. Fish and Wildlife Service, U.S. Geological Survey, and North Carolina State University aims to understand urban audiences, identify barriers connecting, and identify strategies for the Fish and Wildlife Service to overcome these barriers. (Analysis currently in progress)

## URBAN WILDLIFE REFUGE PARTNERSHIPS

Where the U.S. Fish & Wildlife Service, Community, and Partners come together to promote conservation



**urban  
wildlife  
refuge**  
PARTNERSHIP

New Haven (New Haven, CT)  
Forest Preserves of Cook County (Chicago, IL)  
Houston (Houston, TX)  
Providence Parks (Providence, RI)  
Lake Sammamish (Seattle, WA)  
Masonville Cove (Baltimore, MD)  
L.A. River Rover (Los Angeles, CA)  
Valle de Oro (Albuquerque, NM)

■ **STANDARDS OF EXCELLENCE FOR URBAN REFUGES:** (These draft standards for urban refuges and partnerships will be finalized this year)

1. Connect Urban People with Nature via Stepping Stones of Engagement
2. Build Partnerships
3. Be a Community Asset
4. Ensure Adequate Long-term Resources
5. Provide Equitable Access
6. Ensure Visitors Feel Safe and Welcome
7. Walk the Sustainability Walk

■ **ONLINE URBAN HANDBOOK:** Currently producing a tool to provide guidance and information on the urban wildlife refuge initiative.

■ **URBAN ACADEMY:** convene a summit of urban refuge managers, Service employees, and partners to share and institutionalize the urban standards of excellence, discuss overcoming barriers, and measure success. (See right for update on the 2013 Urban Academy)

■ **URBAN WEBINARS:** will be conducted as necessary for urban refuge managers, staff, and partners to address specific needs and issues.

**GET INVOLVED**

For regular updates, visit:  
[www.AmericasWildlife.org](http://www.AmericasWildlife.org).

For additional information, contact Anna Harris, Implementation Coordinator, at [Anna.Harris@fws.gov](mailto:Anna.Harris@fws.gov) or (703) 358-2320.



The Urban Academy was held at the National Conservation Training Center September 23-25, 2013 with around 200 attendees including staff, partners, and Friends. The goal of the training was to begin a dialogue that connects us to action & create a network for support and ideas to advance the Urban Wildlife Refuge Initiative.

The training was livestreamed for virtual participation, and followed up with a webinar in December 2013 to discuss next steps of the Urban Wildlife Refuge Initiative. Some highlights include:

**Standards of Excellence:** The seven draft Urban Standards of Excellence were trained on and discussed for further review. The Urban Implementation Team is currently working on the final draft of the standards that will be available for review in Spring 2014.

**Urban Audience Analysis:** The Branch of Human Dimensions is working with USGS, along with NC State University, to conduct focus groups, literature review, and case studies to further the understanding of urban audiences and how to reach them. Analysis is currently being conducted and will be available in 2014.

**8 Urban Wildlife Refuge Partnerships Recognized:** The 8 established urban wildlife refuge partnerships and partners were recognized at the Urban Academy, and shortly after two of the eight (Masonville Cove & New Haven) were dedicated. The other 6 will be dedicated in 2014, and a second round of partnerships will also be established.



URBAN WILDLIFE REFUGE PARTNERSHIPS AT  
2013 URBAN ACADEMY

USFWS

**Upcoming for the Urban Initiative:**

- Tools for Understanding Urban Audiences Webinar - February 2014
- Report on Urban Audience Analysis Findings - Spring 2014
- Designations of 6 established Urban Wildlife Refuge Partnerships - 2014
- New Urban Wildlife Refuge Partnerships - Summer 2014
- Finalizing Urban Standards of Excellence - 2014



# APPENDIX IV



## Valle De Oro National Wildlife Refuge

**OPEN HOUSE**

### "A Gift for Wildlife"

**Saturday December 14th:**

From 1-4pm join us at the Mountain View Community Center to help us create some great gifts for wildlife that live on the refuge and in your backyard!

**201 Prosperity Ave SE  
Albuquerque, NM**

For more information contact Refuge Manager at 248-6667 or [Jennifer\\_OwenWhite@fws.gov](mailto:Jennifer_OwenWhite@fws.gov)  
Check us out on Facebook and at:  
[http://www.fws.gov/refuge/valle\\_de\\_oro/](http://www.fws.gov/refuge/valle_de_oro/)






Come get to know YOUR Wildlife Refuge at our monthly open house events!

Graphic design work done by the Scholar for Refuge Events


## THE 17TH ANNUAL GREAT BACKYARD BIRD COUNT!

Saturday,  
February 15th  
9am-12pm



Valle de Oro NWR  
7851 2nd Street SW  
Albuquerque, NM

Hosted by Valle de Oro  
National Wildlife Refuge



Questions? Contact the Refuge Manager at 248-6667 or [Jennifer\\_OwenWhite@fws.gov](mailto:Jennifer_OwenWhite@fws.gov). Check us out on Facebook or [www.fws.gov/refuge/valle\\_de\\_oro/](http://www.fws.gov/refuge/valle_de_oro/)



# APPENDIX V



Scholar with other Trail Apprentices  
Partnership for National Trails System Conference  
November 2013-Tucson, AZ



Scholar at Valmont Bike Park  
Association of Pedestrian and Bicycle Professionals  
September 2013-Boulder, CO



Scholar with Nathan Caldwell of USFWS  
Transportation Research Board Annual Meeting  
January 2014-Washington D.C.

CONCURRENT SESSION 5A (Yucatan Room)	
<i>Alternative Modes (Sekreta Session)</i>	
Presiding – Natalie Villwock-Witte, Montana State Univ.	
10:30 Smart Growth and Affordable Housing Challenges – Matt Palm, UC Davis	
11:00 Pueblo of Laguna Bike and Pedestrian Planning and Design – Sharon Hausam, Tribal Planner	
11:30 Alternative Transportation Projects Taking Place on US NPS lands in New Mexico – Lucy Gent, Marisa Rodriguez-McGill, Valerie Hermanson, National Park Service	

Program from UNM 51st Paving and Transportation Conference  
January 2014-Albuquerque, NM



# APPENDIX VI

U.S. Fish & Wildlife Service

## Valle de Oro National Wildlife Refuge 2014 Photo Contest



### Highlight your local Refuge!

*Valle de Oro NWR invites employee, volunteer, Friends member, or family member photographers from all levels of expertise and age groups to enter 2014 Valle de Oro NWR Photo Contest.*

We are looking for striking images of Valle de Oro—on the ground, in the air, or any perspective. These images may show animal behavior, portraits of wildlife in natural habitat, plant life, or people interacting with nature.

### Eligibility Divisions

Employees – Full or part-time employees.

Employee Family Members – Any immediate member of an employee's family.

Friends and Volunteer Members.

### Categories

Photographers should choose the most appropriate category to enter each image in one of the following:

#### Wildlife/Plants

Images could include mammals, birds, other wildlife, anything on the refuge.

#### Landscapes

Images of landscape, habitat or generalized wildlife, such as a field of geese on the refuge.

#### People

Images of visitors enjoying the refuge, connecting people and nature, children, staff, volunteers, or even the farmers working the fields on the refuge.

Images will be judged on originality, technical excellence, composition, overall impact and artistic merit.

Deadline for submitting entries is **September 30, 2014.**

Prizes will be awarded by the Friends of Valle de Oro NWR. One Grand Prize will be awarded to the top photograph and three First Place prizes in each of the above categories. Winning images will be displayed as part of a travelling exhibit throughout Albuquerque.



*Grand Prize Winner of 2013 Contest.* / Marisa Rodriguez-McGill, USFWS

Second and Third Place designees will have their images highlighted on the Region 2 Home Page.

Entrants retain the right to use their photos for any other purpose.

Entrants must not infringe on the rights



# APPENDIX VII

## Finding refuge on an urban map

John Fleck / Journal Staff Writer



.....

**VALLE DE ORO NATIONAL WILDLIFE REFUGE** – Perched on the southern edge of New Mexico’s largest metropolitan area, Valle de Oro is not your typical wildlife refuge. One clue: the tractor working the alfalfa fields.

Legally, it’s a wildlife refuge, and with three-quarters of the property now under government ownership, the old Price’s Dairy property in Bernalillo County’s South Valley has taken some big early steps toward the transition from one of the county’s largest remaining farms to becoming what the U.S. Fish and Wildlife Service calls the Southwest’s first urban wildlife refuge. But the distinction – farm? wildlife refuge? – seems lost on the family of snowy egrets already living in the property’s central drainage canal.

The three big white birds put on a show of annoyance as I walked through the refuge one recent evening, dodging a summer rain shower. Kingbirds lined the top wire of the farm field fence, darting up to catch bugs one at a time before returning to wait patiently for their next snack.

From the 1920s to the 1990s, the land supported a dairy farm. Since then, the cows are gone, but production





of alfalfa and hay grass continues on nearly a square mile of green. As owners have subdivided valley land to make way for spreading suburbia, the old farm became one of the last big chunks of Rio Grande Valley open space in Bernalillo County.

“We’ve been always hopeful that something would protect this land,” said Ric Watson, a valley resident and founding member of the Friends of Valle de Oro. The organization was founded early, before the refuge even had a name or, more important, the funding needed to buy the land. It was part of a broad coalition that pushed for the refuge’s creation, with county government and even the local flood control authority joining the U.S. Department of the Interior.

“There was a friends group before there was a refuge,” said Jennifer Owen-White, who started work in May as the Valle de Oro’s first refuge manager.

Owen-White is the refuge’s only employee, which is why she was out Friday morning, with Watson’s help, putting up the refuge’s first signs. “Future Home of YOUR Valle de Oro National Wildlife Refuge,” say the temporary signs (one in English, one in Spanish) attached with zip ties to the chain-link fence on Second SW that makes up the refuge’s eastern boundary.

For now, it has none of the trappings of a traditional wildlife refuge – no visitor center or walking trails. For the next few years, it will remain a working farm while the Fish and Wildlife Service works with the community to develop long-range plans, Owen-White said. Purchase of the final piece of the property is expected next year. Initial work on restoration of wetlands on the site’s western side is likely a couple of years away.

While nothing’s been nailed down yet, back at the Fish and Wildlife Service offices Downtown, Owen-White and hydrologist Paul Tashjian showed me some fascinating old maps and historical photos suggesting what the property was like before nearly a century of farming.

At one point, probably in the late 1800s, the main river channel crossed the property, Tashjian said. That creates an opportunity, in collaboration with the Albuquerque Metropolitan Flood Control Authority, to re-create some of the saltgrass meadow that used to cover a third of the Rio Grande Valley floor, but now is almost completely gone.

