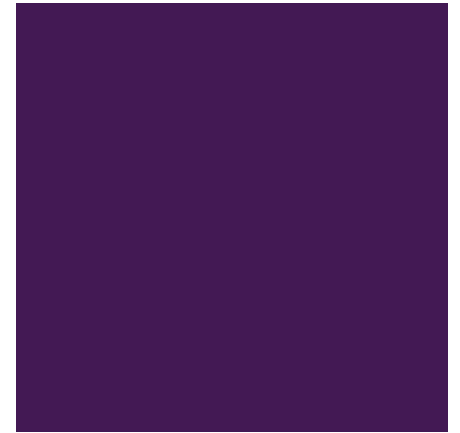
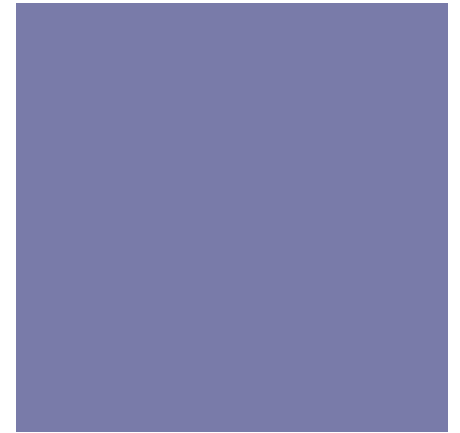




+

ART Construction At 45%: Concerns Remain

Presentation to Gus Pedrotty
Coalition to MakeARTSmart
May 29, 2017



FUNDING

+ How Much has City Spent/Committed for ART So Far?

AT LEAST \$105.6 MILLION:

- ART Cost: \$119 million
 - ABQ's Contract with Bradbury Stamm: \$82.6 million
<https://www.cabq.gov/transit/news/albuquerque-rapid-transit-signs-guaranteed-maximum-price-gmp-contract>
 - Approximately \$12.8 million paid so far
 - Electric buses: \$23 million

Source for funds spent: ART Spokesperson, Joanie Griffin



+ 2017 Congressional Appropriation to ART



- Requested: \$69 million
- Appropriated: \$50 million
- Remaining Balance: \$19 million

+ Capital Acquisition Fund

CITY OF ALBUQUERQUE, NEW MEXICO
 SCHEDULE OF EXPENDITURES COMPARED TO APPROPRIATIONS BY PURPOSE
 BUDGET AND ACTUAL - CAPITAL ACQUISITION FUND
 YEAR ENDED JUNE 30, 2016

	Final Budget	Prior Years' Actual	Project Budget Remaining July 1, 2015	Current Year Actual	Project Budget Remaining June 30, 2016
<u>Capital Acquisition Fund</u>					
Capital Outlay and Other:					
Bosque	\$ 1,000,000	\$ 1,000,086	\$ (86)	\$ -	\$ (86)
City building	7,424,800	7,756,474	(331,674)	-	(331,674)
Community services	69,279,467	48,545,022	20,734,445	534,115	20,200,330
Convention Center	25,589,533	24,844,341	745,192	(70,253)	815,445
Environmental improvements	3,413,214	2,580,786	832,428	296,843	535,585
Facilities and Equipment	133,654,013	75,215,659	58,438,354	9,288,792	49,149,562
Libraries	43,811,177	22,501,333	21,309,844	3,562,131	17,747,713
Miscellaneous capital projects	50,255,176	14,598,180	35,656,996	11,743,328	23,913,668
Museum	14,498,189	9,929,184	4,569,005	684,190	3,884,815
Open Space	6,935,515	6,872,832	62,683	3,586	59,097
Parks and recreation	196,676,657	150,546,536	46,130,121	11,421,687	34,708,434
Planning	13,486,798	13,026,528	460,270	139,156	321,114
Public Safety	129,137,701	99,696,417	29,441,284	10,367,092	19,074,192
Rio Grande Zoo	31,971,319	26,063,784	5,907,535	1,428,342	4,479,193
Senior citizens facility	71,084,204	47,626,638	23,457,566	4,753,888	18,703,678
Storm Sewer	56,478,462	24,399,515	32,078,947	3,962,046	28,116,901
Street improvements	413,618,751	301,201,427	112,417,324	22,833,501	89,583,823
Trails	145,827	92,182	53,645	40,356	13,289
Transit	34,376,071	21,950,778	12,425,293	9,491,837	2,933,456
Total capital acquisition fund	\$ 1,302,836,874	\$ 898,447,702	\$ 404,389,172	\$ 90,480,637	\$ 313,908,535

\$16,066,544 DEFICIT

+

Will the Next Mayor Inherit a Financial Dilemma?





Will Congress
Appropriate the
Remaining \$19 Million
in FY 2018?