The refuge isn’t officially open to the public yet, but local photographers and birdwatchers have found it, wandering the dirt roads that crisscross the property.

In late May, a rare bobolink was spotted in the fields, and by the end of June, 37 birdwatchers had found their way onto the refuge and filed reports with eBird, the Cornell University-Audubon Society Web-based bird-reporting service. In all, the birders have reported 123 species on the property. (Disclosure: My egrets have been duly reported.)

Next month, the refuge is holding an open house for charter members of the Friends of Valle de Oro. Then, on Sept. 28, the refuge is holding its first public open house. Running from 10 a.m. to 3 p.m., it includes a “collective visioning” session to get community ideas. (The Friends group is springing for lunch for people willing to commit to attend the whole thing. They’re asking for RSVPs so they can get a count: [info@newmexicooutdoorscoalition.org](mailto:info@newmexicooutdoorscoalition.org).)

Owen-White also hopes to launch scheduled tours soon. But in the meantime, if you want to go see it, give her a call at her Albuquerque office: 505-248-6667. Really. As I mentioned, as the refuge director she’s also its only employee, but she’s happy to give tours and told me she didn’t mind if I put her phone number in the newspaper.

*UpFront* is a daily front-page opinion column. Comment directly to John Fleck at 823-3916 or [jfleck@abqjournal.com](mailto:jfleck@abqjournal.com). Go to [www.abqjournal.com/letters/new](http://www.abqjournal.com/letters/new) to submit a letter to the editor.

# APPENDIX VIII

## New Mexico Federal Lands Access Program Application

### General Information:

The Programming Decisions Committee (PDC) of the New Mexico Access Program will review project applications and rank them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in the state of New Mexico and Federal regulations and guidelines.

It is important to note that the top ranked project is not guaranteed funding and the approved list of projects will be agreed upon by the PDC. Project approval resides with the PDC. The PDC will select a balanced program made up of some large projects with smaller projects used to maximize funding and address critical needs, large projects should be scalable. Access Program funds are eligible for design, construction, or reconstruction and are not intended for maintenance (chipseal, potholes, etc.) projects. Approximately \$14.4 million is available for construction of projects in 2017 - 2019.

Access Program projects require a non-federal match of 15%. By submission of an application you are acknowledging the match requirement and indicating that funds are available. If the project is selected you will be expected to enter into an agreement for the completion of project scoping by Central Federal Lands that will result in a more accurate project scope, schedule and budget. If the PDC and the applicant agree with the project scope and cost then an agreement for the project will be executed with the applicant agreeing to provide 15% of the project cost as non-federal match.

### Instructions:

Applications must be received by **January 10, 2014** to be considered.

1. All project applications must be submitted using the New Mexico Access Program Project Application form. Complete the project application to the best of your ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. For more detailed instructions on filling out this form, go here: <http://www.cflhd.gov/programs/flap/documents/FormInstructions.pdf>
2. Complete Project Application Signature Pages.
3. Email your completed application package to [cfl\\_planning@dot.gov](mailto:cfl_planning@dot.gov)

If you are considering this application for your project and would like assistance in completing this form, contact:

**Allen Grasmick, Program Coordinator**  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Ste 380B  
Lakewood, CO 80228  
Phone: 720-963-3664  
[allen.grasmick@dot.gov](mailto:allen.grasmick@dot.gov)

**Additional information on the Access Program is located at [www.cflhd.gov/programs/flap/nm](http://www.cflhd.gov/programs/flap/nm)**

### Checklist of Requirements for Certification

- ☒ Signed support page/letter from applicant and applicable Federal Land Management Agency (back pages)
- ☒ Verification in application that match requirements are met
- ☒ Project maps (include one identifying termini)
- ☒ Up to 5 photos of project location
- ☒ Video tour of project limits (optional but strongly encouraged), mailed in an electronic format
- ☒ Supplemental alternative transportation worksheet (alternative transportation projects only) [Link to form](#)



## New Mexico Federal Lands Access Program Application

### General Project Information:

Project Identification (fill out what is applicable):

Project Name: 2nd Street SW Complete Corridor	
Facility Name: 2nd Street SW	
Other (local) Facility Names/Designator (if any): Second Street, Second Street SW	
Agency with Jurisdiction (authority to control traffic): Bernalillo County	
Agency currently maintaining facility: Bernalillo County Public Works Division/Operations and Maintenance Dept.	
Functional Classification:	
<input type="checkbox"/> National Highway System <input checked="" type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road	
Termini (mileposts or landmarks):	
Begin: Salida Sandia Road	End: Woodward Road SE
Termini (latitude/longitude):	
Begin: 34° 58' 16.5811 N; 106° 40' 7.669 W	End: 35° 2' 58.0420 N; 106° 39' 24.1749 W
Project Length (miles): 5.5 miles	
Road Width, Existing: 24 ft (2 lanes); ROW width is 60 ft.	Road Width, Proposed: 36 ft (3 lanes=2 bidir + 1 cnt)
Posted speed limit of facility: 35 mph	Proposed Speed Limit: 35 mph
Project is designed to the following standard:	
<input checked="" type="checkbox"/> AASHTO <input type="checkbox"/> State <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> Federal Lands Highway (FLH)	

1. **Provide a brief summary of the project** (stay within space provided):

The 2nd Street SW Complete Corridor project focuses on improved and safe pedestrian, bicycle, and vehicular access to the newly designated, 570-acre Valle de Oro National Wildlife Refuge. 2nd Street SW is the Refuge's eastern boundary. Only seven (7) miles from downtown Albuquerque, Valle de Oro's designation in 2012 as the

2. **Description of project need: summarize the need for this project, what purpose does this project serve** (List physical and functional deficiencies, anticipated changes in road use, or known safety problems. Describe consequences and actions that will be taken if Access Program funding is not received).

In addition to land conservation, Valle de Oro's National Wildlife Refuge designation can catalyze improved health, safety, and economic conditions along the 2nd Street SW corridor. It also reinforces neighborhood requests for improving the road. See the context map in the separate .pdf file that accompanies this application. About 5,000 residents live in the Mountain View community north and south of the Refuge. A third of the community's residents live below the federal poverty line, higher than for the county as a whole. Residents are predominantly Hispanic (75%) and with a higher number of young people under age 18 (27%) than for the county as a whole. This traditionally agricultural community has become increasingly industrial in character and is regularly exposed to

3. **Description of the proposed work** (Provide a summary of the work required to complete this project):

The existing corridor design study prepared by the University of New Mexico in 2012 serves as a de facto Master Plan. Future design and engineering will be based on this study as well as on the forthcoming and necessary boundary and topographic survey. A new street surface, sidewalk, crosswalks and other pedestrian safety measures, ADA accessible infrastructure, landscaping, a multi-use trail, lighting, and amenities will be included in corridor improvements. Though not finalized, the roadway cross section within the 60 foot right-of-way will include a sidewalk on the west side of the street connecting residential neighborhoods with the Mountain View Elementary

## New Mexico Federal Lands Access Program Application

### 4. Key Items of work (check all that apply):

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> Paving  | <input checked="" type="checkbox"/> Road base or surface course | <input type="checkbox"/> Major concrete structures                |
| <input checked="" type="checkbox"/> Major culverts  | <input checked="" type="checkbox"/> Safety enhancements         | <input checked="" type="checkbox"/> Earthwork                     |
| <input type="checkbox"/> Bridges  | <input checked="" type="checkbox"/> Major drainage improvements | <input checked="" type="checkbox"/> Bicycle/pedestrian facilities |
| <input type="checkbox"/> Technical study  | <input type="checkbox"/> Roadside safety structures             | <input checked="" type="checkbox"/> Transit facilities            |
| <input checked="" type="checkbox"/> Other (specify): accommodation of Camino Real de Tierra Adentro design considerations |   |   |

Note: Applications that include alternative transportation elements (transit, bicycle, pedestrian, etc), please fill out the supplemental worksheet for alternative transportation, it can be found at: <http://www.cflhd.gov/programs/flap/documents/AlternativeTransportationWorksheet.pdf>

### 5. Right-of-Way Acquisition:

All ROW costs must be accounted for by the applicant, whether borne by the applicant or included as project cost. ROW acquired by the applicant will be detailed under the project cost estimate including in-kind estimates for match.

Is right-of-way acquisition required? ☒ Yes ☐ No ☐ Not Applicable If "no" then proceed to Utilities item

Classification of right-of-way required for project: ☐ Extensive (5 or more owners) ☒ Minor (1-5 owners)

How does the applicant plan to acquire and pay for right-of-way?

Until a boundary survey is prepared, it is assumed that some minor ROW acquisition may be necessary. ROW acquisition has been factored into our construction cost estimate that is attached to this application. If ROW needs to be acquired, then either Bernalillo County's non-federal match or local bond funding will be used for acquisition. Estimate how long will it take to acquire right-of-way? Describe the key issues and circumstances.

Depending on the amount of ROW needed, it could take approximately 12 months to conduct ROW due diligence, appraise and successfully negotiate ROW acquisitions. If negotiations get to litigation, it could take an additional two years before it is complete, but use of the land would be granted within 30-60 days of filing of a lawsuit.

### 6. Utilities: All utility relocation costs must be accounted for by the applicant, whether borne by the applicant or included as project cost. Utility relocation costs estimated by the applicant will be detailed under the project cost estimate including in-kind estimates for match.

Identify utilities in the roadway corridor.

At this time, Bernalillo County does not anticipate that any significant utility relocations will need to be done in order to accommodate the project. The project cost estimate does include a construction contingency in case some utilities need to be relocated. Known utilities in the roadway corridor include:

- 14 inch water line; treated effluent line

Would relocation be required? ☒ Yes ☐ No

How does the Cooperator plan to pay for utility relocation?

During the design process, Bernalillo County will evaluate the road vertical grades that may need to change, as such some utilities may need to be relocated due to insufficient cover from the top of the road. Those conflicts will be determined and the County will work with the Utility owner to relocate the utility in conflict. Any unknown utility relocations that emerge while construction is underway will be handled via a to-be-determined utility relocation

Estimate how long will it take to coordinate or relocate utilities? Describe the key issues and circumstances

Key utility relocations cannot be identified until a preliminary design for the project has been completed, which will require a topographic and boundary survey and some utility potholing at various locations. Utility relocations generally take place prior to the start of construction and take approximately six months depending on the extent

# New Mexico Federal Lands Access Program Application

## Criteria 1 – Access Mobility and Connectivity

### 1. What Federal Land Management Agencies (FLMA) are accessed by this project:

Name of FLMA	Site(s) or Major Destinations Accessed	Distance from Project (miles)	Annual Visitation Estimate
USFWS, incl. Urban Waters Partnership w	Valle de Oro NWR	0	200,000
National Park Service	El Camino Real de Tierra Adentro	0	unknown

### 2. Provide any available traffic data from recent counts or other documented sources:

	Current	20-Year Projection	Data Source
Average Daily Traffic (ADT)	3,600-8,200 (south to north)	12,800 - 33,800	MRCOG (2012)
Seasonal Average Daily Traffic	N/A	500+	USFWS
% of ADT as FLMA visitors/users	<1% %	4 %	

Note: If no data (i.e., counts) are available, please estimate range. (< 200, 200-500, 500-1000, > 1000 vehicles per day)

### 3. Describe how the project will provide access to high use FLMA recreational site(s):

For the first time, local residents and out-of-town visitors alike will have safe alternative transportation options for accessing the Refuge once 2nd Street SW corridor improvements are made. The multi-use trail and sidewalk will allow bicyclists and pedestrians to travel safely along 2nd Street SW and arrive safely at Valle de Oro. 2nd Street SW corridor improvements will also help Bernalillo County advocate with ABQ RIDE to extend Bus Route #51 further south to the Refuge, where space is being planned in the site's parking lot to accommodate a bus turn-around. This multi-use trail will also fill a gap in Albuquerque's trail system by including and connecting this area of the South Valley with the rest of the community and with local public transportation options to the north. The flat and wide multi-use trail will be conducive for families and school groups wishing to access the Refuge in ways other than passenger vehicles or school buses. Vehicular motorists will also have a safer and more visually

### 4. To what extent does the project improve or provide linkages to alternative modes? Explain in detail. Alternative mode improvements could include transit, bicycles, pedestrians, equestrians, park-and-rides, etc. Note: This will not apply to all projects.

This trail portion of this project will be the crucial link between Valle de Oro and the rest of Albuquerque. A multi-use trail on 2nd Street SW will create a viable non-motorized option that will connect to an existing east-west trail on Rio Bravo, which leads to the north-south Paseo del Bosque trail. The Paseo del Bosque trail leads to other trail or bike lane connections in Albuquerque and trip origins in Downtown, the University of New Mexico and Nob Hill neighborhoods, the Northeast Heights, the West Side, Corrales, Rio Rancho, and the North Valley. Our 2nd Street SW trail will provide a "last-mile connection" for bicyclists riding to Valle de Oro from these other parts of the City, or for those visitors who wish to use the ABQ RIDE Route #51 or the Rail Runner Commuter train (both of which can accommodate bicycles) to visit the Refuge. An improved 2nd Street SW roadway could also eventually help encourage ABQ RIDE to extend Route #51 southward to the Refuge. The project will improve safety for children, the elderly and those with mobility impairments since improved street crossings, protected trail and sidewalk, appropriate traffic calming, and ADA accessible infrastructure will be included.

**5. How will the project enhance the experience of visitors to the relative FLMA? (e.g.: enhanced way-finding, interpretation at vehicle pull-off, etc):**

The multi-use trail and sidewalk will reconnect pedestrian visitors with a historical and educational journey along El Camino Real de Tierra Adentro at a speed, literally 3-6 mph, which is much closer to how people historically travelled on horse and wagons along this route. Cyclists will travel at a higher speed in the 10 - 15 mph range. The trail will also be a landscaped transition into the Refuge that will promote existing native habitats and utilize inventive methods of water reclamation and recycling. The same concept of the Refuge recreating a historic bosque habitat and landscape within its boundaries can be continued in a linear format along 2nd Street SW landscaping. Traffic calming and rerouting of truck traffic on the roadway itself will contribute towards the experience. Further, the aesthetics of 2nd Street SW will be vastly improved by this project giving, and leaving, a more positive impression on visitors than exists today. Landscape and plant selection, hardscape and landscape materials and color tones, edge treatments, buffering, and interpretive signage about El Camino Real and the Mountain View community can cohesively contribute to and create a vicarious and modern trail experience.

**6. What is the anticipated usage for the alternative transportation system? Note: This may not apply to all projects. Applications specifically for alternative transportation facilities should attach the Alternative Transportation Worksheet, located here: [Link](#)**

This project will ensure safety for all travelers along 2nd Street SW regardless of transportation mode. It will give visitors and area residents transportation choices, promote healthy lifestyles and recreational opportunities, and will help reduce energy use and carbon emissions thereby improving air quality. Valle de Oro Management believes that if access to the Refuge involves safe, easy and affordable transportation choices, then more people will be able to visit and enjoy their experience and be return visitors.

The proposed multi-use trail will provide a new recreational opportunity for the citizens of Albuquerque, a safe route to school and around the neighborhood for Mountain View residents, and it will allow visitors to access the Refuge in ways that will not require a private vehicle. As an added benefit, residents that are currently isolated by the unsafe conditions on 2nd Street SW will have multi-modal access to neighborhood assets and employment centers in Albuquerque and beyond.

Currently only 0.2% of Mountain View residents use public transportation (compared to 2% for the area) ABQ RIDE Route #51 had 64,873 users in Fiscal Year 12 (ABQ RIDE, 2013). It is expected that these numbers will increase with the addition of a multi-use trail providing safe access to existing public transit and if Valle de Oro

**7. How will the project improve connectivity of the transportation network?**

The proposed multi-use trail will provide recreational opportunities for area residents, bicyclists, and pedestrians and be linked to the existing multi-use path on Rio Bravo, which leads to the nationally recognized Paseo del Bosque trail. The Paseo del Bosque trail is the heart of Albuquerque's trail network with connections further north, west, and east to the North Valley, West Side, Downtown, the University of New Mexico neighborhoods, Nob Hill, the Northeast Heights, and numerous neighborhoods within these communities. 2nd Street SW corridor improvements will improve links to public transportation facilities by creating a connection between the Refuge and two public transportation options, the ABQ RIDE's Route #51 and the Rail Runner commuter rail allowing visitors to reach the Refuge from downtown Albuquerque without the use of a private vehicle. Diverse mobility choices to reach Valle de Oro will encourage diverse visitorship and should result in increased visitation.

Our project map contains a layer of existing and proposed trails that will connect to 2nd Street SW and Valle de Oro.

Connectivity for vehicles will not necessarily increase with a redeveloped 2nd Street SW since connectivity already exists.



# New Mexico Federal Lands Access Program Application

## Criteria 2 - Economic Development:

### 1. Describe how the project supports economic development at the local, regional, or state level:

Across America, Wildlife Refuges generate more than \$32.2 billion each year in goods and services as well as millions of dollars from tourism. Refuges are highly attractive travel destinations and 77% of spending at Refuge's comes from non-local visitors. In 2011, spending by Refuge visitors generated \$343 million in local, county, state and federal tax revenue (USFWS Banking on Nature, 2013). The Mountain View neighborhood will have the opportunity to become a gateway community for Valle de Oro, which will lead to needed redevelopment, tourism money and new investment. The neighborhood can enhance their economic competitiveness by developing a locally-based economy that markets their natural assets, such as locally grown and harvested produce. Currently there are a few businesses in the neighborhood, for example, a small convenience store, a thrift store, an egg farm, a cattle dairy, and horse boarding facilities. This project can open the doors for more businesses, such as local food markets, greenhouses and bed and breakfasts to support Refuge-driven tourism and provide basic retail services for residents and visitors.

### 2. Describe any economic benefit for Federal Lands due to the project (e.g. renewable, non-renewable or recreational resources):

Bernalillo County and the USFWS believe that an improved 2nd Street SW corridor and safer mobility will result in more destination visitors to Valle de Oro, regardless of how they arrive, than if the corridor remains unimproved. The multi-use trail will add a layer of convenience, exercise, adventure, and experience to those visitors wishing to walk or ride to Valle de Oro. An improved corridor could also attract passer-by visitors by bicycle to the Refuge perhaps who are riding without the intention of stopping, but do so because of the attractive and functional facilities and amenities leading to the Refuge. The predominance of heavy industry along 2nd Street SW causes outsiders to perceive the Mountain View neighborhood as industrialized and polluted. The multi-use trail and landscaped buffer will improve the aesthetic appeal of the corridor, providing Refuge visitors with the viewscape that they would expect when arriving at a National Wildlife Refuge and bringing "pride of place" to the residents of this environmental justice area.

It must also be noted that Valle de Oro has six national-level connections with other agencies on national

## Criteria 3 - Safety:

### 1. Describe any known safety risks (e.g. crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulder widths, etc):

Currently there are extreme safety risks for pedestrians and cyclists using 2nd Street SW. The lack of sidewalks, street lights, and crosswalks as well as heavy truck traffic and high speeds create an unwelcoming environment that hinders access and mobility on foot or bike for Mountain View residents and visitors. In 2008, a six-year old was killed by a heavy truck while walking from his home to the Mountain View Community Center. In 2011, a fuel tanker crashed into a Mountain View home when the driver swerved to avoid another crash. Between 2006 and 2011, an average of 40 crashes a year occurred on 2nd Street SW. During this time period there were two fatalities and 48 injuries. Four of the crashes involved bicycles, including one fatality (MRCOG, 2013). Most

### 2. How will the project correct safety issues noted above? Describe the benefits of the project (ex: if available, include crash reduction factors or benefit/cost to support your answer):

All safety deficiencies will be understood by project planners and engineers. Corrections and improvements will be incorporated into the civil engineering design of 2nd Street SW construction plans to include separation and buffering between the southbound travel lane and the sidewalk on the west side of 2nd Street SW, and between the northbound travel lane and the multi-use trail and the adjacent railroad tracks on the east side of 2nd Street SW. Striping, signage, crosswalks, lighting, buffering, pedestrian refuge islands, traffic calming, and landscaping are the envisioned tools to achieve maximum safety. The county will consider the safest possible crosswalks for this corridor, such as Rectangular Rapid Flash Beacons (RRFB) and High-Intensity Activated Crosswalk Beacons (HAWK). Further, a "safety in numbers" view is held by project advocates since it is believed that 2nd Street SW corridor improvements will facilitate social cohesion in the Mountain View community by creating opportunities for people to meet and interact. More people out in the community will result in more pedestrian visibility and activity

## New Mexico Federal Lands Access Program Application

### 3. Describe how the project relates to the State Highway Safety Plan:

The New Mexico Comprehensive Transportation Safety Plan prepared in 2010 by the New Mexico Department of Transportation (NMDOT) addresses behaviors most attributed to crashes in the state including speeding, alcohol impaired driving, fatigued and distracted drivers, intersection conflicts, and lane departures. It also targets transportation safety of specific populations in the state such as Native Americans and youth. While traffic fatalities are largely trending downward in the state, the plan addresses remaining safety issues through both design and programmatic strategies. Some of these strategies to be used on 2nd Street SW include installing traffic calming countermeasures, incorporating multi-modal facilities, and improving intersection geometry and lighting.