- Trump's 2018 "Skinny Budget" Would Eliminate the Small Starts Program for Projects without Grant Agreements:

*"The Transit Capital Investment Program (Federal Transit Administration's New Starts, **Small Starts**, Core Capacity Improvement programs) **would be eliminated**, which would mean no new federal investment in bus rapid transit, streetcars, heavy rail, commuter rail or light rail."*

<http://www.eesi.org/papers/view/issue-brief-trump-fy2018-skinny-budget-proposal>



Where will Funding Come From to Operate ART?

- Annual Cost: **\$2.3 million** increased operating cost:
 - Congestion Management Air Quality Funds: \$1,800,000
 - Fare Revenue Increase from Expected “Increased Ridership”: \$100,000
 - Naming Rights: \$400,000

Letter to D. Lewis, Pres. City Council from R. Berry, Mayor
(11.1.16)



The Problem with Relying on CMAQ Funds

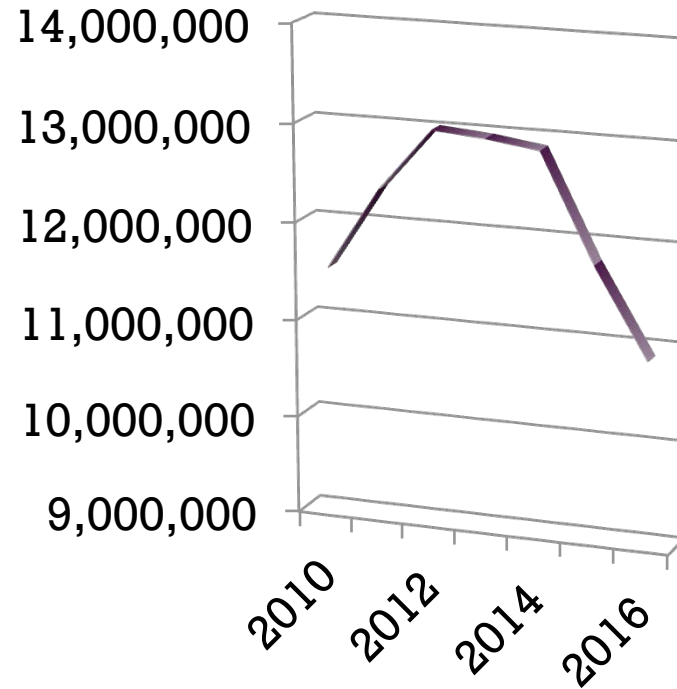
- City admits that CMAQ funds may be used only for first three years of expenses.
- No guarantee that NMDOT will approve transfer of CMAQ funds for ART after FY 2017

Letter to D. Lewis, Pres. City Council from R. Berry, Mayor (11.1.16)