### Criteria 4 - Condition:

#### 1. What is the current road condition (using standard pavement condition ratings, please identify the type of rating used)?

The Remaining Service Life (RSL) of pavement ranges from two (2) to 11 years for various segments of the 2nd Street SW corridor. The poorest pavement condition is adjacent to the Refuge from Sandia Salida Road to Desert Road, followed by the adjacent northward section to Shirk Road. Pavement north of Shirk Road is on the upper end of the RSL range. Bernalillo County wants to emphasize that any FLAP funding received is not viewed as the way to rehabilitate pavement or pay for road maintenance. The time has now arrived, after other transportation corridor improvements with higher traffic volumes have been completed elsewhere in Bernalillo County, for 2nd Street SW to be a County priority and receive funding for comprehensive redevelopment that serves multiple needs thanks to Valle de Oro and steadfast community advocacy.

#### 2. List structures and sufficiency ratings included in the project, if any:

National Bridge Inventory Structure #	Bridge Dimension Length x Width	Bridge Sufficiency Rating
So. Diversion Channel (#7110)	100.1 ft x 44.9 ft	96.6

#### 3. How would the proposed project affect maintenance and operating costs of the existing transportation network?

Reconstruction would reduce maintenance costs for the 2nd Street SW roadway since fresh pavement does not require short and medium-term attention. Roadway redevelopment “resets the clock” for maintenance and allows long-term asset preservation, which can save 50% of maintenance costs per facility, to begin (Bernalillo County Public Works Division/Operations and Maintenance Department, 2013). The addition of a sidewalk, trail, and other appurtenances that do not currently exist on 2nd Street SW will add approximately \$2,300/mile/year in maintenance costs for Bernalillo County, which is willing to absorb these costs pursuant to the letter of support provided by Bernalillo County Manager Tom Zdunek as part of this FLAP application.

## New Mexico Federal Lands Access Program Application

### Criteria 5 - Funding, Coordination and Cost:

#### 1. Project Cost Estimate

Fill in amount for appropriate scope items given the Central Federal Lands unit cost listed after each item. When applicable, unit cost is based on a two-lane road. Check all that apply. If detailed estimate exists for this project, use that instead of this form.

☒ A. Cost estimate attached

☐ B. Cost estimated using form below

☐ Bridge Replacement

Square Feet (SF) of Bridge: \_\_\_\_\_ x \$500/SF = \$ \_\_\_\_\_

☐ Pulverize and aggregate surfacing

Number of Miles: \_\_\_\_\_ x \$300k/mile = \$ \_\_\_\_\_

☐ 3R (i.e., Pulverize/Pave)

Number of Miles: \_\_\_\_\_ x \$750k/mile = \$ \_\_\_\_\_

☐ Light 4R (i.e., Regrade Road Template)

Number of Miles (gravel only): \_\_\_\_\_ x \$1.0M/mile = \$ \_\_\_\_\_

Number of Miles (asphalt): \_\_\_\_\_ x \$1.3Mk/mile = \$ \_\_\_\_\_

☐ Medium 4R (i.e., Widening, Minor Wall Work)

Number of Miles: \_\_\_\_\_ x \$2.0M/mile = \$ \_\_\_\_\_

☐ Heavy 4R (i.e., Major Widening, Major Wall Work)

Number of Miles: \_\_\_\_\_ x \$4.0M/mile = \$ \_\_\_\_\_

☐ Right of way ..... \$ \_\_\_\_\_

☐ Utilities ..... \$ \_\_\_\_\_

☐ Preliminary Engineering/Construction Engineering

Use 20% of the total cost unless more detailed information is available . . . \$ \_\_\_\_\_

☐ Other: \_\_\_\_\_

Unit: \_\_\_\_\_ x \$ \_\_\_\_\_ /unit = \$ \_\_\_\_\_

**C. Estimated Total Cost of Proposed Project:** \$ \_\_\_\_\_

**Funds requested from the Federal Lands Access Program:** \$ \_\_\_\_\_

## New Mexico Federal Lands Access Program Application

**3. What is the amount, source, and timing of project match (year(s) available):**

If the \$14.4 million is awarded to Bernalillo County, the non-federal 15% match would equal \$2,160,000. See attachment on Non-Federal Match Amounts and Sources and the Dec. 10, 2013 County Commission approval of matching funds

**4. Percentage of project funds leveraged (not from Access Program):** 7.5 %

**5. Describe any other funding contributions to project** (include cost sharing and in-kind donations, attach supporting documentation):

Regarding question #4 above, this percentage could be increased by an additional 29.7% if Bernalillo County's pending capital outlay requests (which total \$4.275 million) before the 2014 New Mexico State Legislature for 2nd Street SW are fully funded. The list below contains committed funding, all of which except the TAP funding, could be used as the non-federal match. Committed funds documentation is attached, along with a summary table that shows project cost estimate by segment, committed funding and source, and requested funding.

- Federal Transportation Alternatives Program (TAP) - \$810,000
- Bernalillo County General Obligation Bond - \$138,000
- New Mexico Legislative Capital Outlay - \$125,000
- Mountain View Neighborhood Association - \$16,000
- Total confirmed: \$1,089,000

$(\$1,089,000/\$14,400,000 = 7.5\%)$

**6. Who are the key partners in this project** (What role have these partners played on this project to date? Describe the support or opposition that this proposed project may receive from outside organizations or the public. Also, include State, and community coordination efforts completed to date.):

- USFWS
- Bernalillo County
- Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA)
- Bureau of Reclamation
- Mid Region Council of Governments
- New Mexico Department of Transportation
- Trust for Public Land
- New Mexico Congressional Delegation
- State of NM Legislature
- NPS/El Camino Real de Tierra Adentro
- Mountain View Neighborhood Association
- Mountain View Elementary School

**7. Describe how or why this project is consistent with FLMA plans or other applicable plans**(e.g., Forest Land Management Plan, US Fish and Wildlife Regional Transportation Plan, Regional Transportation Plan, etc):

2nd Street SW corridor improvements are included in the Mid-Region Council of Governments 2035 Metropolitan Transportation Plan and 2015-19 Transportation Improvement Program, Bernalillo County's 2012-18 Capital Improvement Plan, Bernalillo County's 2015-19 Infrastructure Capital Improvement Plan, Mountain View 2nd Street SW Corridor Design Study, the Mid-Region Council of Government's Transit Oriented Development Plan and Long-Range Bicycle Plan, and Bernalillo County's Pedestrian and Bicycle Action Plan. This project is consistent with the US Fish and Wildlife Regional Transportation Plan as it will provide a safe and secure sustainable transportation system to the Refuge that shall work to conserve and protect natural and cultural resources. The project also is consistent with the 2001 El Camino Real de Tierra Adentro National Historic Trail Comprehensive Management Plan and the guidelines for visitor use access, interpretation, and trail development improvements envisioned in that plan.



## New Mexico Federal Lands Access Program Application

### 8. Discuss the benefit(s) of the project. Please attach your analysis, this will be used to establish cost effectiveness:

In its current state, 2nd Street SW is extremely dangerous for pedestrians or bicyclists as documented in Bernalillo County Place Matters Team's Health Impact Assessment and the University of New Mexico's 2nd Street SW Corridor Design Study. The construction of a sidewalk and a multi-use trail will allow bicyclists and pedestrians to travel safely to reach the Valle de Oro National Wildlife Refuge. No longer will they have to walk or ride on uneven, dirt shoulders. This trail and sidewalk will also provide an intermodal opportunity by connecting with the city bus line and the commuter rail line, allowing visitors multiple options for accessing the Refuge. Health benefits will result in the form of increased physical activity and the abatement of pollution and noise due to replaced automobile trips. The multi-use trail is expected to attract new users and will contribute to higher visitation numbers at the Refuge. Locals and tourists alike using the trail will add significantly to the economy and may promote economic development throughout the neighborhood.

Additional supporting documentation from public health professionals on the concerns about the 2nd Street SW

### Criteria 6 - Natural and Cultural Resource Protection:

#### 1. Describe any environmental work or permitting that is completed on this project:

None has been performed to date specific to this 2nd Street SW project. A gross scale EIS was done for the Comprehensive Management Plan for the National Historic Trail which does not get into the detail of a specific project such as the 2nd Street SW Complete Corridor. Detailed cultural and environmental compliance and permitting work will be done prior to engineering design. The Valle de Oro National Wildlife Refuge has initiated an Environmental Assessment as a part of their NEPA process, establishing projected changes to the habitat and the potential effects of those changes on wildlife, especially endangered species. The Scoping process for the Environmental Assessment opened in December 2013 and two or three public meetings will be held in winter and spring 2014. A draft Environmental Assessment should be completed by the summer of 2014 and the entire process is slated to be completed by the end of calendar year 2014 for land within the Refuge. Bernalillo County will also be submitting an EPA Brownfield grant application in January 2014 in support of this FLAP application, which if awarded, could provide funding for required environmental work for 2nd Street SW.

#### 2. Identify any known natural or cultural resources associated with this project):

Negative Impact	Positive Impact	No Impact	Unknown Impact	Resource
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wetlands/Water Resources
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Threatened & Endangered Species
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sensitive Species
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other biological resources (fisheries, wildlife, species of concern, etc)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wild & Scenic River
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Non-attainment areas (air quality)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Historic & archaeological resources
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Native American areas/concerns
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wilderness or roadless areas
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parks & recreation areas/wildlife refuge (Section 4(f)/6(f))
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hazardous materials
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Air, noise, and/or visual impacts, list _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other, please explain _____ community conservation education to inspire stewardship; adjacency of El Camino Real

## New Mexico Federal Lands Access Program Application

### 3. Please describe how the project does the following:

#### a) Protects or restores natural, cultural and historic resources:

2nd Street SW is the congressionally designated route of the Camino Real de Tierra Adentro National Historic Trail. The creation of this multi-use trail will allow people to safely travel along and retrace the historic trade route by foot, the same way that the 17th and 18th century Native Americans, Spaniards, Mexicans and others made their way from Mexico City to Santa Fe. This will be an opportunity for the National Parks Service and the Bureau of Land Management, who co-administer this trail, to incorporate educational interpretation commemorating the history and culture of the Greater Albuquerque area.

The project will protect natural resources by facilitating alternative transportation access to the Refuge. With more people accessing the Refuge by foot, bike or public transportation, fewer private vehicles will be traveling along

#### b) Enhances wildlife connectivity and habitats:

The multi-use trail will be protected from automobile traffic on 2nd Street SW by a landscaped buffer, which will soften the harsh hardscape by introducing new organic material to the corridor. The buffer will have traffic calming effects by slowing vehicles and creating rhythm and visual interest along the street. The buffer can also be an opportunity to demonstrate the use of native plants in landscaping. Native landscaping will require minimal long-term maintenance and water. As a linear extension of the Refuge, the buffer will allow for flora and fauna interpretation along the multi-use path, where users will see birds, pollinators and other insects while simultaneously beautifying the 2nd Street SW corridor. It is possible that wildlife protection will occur with slower and more attentive drivers, the addition of crosswalks, and the traffic calming effects of the multi-use trail and landscape buffer.