The Problem with Relying on Expected Increased Ridership

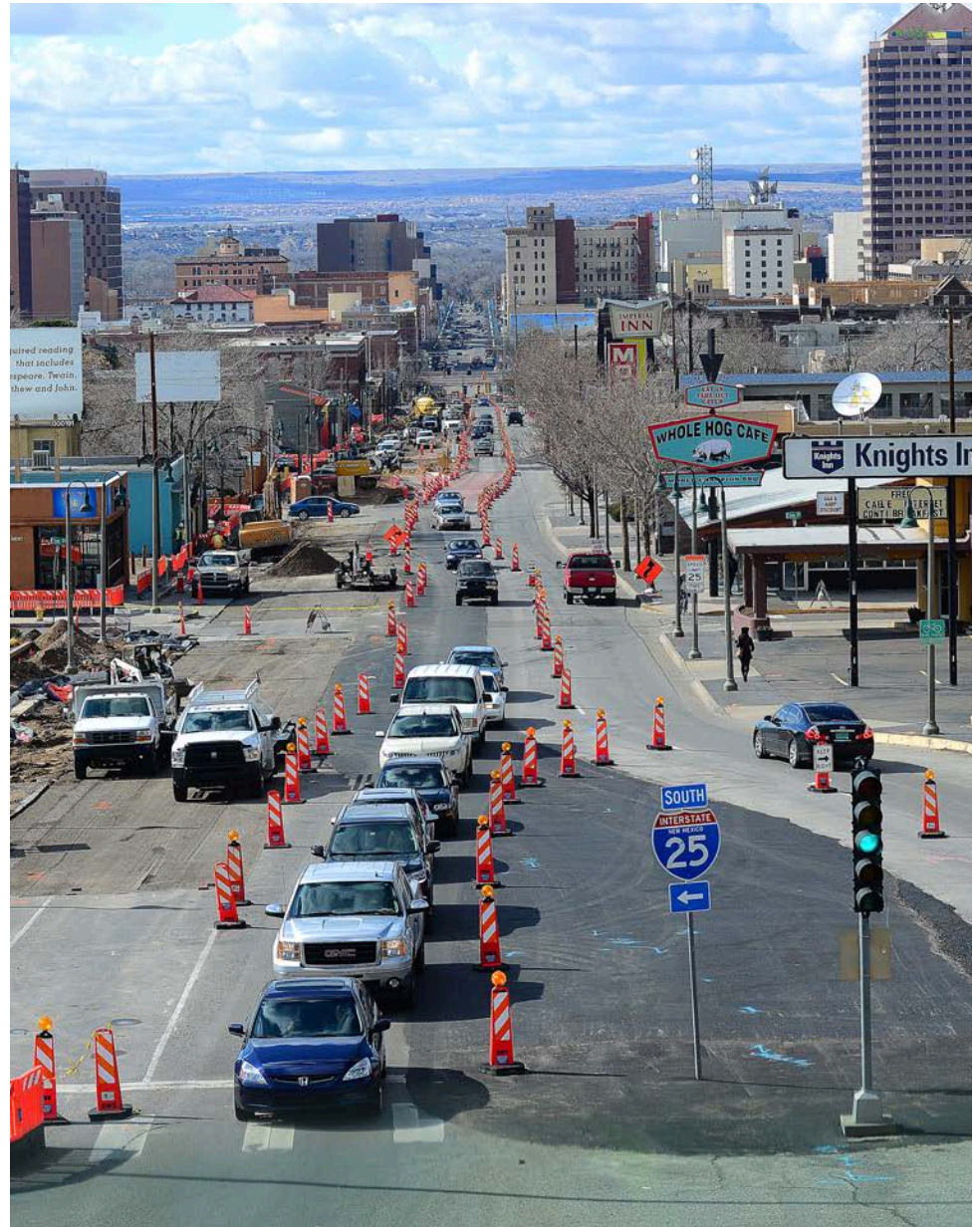
Bus Ridership



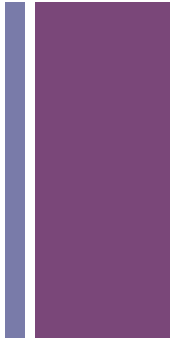
Source: Federal Transit Administration



Funds will Be Needed for a Re-Design







Variation in Width of Right of Way

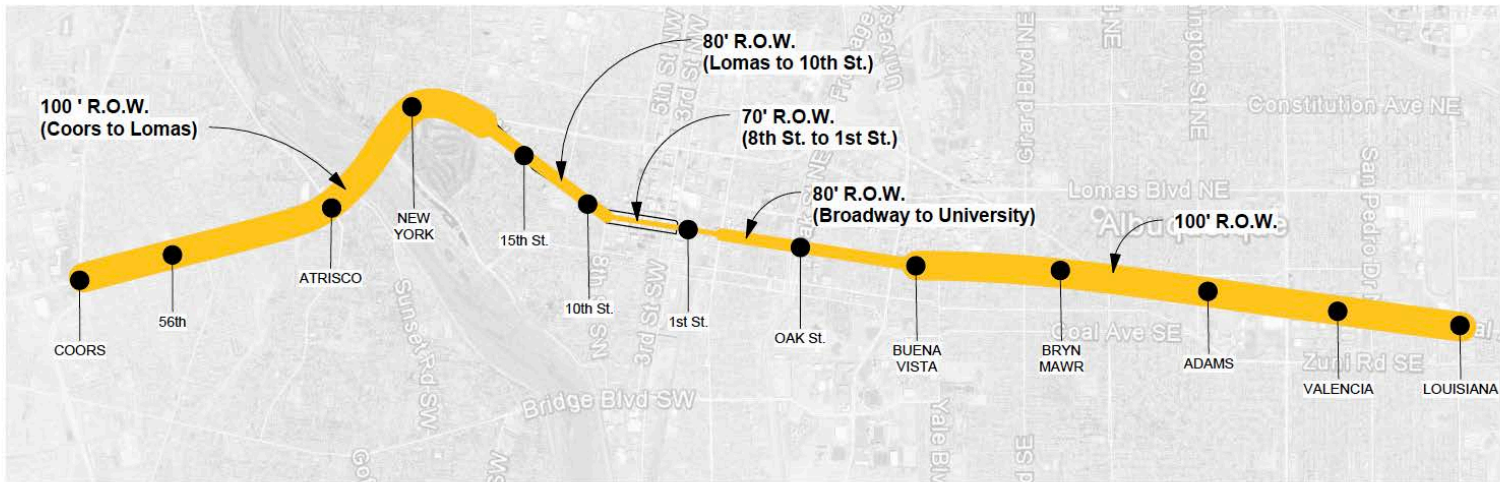


Figure 1 Existing right-of-way width changes along Central Avenue.