#### c) Reduces pollution (noise, emissions, water, dust):

This project will diversify travel modes along 2nd Street SW by increasing transportation options and allowing more types of users to safely use the corridor. In turn, this will reduce the number of automobiles using 2nd Street SW. This decrease in car emissions will contribute to lower carbon monoxide emissions and will reduce the parking demand at the Refuge. The Refuge will be able to design for less parking when creating the site plan. A slower posted travelling speed throughout the corridor to 35 mph, and possibly down to 30 mph adjacent to the Refuge, will be proposed which will reduce noise and emissions. The native-plant landscaped buffer separating the multi-use trail from automobile traffic on 2nd Street SW may reduce pollution in a variety of ways, such as visually screening the adjacent industrial zone, attenuating noise, filtering particulates and other pollutants, and contributing to an expected improvement in the air quality in the Mountain View Neighborhood. Bernalillo County will also be working with NMDOT Railroad Bureau to install Quiet Railroad Crossings at Desert and Prosperity SW, which will be integrated with 2nd Street SW improvements. Quiet railroad crossings require additional safety measures be installed to allow trains not to blow their horns when passing through a residential or sensitive area.

Regarding storm water quality, Best Management Practices will be incorporated into the roadway so that storm drainage flows can be conveyed to Valle de Oro, where they will be incorporated with groundwater to create riparian habitat in the Refuge. Storm waters will be cleansed by passing through the Refuge before exiting into the adjacent Rio Grande. Valle de Oro biologists and civil engineers from the local flood control authority (AMAFCA) are collaborating to achieve this strategy through site design.

## New Mexico Federal Lands Access Program Application

*Project endorsement can be printed, signed and submitted as separate PDF, or signed electronically.*

### Project Endorsement - Agency with Title or Maintenance Responsibility

By signing this sponsorship form, the agency representative certifies that the projects provides access to, is adjacent to, or are located within a Federal recreational site or Federal economic generator. The signatory also certifies that maintenance funding will be provided for a period not less than 20 years.

1. Agency submitting application: Bernalillo County
2. Name of authorized agency official: Tom Zdunek
3. Title: County Manager
4. Signature: \_\_\_\_\_
5. Date: January 3, 2014
6. Email: tzdunek@bernco.gov
7. Telephone: 505-468-7000
8. Comments on proposed project (letter of support allowed, please attach):  
See attached letter of commitment and support.

## Questions from Alternative Transportation Supplemental Form

**1. Describe the length, width, and surface type for the bicycle and/or pedestrian infrastructure:**

The multi-use trail will stretch for 5.5 miles from Woodward Road south to Salida Sandia on 2<sup>nd</sup> Street SW. The trail shall be at least 10 feet wide (the minimum width recommended by AASHTO) so that it may facilitate the intended use of group travel. The trail shall be a hard surface; possibly asphalt, recycled material, or resin-based stabilized material. The sidewalk is expected to be standard concrete.

**2. How many non-motorized (bike, pedestrian, equestrian, etc. users currently access the FLMA unit(s):**

Valle de Oro National Wildlife Refuge is in the final stage of land acquisition and not yet open so there is no data on non-motorized users at this time. The Paseo del Bosque is a similar multi-use trail in Albuquerque. That trail had 694 cyclists on an average weekday and 856 cyclists on an average weekend in September 2012. These counts were taken in September because it is a good time to get data that is most representative of the entire year (*MRCOG, 2013*).

**3. How many bicycle or pedestrian users will access the FLMA unit(s):**

Valle de Oro National Wildlife Refuge is the Southwest's first Urban Wildlife Refuge and is an affiliate of 6 national-level programs, such as the EPA's Urban Waters Initiative and the FHWA's Albuquerque Climate Change Scenario Planning Pilot. The Refuge has a lot of momentum behind it and expects high visitation, therefore it is imperative that this alternative transportation system is in place when the Refuge formally welcomes visitors. Bernalillo County expects to work with Valle de Oro to track how visitors arrive at the Refuge. Non-vehicular arrivals can be counted and their numbers will be incorporated into other trail user counting efforts currently underway throughout Albuquerque. Incorporation of national historic trail guidelines is also expected to result in greater interest in and use of the trail as a way to access the Refuge.

**4. Describe any marketing, wayfinding, or other information that will be disseminated to promote the usage of the facility:**

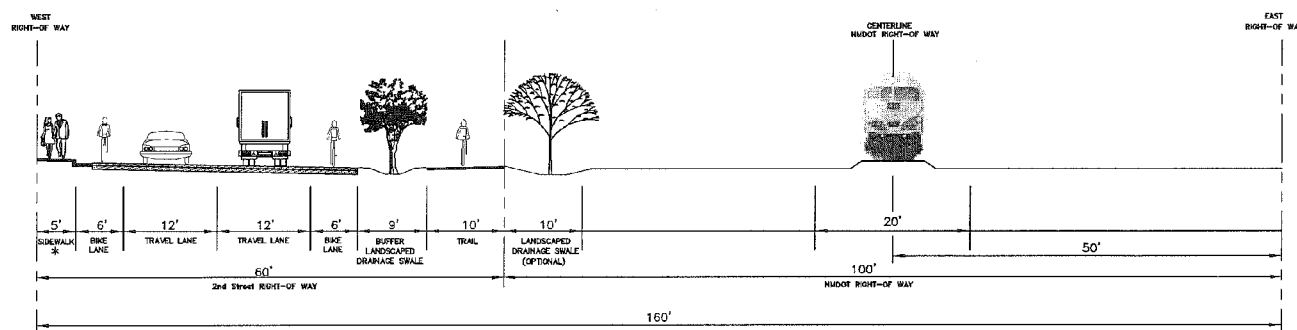
The multi-use trail will include directional and interpretive signage relating to environmental and cultural education. Such signage, however, is not yet part of the cost estimate for this project. The trail will be included in the city bicycle map and is expected to become popular with the tens of thousands of recreational cyclists in Albuquerque. It is expected that Valle de Oro Management, Bernalillo County, and other cultural and recreational groups that promote history, the outdoors, and active living will join forces to market the Refuge and a new, safe, and interesting route with multiple modes to



arrive at the Refuge. Social media, print material, and on-line information will all be extensively used.

## 5. Describe how the project connects to existing facilities:

The project will create connectivity between existing facilities in the Mountain View Community. There will be safe walking and biking connections between the Refuge, the Mountain View Elementary School and the Mountain View Community Center. The trail will connect to the ABQ RIDE Route # 51 and the Rail Runner stop which will link the Refuge and the neighborhood to downtown Albuquerque. The multi-use trail will also safely connect with the Paseo del Bosque trail where 2<sup>nd</sup> Street SW and the South Diversion Channel intersect, and to the Rio Bravo trail. Both of these existing trails will link the Refuge to other trail and bike lane connections further north, west, and east throughout the City of Albuquerque and toward Corrales and Rio Rancho.



\* SIDEWALK INSTALLED BETWEEN CLARK RD. AND PROSPERITY AVE.

CONCEPTUAL  
2nd Street S.W.

Bidder Name \_\_\_\_\_

*This November 2013 cost estimate prepared by the Technical Services Department of Bernalillo County Public Works does not yet include interpretive signage or lighting. However, some of the healthy construction contingencies in this estimate could be assigned to these needs. One cost-effective lighting strategy that will be pursued is with the Public Service Company of New Mexico, who has a street and site lighting program for local governments that provides wire (within reasonable distance of a transformer) and a standard cobra-head light fixture and street light pole in exchange for receiving (and paying for) monthly electric service for twenty years.*

#### UNIT PRICE BID

Bid Item	Item Number	Description	Unit	Quantity	Road Construction	
					Engineering Estimate	
					Unit Price	Total
1	201000	Clearing and Grubbing, including Tree Removal up to 2-inch diameter	Acre	11.00	\$1,200.00	\$2,639.37
2	201XX1	Remove and Dispose Tree including Root Ball, 2-inch to 6-inch diameter	EA	100.00	\$50.00	\$5,000.00
3	201XX2	Remove and Dispose tree, including Root Ball, over 6-inch diameter, Added Cost for Each Additional inch Diameter over 6-inch.	IN	100.00	\$10.00	\$200.00
4	203000	Unclassified Excavation	C.Y.	5,000.00	\$7.40	\$7,400.00
5	203100	Borrow	C.Y.	18,645.00	\$15.50	\$57,799.51
6	206000	Unsuitable Material Excavation	C.Y.	5,400.00	\$22.00	\$118,800.00
7	207000	Subgrade Preparation, 6-inch	S.Y.	57,244.44	\$1.20	\$68,693.33
8	208000	Linear Grading	L.F.	43,200.00	\$0.70	\$30,240.00
9	304140	Base Course 4-inch depth	S.Y.	28,800.00	\$3.50	
10	304160	Base Course, 6-inch depth	S.Y.	58,277.78	\$5.30	\$308,872.22
11	407100	Tack Coat	S.Y.	63,333.33	\$0.25	\$15,833.33
12	408100	Prime Coat	S.Y.	66,311.11	\$0.30	\$19,893.33
13	414XXX	Pulverize Existing Pavement, up to 6" Thick, Recompact for sub-base	S.Y.	34,811.11	\$1.00	\$34,811.11
14	414115	Cold Milling(asphalt) 1.5-inch, to be used onsite	S.Y.	44,666.67	\$1.50	\$67,000.00
15	423XX2	COA SP-IV, 2.5-inch Thick, Machine Laydown, Material and Placement, CIP	S.Y.	24,000.00	\$13.50	
16	423XX3	COA SP-III, 2.5-inch Thick, Machine Laydown, Material and Placement, CIP	S.Y.	63,333.33	\$13.00	\$823,333.33

#### Trail Construction

\$10,557.46

\$4,000.00

\$800.00

\$29,600.00

\$231,198.06

\$34,560.00

\$100,800.00

\$7,200.00

\$324,000.00

2nd Street SW (Rio Bravo to Salida Sandia Road) - SOUTH

4-3-B

Bidder Name \_\_\_\_\_

Bid Item	Item Number	Description	Unit	Quantity	Engineering Estimate	
					Unit Price	Total
17	423XX4	COA SP-III, 2-inch Thick, Machine Laydown, Material and Placement, CIP	S.Y.	47,288.89	\$10.50	\$496,533.33
18	423XX5	COA SP-III, 2-inch Thick, Patching, without Machine Laydown, CIP	S.Y.	23,555.55	\$18.00	\$423,999.96
19	423XX6	COA SP-III, 3-inch Thick, Patching, without Machine Laydown, CIP	S.Y.	37,333.33	\$15.00	\$560,000.00
20	540000	Concrete Bridge Extension	LS	1.00	\$600,000.00	\$300,000.00
21	540XXX	Reinforced Concrete Box Culvert	CY	40.00	\$800.00	\$16,000.00
22	570036	36-inch CMP Culvert, Gage 14	L.F.	100.00	\$92.00	\$4,600.00
23	570042	42-inch CMP Culvert, Gage 14	L.F.	100.00	\$101.00	\$5,050.00
24	570048	48-inch CMP Culvert, Gage 14	L.F.	100.00	\$116.00	\$5,800.00
25	570XX1	Saw Cut Existing CMP Culverts, All Sizes	EA	20.00	\$415.00	\$4,150.00
26	570XX4	Removal and Disposal of Existing CMP, All Sizes, 6-feet or less depth	L.F.	100.00	\$25.00	\$1,250.00
27	601000	Remove Existing Concrete Structure	LS	1.00	\$10,000.00	\$5,000.00
28	602000	Riprap Class A, 12-inch Thick	C.Y.	50.00	\$225.00	\$11,250.00
29	602060	Riprap Class G, 12-inch Thick	C.Y.	50.00	\$150.00	\$7,500.00
30	603280	NPDES Storm Water Permitting & SWPPP	Lump Sum	1.00	\$10,000.00	\$5,000.00
31	606000	Metal Barrier W-beam	L.F.	1,000.00	\$20.00	\$10,000.00
32	606532	Concrete Wall Barrier 42"	L.F.	500.00	\$100.00	\$25,000.00
33	606XX1	Remove and Dispose Existing Guard Rail	L.F.	1,000.00	\$2.00	\$1,000.00
34	606110	Metal Barrier End Treatment (ANCHRG), Type 2 (37.5'), ET-Plus	EA	20.00	\$2,100.00	\$21,000.00
35	607199	Remove and Rebuild Chain Link Fence 4-feet Tall	L.F.	500.00	\$10.00	\$5,000.00
36	608004	Concrete Side Walk 4-inch Thick	SY	8,000.00	\$35.00	\$280,000.00
37	609500	Standard Curb and Gutter	LF	12,000.00	\$20.00	\$240,000.00
38	618000	Traffic Control Management	Lump Sum	1.00	\$50,000.00	\$25,000.00
39	618XXX	Flagmen, 2, for flagging operation for traffic control set up, including two-way communication devices and signs for flagging operation complete per MUTCD.	DAY	60.00	\$490.00	\$29,400.00

\$300,000.00

\$16,000.00

\$4,600.00

\$5,050.00

\$5,800.00

\$4,150.00

\$1,250.00

\$5,000.00

\$5,000.00

\$10,000.00

\$25,000.00

\$1,000.00

\$21,000.00

\$25,000.00

Bidder Name \_\_\_\_\_

Bid Item	Item Number	Description	Unit	Quantity	Engineering Estimate	
					Unit Price	Total
40	618XX2	Signal & Crosswalk, CIP	Lump Sum	1.00	\$1,000,000.00	\$100,000.00
41	632000	Class A Seeding	Acre	5.00	\$2,000.00	\$5,000.00
42	632100	Steep Slope Seeding	Acre	5.00	\$7,000.00	\$17,500.00
43	63XXX	Landscaping	LS	1.00	\$1,000,000.00	\$500,000.00
44	662400	Manhole Adjustment to Grade	EA	30.00	\$800.00	\$24,000.00
45	665855	Water Valve adjustment to Grade	EA	30.00	\$780.00	\$23,400.00
46	667110	Remove and Relocate Existing Mail Box	EA	50.00	\$115.00	\$5,750.00
47	701000	Panel Signs	S.F.	500.00	\$11.00	\$2,750.00
48	701031	Remove and Reset Traffic Signs	EA	100.00	\$100.00	\$5,000.00
49	701100	10-foot Tall Steel Posts and Base posts for Panel	EA	100.00	\$95.00	\$4,750.00
50	701XXX	Project Construction Signs	EA	2.00	\$600.00	\$600.00
51	704700	Hot Thermoplastic Pavement Markings	LF	86,400.00	\$0.50	\$43,200.00
52	801000	Construction Staking by Contractor	Crew-Hour	500.00	\$112.00	\$28,000.00
<b>Subtotal of Base Bid Items 1-52</b>					\$4,703,598.84	\$1,835,165.52
Utility Relocation Allowance					\$100,000	\$100,000.00
COA Air Quality Permit Allowance					\$10,000	\$10,000.00
Construction Contingency (20%)					\$962,720	\$389,033.10
<b>Total Construction Cost</b>					<b>\$5,776,319</b>	<b>\$2,334,198.62</b>
<b>New Mexico Gross Receipt Tax (NMGR)@6.0625 %</b>					\$350,189	\$141,510.79
<b>Total Construction Cost + NMGR</b>					<b>\$6,126,508</b>	<b>\$2,475,709.41</b>
Design Review and Construcion Permit Fees					\$306,325	\$123,785.47
Engineering Design Fee					\$918,976	\$371,356.41
ROW Acquisition					\$612,651	\$247,570.94
Enviromental Clearance					\$306,325	\$123,785.47
<b>Total Project Cost</b>					<b>\$8,270,785.70</b>	<b>\$3,342,207.70</b>

2nd Street SW (Rio Bravo to Salida Sandia Road) - SOUTH

4-3-B



## 2<sup>nd</sup> Street SW Complete Corridor Non-Federal Match Amounts and Sources

Non-Federal Match Amount	Non-Federal Match Source	Non-Federal Match Timing
\$125,000	State of New Mexico Capital Outlay for 2 <sup>nd</sup> /Rio Bravo intersection - 2013	Available early 2014
\$138,000	2012 Bernalillo County General Obligation Bond	Available now; Amount was used as local match for 2 <sup>nd</sup> Street SW trail development from the 2014-18 federal Transportation Improvement Program administered by our local Metropolitan Planning Organization
\$2,875,000*	2014 State of NM Legislative Capital Outlay request for 2 <sup>nd</sup> Street SW/Rio Bravo Intersection	Capital Outlay bill to be signed by Governor in April 2014; Funds would be available early 2015 if appropriated by NM Legislature
\$1,400,000*	2014 State of NM Legislative Capital Outlay request for 2 <sup>nd</sup> Street Roadway improvements	Capital Outlay bill to be signed by Governor in April 2014; Funds would be available early 2015 if appropriated by NM Legislature
\$632,333**	2014 Bernalillo County General Obligation Bond	General Obligation bond question in November 2014 and upon voter approval, funds available Spring 2015
\$632,333**	2016 Bernalillo County General Obligation Bond	General Obligation bond question in November 2016 and upon voter approval, funds available Spring 2017
\$632,333**	2018 Bernalillo County General Obligation Bond	General Obligation bond question in November 2018 and upon voter approval, funds available Spring 2019

*\*Amount awarded by State of NM Legislature could be less than what has been requested.*

*\*\*Since the non-federal match can include State of New Mexico capital outlay funding appropriated for 2<sup>nd</sup> Street SW, Bernalillo County will strive to secure capital outlay funding in 2014 and in subsequent years until the required match is achieved. If capital outlay funding for the requisite amount isn't secured from the State of New Mexico, then Bernalillo County will rely on local general obligation bond funding that will appear on the general election ballots in November 2014, November 2016, and November 2018. All of the above will be affected by the amount of the FLAP award and the resulting 15% non-federal match.*



## Mid-Region Council of Governments

Philip Gasteyer  
Chair, Board of Directors  
Mayor, Village of Corrales

January 5, 2014

Dewey V. Cave  
Executive Director

### MEMBER GOVERNMENTS

City of Albuquerque  
Albuquerque Public Schools  
Albuquerque Metropolitan  
Arroyo Flood Control  
Authority  
City of Belen  
Bernalillo County  
Town of Bernalillo  
Village of Bosque Farms  
Village of Corrales  
Village of Cuba  
Town of Edgewood  
Village of Encino  
Town of Estancia  
Village of Jemez Springs  
Village of Los Lunas  
Los Lunas Schools  
Village of Los Ranchos  
de Albuquerque  
Middle Rio Grande  
Conservancy District  
City of Moriarty  
Town of Mountainair  
Town of Peralta  
City of Rio Rancho  
Rio Rancho Public Schools  
Sandoval County  
Southern Sandoval  
County Arroyo Flood  
Control Authority  
Village of Tijeras  
Torrance County  
Valencia County  
Village of Willard

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

I am writing this letter of support on behalf of Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County (NM) is the eastern boundary of and adjacent to the Valle de Oro Wildlife Refuge. The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012.

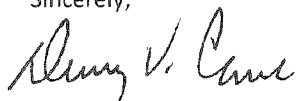
2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and the Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is also necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

809 Copper Ave. NW, Albuquerque, NM 87102  
Phone: (505) 247-1750 Fax (505) 247-1753 Web: [www.mrcog-nm.gov](http://www.mrcog-nm.gov)

Thank you for considering Bernalillo County's funding request. If you have any questions about the Mountain View community and its blossoming relationship with Valle de Oro, please contact me at 505-724-3624.

Sincerely,

A handwritten signature in black ink, appearing to read "Dewey V. Cave". The signature is fluid and cursive, with the first name "Dewey" being more prominent.

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

January 5, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

I am writing this letter of support on behalf of Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County (NM) is the eastern boundary of and adjacent to the Valle de Oro Wildlife Refuge. The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012.

2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and the Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is also necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

Thank you for considering Bernalillo County's funding request. If you have any questions about the Mountain View community and it's blossoming relationship with Valle de Oro, please contact me at 505-235-1024.

Sincerely,



Austin Wetsch  
President  
Bike ABQ





# ***South Valley Civitan Club***

January 5, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

The South Valley Civitan Club writes this letter of support on behalf of the Bernalillo County, NM, "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County is the eastern boundary of and adjacent to the Valle de Oro National Wildlife Refuge. The Department of Interior designated Valle de Oro as the southwest region's first Urban Wildlife Refuge in 2012.

2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

Thank you for considering Bernalillo County's funding request. If you have any questions about the South Valley Civitan Club, our community efforts and support for this project, and our blossoming relationship with Valle de Oro, please contact me at 505-452-0585.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carol Kline".

Carol Kline, Co- President  
South Valley Civitan Club  
225 Sunnyslope St SW  
Albuquerque, NM 87105

January 5, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

The Mountain View Neighborhood Association writes this letter of support on behalf of the Bernalillo County, NM, "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County is the eastern boundary of and adjacent to the Valle de Oro National Wildlife Refuge. The Department of Interior designated Valle de Oro as the southwest region's first Urban Wildlife Refuge in 2012.

2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

Thank you for considering Bernalillo County's funding request. If you have any questions about the Mountain View Community, the neighborhood support for this project, and its blossoming relationship with Valle de Oro, please contact me at 505-235-9988.

Sincerely,



Ric Watson, Director  
Mountain View Neighborhood Association  
PO Box 19081  
Albuquerque, NM 87119-9081



## ALBUQUERQUE PUBLIC SCHOOLS EDUCATION FOUNDATION

January 8, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

As the principal of Mountain View Elementary School, I am writing this letter of support on behalf of Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County (NM) is the eastern boundary of and adjacent to the Valle de Oro Wildlife Refuge. The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012.

2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and the Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is also necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

Thank you for considering Bernalillo County's funding request.

Sincerely,

Sara C. Carrillo

Principal, Mountain View Elementary School



January 5, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

I am writing this letter of support for Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County (NM) is the eastern boundary of and adjacent to the Valle de Oro Wildlife Refuge – a project that we at The Trust for Public Land have been working on for the past 3 years. The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012.

2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and the Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is also necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

Thank you for considering Bernalillo County's funding request. Please feel free to contact me if I can provide any further information.

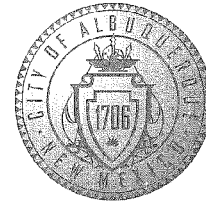
Sincerely,

Greg Hiner  
Senior Project Manager



# CITY OF ALBUQUERQUE

*Parks and Recreation Department*



January 8, 2014

Mr. Allen Grasmick, Program Coordinator  
Federal Lands Access Program (FLAP)  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:


The City of Albuquerque Parks and Recreation Department is pleased to write this letter of support on behalf of Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you this month for the Federal Lands Access Program. We understand that this grant is available to local governments who wish to improve access to federal lands, which in this case, would be 2<sup>nd</sup> Street SW, which is the only way to reach the new Valle de Oro National Wildlife Refuge.

The City of Albuquerque understands that Bernalillo County proposes to include a 10' wide, multi-use trail from Valle de Oro northward, that would connect with the existing trail on Rio Bravo SW. This Rio Bravo SW trail is a short distance to, and connects with, the Paseo del Bosque Trail. The Paseo del Bosque Trail is extremely popular with many trail users and provides non-motorized connections to the West Side, North Valley, Downtown, Northeast Heights, and numerous neighborhoods within these communities. It is truly the spine of our trail network.

Once it is open to the public, Valle de Oro will be a significant addition to the recreational and quality of life landscape in Albuquerque. It will be a major destination and a facility that addresses the safety concerns that currently exist on this roadway. The addition of a multi-use trail leading to and from the refuge to the rest of the community will be welcomed, and will add to the trail linkages and connectivity that planners are trying to achieve. The proximity of this future trail to the Rail Runner station at 2<sup>nd</sup> and Rio Bravo SW adds another layer of mobility to reach the refuge where bicycling and public transit can be combined.

Thank you for considering Bernalillo County's funding request. Awarding this grant to Bernalillo County and having them design and construct a safe multi-use trail will definitely improve the Albuquerque trail network.

Sincerely,

  
Barbara Baca, Director  
Parks and Recreation Department

*Albuquerque - Making History 1706-2006*

# CONGRESS OF THE UNITED STATES

DELEGATION OFFICE  
STATE OF NEW MEXICO  
HART SENATE OFFICE BUILDING  
WASHINGTON, D.C. 20510  
(202) 631-2322

January 9, 2014

The Honorable Victor Mendez  
Administrator  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Mendez:

We are writing in support of an application by Bernalillo County, New Mexico for the “2<sup>nd</sup> Street SW Complete Corridor.” This project is seeking \$14.4 million from the Federal Lands Access Program (FLAP) created in the recent MAP-21 legislation, in addition to the appropriate amount of non-federal matching funds required for New Mexico.

The project would increase public access to the Valle de Oro National Wildlife Refuge (NWR) by constructing safe corridors for pedestrians and bicyclists, and potentially public transit users, alongside of the existing 2<sup>nd</sup> Street SW. The street currently carries considerable heavy truck and vehicular traffic and is adjacent to a railroad line. The project would therefore improve safety for both motorists and non-motorists alike. Running parallel to the Rio Grande, 2<sup>nd</sup> Street SW is the only route to access the national wildlife refuge from metropolitan Albuquerque, the closest residential neighborhoods, and other points from the north.

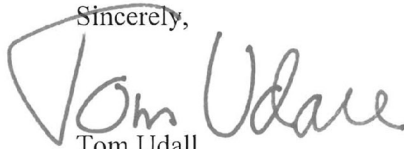
We are pleased to support projects that would benefit this part of Albuquerque and the Valle de Oro NWR. The refuge is a unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of the city that is unfortunately stigmatized by undesirable land uses.

The project continues the aligned momentum of multi-party contributions and funding leverage toward land acquisition, infrastructure improvements to support the refuge, and future efforts to plan and construct improvements within the refuge boundaries. The future success of Valle de Oro NWR depends a great deal on an improved 2<sup>nd</sup> Street SW corridor.

The improvement of transportation access to the refuge through the provision of sidewalks and safety enhancements along 2<sup>nd</sup> Street SW, for all modes of transportation, will aid these efforts. The local Mountain View community has eagerly supported the refuge and seeks the necessary means to safely access it.

We fully support Bernalillo County's application, and we ask that you give it your thorough consideration within your agency's guidelines.

Sincerely,



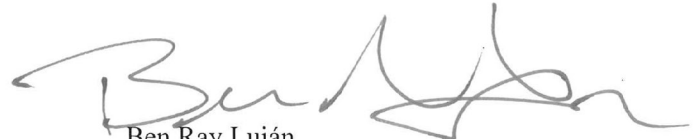
Tom Udall  
United States Senator



Martin Heinrich  
United States Senator



Stevan Pearce  
United States Representative



Ben Ray Luján  
United States Representative



Michelle Lujan Grisham  
United States Representative



United States Department of the  
Interior

NATIONAL PARK SERVICE  
National Trails Intermountain Region  
P.O. Box 728  
Santa Fe, New Mexico 87504-0728

January 9, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

I am writing this letter of support on behalf of Bernalillo County's "2nd Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. This route (2nd Street SW) in the South Valley of Bernalillo County (NM) forms the eastern boundary of Valle de Oro Wildlife Refuge as well as being the congressionally designated route of El Camino Real de Tierra Adentro National Historic Trail. In addition, 2nd Street SW is the only road access to the refuge from the north. Under the Department of the Interior and the requirements of the National Trails System Act, our office jointly administers this national historic trail along with the Bureau of Land Management. The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012.

Interest and concern associated with the historic El Camino Real, which runs through the refuge, contributed to the establishment of this refuge. El Camino Real de Tierra Adentro National Historic Trail was designated by Congress in 2000 under authorities of the National Trails System Act to promote the development of retracement trail following its historic route as well as the preservation of the trail's historic sites and segments. Portions of 2nd Street retain a rural character evocative of its historic use. We look forward to working with the refuge and county to help preserve, interpret, and restore, if possible, this rural character. We also look forward, through this project, to providing opportunity for a developed segment of historic route retracement and its interpretation for the public.

Our office looks forward to working with Bernalillo County to explore how this proposed project may improve the entire cross-section of 2nd Street to establish defined areas for pedestrians and vehicles, while at the same time preserving the historic road character and evocative experience of the national historic trail along 2nd Street. An improved corridor is necessary for Valle de Oro to attract residents and visitors to the refuge and national

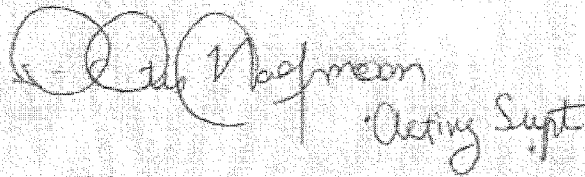


historic trail, not only from a safety perspective, but also through improved aesthetics and functions. The National Park Service, Bernalillo County, and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge and the national historic trail not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

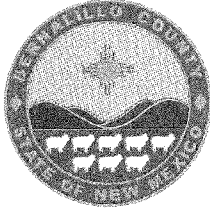
Valle de Oro is a remarkable project that coalesced in 2011-13, with various public agencies becoming involved because of the unique convergence of interest in the property. It offers possibilities for environmental education, outdoor recreation, open space preservation, historic appreciation (because El Camino Real goes through the property), and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by the appropriate development and interpretation of the national historic trail and an improved corridor that serves the refuge, national historic trail, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

Thank you for considering Bernalillo County's funding request. If you have any questions about El Camino Real de Tierra Adentro National Historic Trail and its relationship with Valle de Oro and 2nd Street, please contact me at 505 988-6736.

Sincerely,

A handwritten signature in dark ink, appearing to read "Aaron Mahr". To the right of the signature, the words "Acting Supt" are written in a cursive script.

Aaron Mahr  
Superintendent



*County of Bernalillo*  
*State of New Mexico*

*County Manager's Office*  
*One Civic Plaza, NW, 10<sup>th</sup> Floor, Suite 10111*  
*Albuquerque, New Mexico 87102*  
*Office: (505) 468-7000*  
*[www.bernco.gov/county-managers-office/](http://www.bernco.gov/county-managers-office/)*

January 5, 2014

COMMISSIONERS

Maggie Hart Stebbins, Chair  
District 3

Debbie O'Malley, Vice Chair  
District 1

Art De La Cruz, Member  
District 2

Lonnie C. Talbert, Member  
District 4

Wayne A. Johnson, Member  
District 5

COUNTY MANAGER

Tom Zdunek

ELECTED OFFICIALS

Tanya R. Giddings  
Assessor

Maggie Toulouse Oliver  
Clerk

Willow Misty Parks  
Probate Judge

Dan Houston  
Sheriff

Manny Ortiz  
Treasurer

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:


I am pleased to write this letter of support for Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" Federal Lands Access Program grant application. This application seeks capital funds for essential infrastructure and safety improvements that are needed on 2<sup>nd</sup> Street SW to access the recently established Valle de Oro National Wildlife Refuge. 2<sup>nd</sup> Street SW is adjacent to the Refuge's eastern boundary and is the only route to access the property. Since 2011, Bernalillo County has been pleased to play an integral role in securing necessary funding and catalyzing related actions toward Valle de Oro land acquisition and development. The County's submittal of this grant application continues its unwavering commitment to the Refuge and to improving related facilities for the public.

Improvements to 2<sup>nd</sup> Street SW constitute a high priority on Bernalillo County's Capital Improvement Plan. The County will be seeking State of New Mexico capital outlay funds during the 2014 legislative session for improvements to the 2<sup>nd</sup> Street SW and Rio Bravo intersection, as well as for 2<sup>nd</sup> Street roadway improvements. I understand that any state funds secured can be used toward the 15% non-federal match that the FLAP grant requires.

Bernalillo County maintains 2<sup>nd</sup> Street SW and will continue to do so for the next twenty years. The County takes seriously its obligation and responsibility to develop and maintain critical public infrastructure that supports a vibrant community. Improvements to the 2<sup>nd</sup> Street SW corridor are also integral to the County's economic development efforts in the South Valley. The County understands that corridor improvements are vital for Valle de Oro to be successful in attracting visitors.

Bernalillo County looks forward to many productive years partnering with the Refuge and area residents to ensure this facility becomes a jewel for the United States Fish and Wildlife Service and especially for the public.

Sincerely,

  
Tom Zdunek  
County Manager



Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

January 1, 2014

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

As the President of the Friends of the Valle de Oro National Wildlife Refuge (NWR), I am writing to convey our organization's support for the "2<sup>nd</sup> Street Complete Corridor" grant request submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County, New Mexico, is the eastern boundary of the Valle de Oro National Wildlife Refuge (NWR). This Refuge was designated by the US Dept. of Interior as the Southwest's first Urban Wildlife Refuge in 2012.

Even before the Refuge was established, Mountain View community members formed the Friends of Valle de Oro NWR in order to support the Refuge and educate the community, the City and the State about the conservation, education and recreation benefits which would result from the Refuge's establishment. We are thrilled that this beautiful riverfront property is going to be preserved and restored for wildlife and migratory birds. We are excited about the recreational possibilities of Valle de Oro NWR for the community: as open space and as a trailhead, the Refuge will provide opportunities for hiking, biking, bird and wildlife watching, and reconnecting with nature. The Refuge will attract visitors and tourist dollars as well as contribute to the local economy. The Friends group is especially pleased about the educational potential of the Refuge. It will be a field trip destination for all of our schools, where children will come to enjoy nature, connect classroom curriculum to experience and learn about the importance of conservation. Infrastructure improvements to 2<sup>nd</sup> Street, the gateway to the Refuge, are desperately needed to ensure safe access for these children and visitors.

2<sup>nd</sup> Street SW is the only existing route to access the Refuge. Railroad tracks and heavy and light industry land uses are present along its eastern border, while Mountain View Elementary School, a homeless shelter and residences border it on the west. The proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. Friends of Valle de Oro NWR enthusiastically supports Bernalillo County's vision for improved mobility along this corridor which will attract visitors to the Refuge utilizing all transportation modes, including pedestrians, cyclists, public transit users and passenger vehicles. An improved corridor is necessary for Valle de Oro NWR to attract residents and visitors to the Refuge, not only from a safety perspective, but also through improved aesthetics and functions. Providing public transportation stops, improved vehicular access, multi-use trails and a safe, healthy, and beautiful gateway to the Refuge will benefit visitors, children, the community, and the local economy.

Obtaining Federal Lands Access Program funding is so important for the Valle de Oro National Wildlife Refuge and the future of the Mountain View Community. It will allow the work outlined in the 2<sup>nd</sup> Street Complete Corridor project to be completed. Thank you for considering this funding request. If I can answer any questions, please feel free to contact me.

Sincerely,

Teri Jillson  
President, Friends of Valle de Oro National Wildlife Refuge  
(505) 615-5728



## Mid-Region Council of Governments

Philip Gasteyer  
Chair, Board of Directors  
Mayor, Village of Corrales

January 5, 2014

Dewey V. Cave  
Executive Director

### MEMBER GOVERNMENTS

City of Albuquerque  
Albuquerque Public Schools  
Albuquerque Metropolitan  
Arroyo Flood Control  
Authority  
City of Belen  
Bernalillo County  
Town of Bernalillo  
Village of Bosque Farms  
Village of Corrales  
Village of Cuba  
Town of Edgewood  
Village of Encino  
Town of Estancia  
Village of Jemez Springs  
Village of Los Lunas  
Los Lunas Schools  
Village of Los Ranchos  
de Albuquerque  
Middle Rio Grande  
Conservancy District  
City of Moriarty  
Town of Mountainair  
Town of Peralta  
City of Rio Rancho  
Rio Rancho Public Schools  
Sandoval County  
Southern Sandoval  
County Arroyo Flood  
Control Authority  
Village of Tijeras  
Torrance County  
Valencia County  
Village of Willard

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Ave, Suite 380B  
Lakewood, Colorado 80228

Dear Mr. Grasmick and Members of the FLAP Selection Committee:

I am writing this letter of support on behalf of Bernalillo County's "2<sup>nd</sup> Street SW Complete Corridor" grant application submitted to you in January for the Federal Lands Access Program. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County (NM) is the eastern boundary of and adjacent to the Valle de Oro Wildlife Refuge. The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012.

2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, and the Joy Junction Homeless Shelter. Heavy and light industrial land uses are present, along with railroad tracks, along the eastern boundary of 2<sup>nd</sup> Street SW. There is considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. Bernalillo County's proposed project will improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles. An improved corridor is also necessary for Valle de Oro to attract residents to the refuge, not only from a safety perspective, but also through improved aesthetics and functions. Bernalillo County and Valle de Oro management expect that an improved mobility corridor will attract visitors to the refuge not just from passenger vehicles, but also through walking, bicycling, and potentially through public transit.

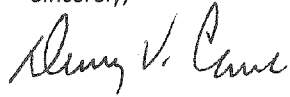
Valle de Oro is a remarkable project that coalesced in 2011-13 with various public agencies becoming involved because of the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that is stigmatized by undesirable land uses and environmental justice issues. The redevelopment promise that Valle de Oro has for the Mountain View area will be tremendously aided by an improved corridor that serves the refuge, adjacent neighborhoods, Mountain View Elementary School, and Mountain View businesses.

809 Copper Ave. NW, Albuquerque, NM 87102  
Phone: (505) 247-1750 Fax (505) 247-1753 Web: [www.mrcog-nm.gov](http://www.mrcog-nm.gov)



Thank you for considering Bernalillo County's funding request. If you have any questions about the Mountain View community and its blossoming relationship with Valle de Oro, please contact me at 505-724-3624.

Sincerely,

A handwritten signature in black ink, appearing to read "Dewey V. Cave". The signature is fluid and cursive, with the first name "Dewey" being more prominent.

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



## County of Bernalillo State of New Mexico

**Commissioner Art De La Cruz, District 2**

*Dolores Herrera, Commission Assistant*

*One Civic Plaza, NW, 10<sup>th</sup> Floor, Suite 10111*

*Albuquerque, New Mexico 87102*

*Office: (505) 468-7448 Cell: (505) 554-6156 Fax: (505) 462-9819*

*E-mail: adelacruz@berncgo.gov*

*Web: www.berncgo.gov/commission-district-2/*

### COMMISSIONERS

Maggie Hart Stebbins, Chair  
District 3

Debbie O'Malley, Vice Chair  
District 1

Art De La Cruz, Member  
District 2

Lonnie C. Talbert, Member  
District 4

Wayne A. Johnson, Member  
District 5

### COUNTY MANAGER

Tom Zdunek

### ELECTED OFFICIALS

Tanya R. Giddings  
Assessor

Maggie Toulouse Oliver  
Clerk

Willow Misty Parks  
Probate Judge

Dan Houston  
Sheriff

Manny Ortiz  
Treasurer

January 7, 2014

Mr. Allen Grasmick, Program Coordinator  
Central Federal Lands Highway Division  
12300 West Dakota Avenue, Suite 380B  
Lakewood, Colorado 80228

#### 2014 Bernalillo County Application Federal Lands Access Program

Dear Mr. Grasmick and Esteemed Members of the FLAP Selection Committee:

This letter is written in support of Bernalillo County's "**2<sup>nd</sup> Street SW Complete Corridor**" grant application being submitted to you this month for the Federal Lands Access Program.

The Department of Interior designated Valle de Oro as the southwest region's first urban wildlife refuge in 2012. 2<sup>nd</sup> Street SW in the South Valley of Bernalillo County (NM) is the eastern boundary of and adjacent to the Valle de Oro Wildlife Refuge (VDOWR). 2<sup>nd</sup> Street SW is the only route to access the refuge from the north. There is no access to the refuge from the south, west, or east. North of the refuge along the west side of 2<sup>nd</sup> Street SW are neighborhoods, Mountain View Elementary School, Mountain View Community Center and the, Joy Junction Homeless Shelter. There are heavy and light industrial land uses present, along with railroad tracks, following the eastern boundary of 2<sup>nd</sup> Street SW.

The grant is extremely important as it will improve a greatly used, transportation zone, with considerable heavy truck traffic, passenger vehicle traffic, and pedestrian traffic along most of the corridor. The proposed project, by Bernalillo County will greatly improve the entire cross-section of 2<sup>nd</sup> Street into defined areas for pedestrians and vehicles to improve traffic flow. Designed to maximize safety and develop aesthetics and functionality of the corridor, it is a component of collaboration and revitalization efforts by community stakeholders, and necessary and important for VDOWR to create an enhancement that attracts residents and visitors to the refuge. Expectations from Bernalillo County and Valle de Oro management are that this planned, improved mobility corridor (*including passenger vehicles, through walking, bicycling, and extended public transit*) will not only attract visitors to the refuge, but, due to safe, accessibility, that they will continue to take advantage of all the VDOWR has to offer and relate their experience to their families and friends.

Valle de Oro Wildlife Refuge is a remarkable project, that continues to have tremendous support by a diverse group of stakeholders. Officials coalesced in 2011-13 with various public agencies becoming involved due to the unique convergence of environmental education, outdoor recreation, open space preservation, and flood reduction opportunities in an area of town that had been stigmatized by undesirable land uses and environmental justice issues. Due to the County's focused efforts many new and vibrant businesses have located into the sector. The redevelopment activity that will occur to this transportation corridor will positively impact the refuge, the Mountain View community and the adjacent neighborhoods and the South Valley, Albuquerque, New Mexico businesses.

Thank you for your consideration of Bernalillo County's funding request. Please, do not hesitate to contact me or my assistant, Dolores Herrera at 505.468.7448, should you have any questions.

Sincerely,

Art De La Cruz  
Bernalillo County Commissioner  
District 2

### Boards & Committees

Albuquerque/Bernalillo County Government Commission (ABCGC), Member

Albuquerque/Bernalillo County Water Utility Authority, Chair

Board of Finance, Member

Community Schools Partnership, Member

Legislative Committee, Member

Mid-Region Council of Governments, Board of Directors, Member

Rio Metro Transit District Board, Member