Is a Dedicated Center Lane a Requirement for Small Starts Funding?



- Fixed Guideway Project
 - Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods

OR

- Corridor Based Project
 - Majority of route need not operate in separated right of way.



Dedicated Center Lane Design Based on Error?.



2.19.14 De Garmo
Email to B. Rizzieri
et al

*“I’ve been wrong on a crucial point,
and I apologize for muddying the
issues. A BRT project **does not need
to have any dedicated lanes to
qualify for Small Starts funding**; it
only needs to have >50% dedicated
lanes to qualify for New Starts
funding.”*





DESIGN FLAWS CAUSE SEVERAL PROBLEMS



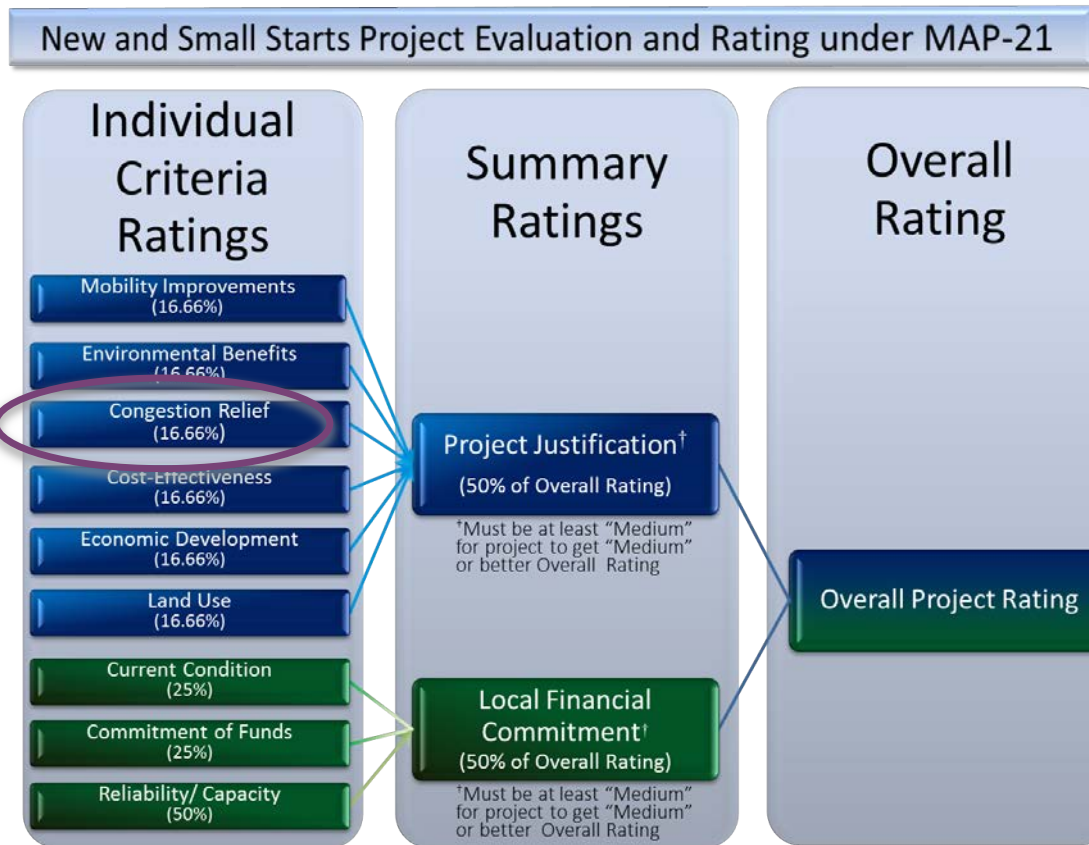
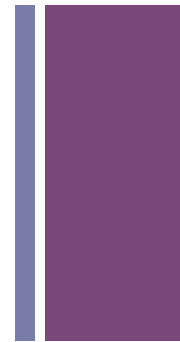


CONGESTION





Criterion to Receive Small Starts Federal Funds





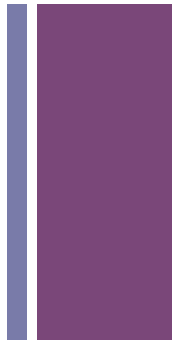
Screenshot from City's Application for Categorical Exclusion from Environmental Assessment or Impact Statement

*As shown in Exhibit 2-A, during the AM peak hour all but two signalized intersections on Central Avenue within the project limits will operate at LOS D or better. Two intersections, including Central Avenue at Unser Boulevard and Central Avenue at Rio Grande Boulevard, will operate at LOS E or worse. **None of the intersections will operate worse under the Build Alternative when compared to the No Build Alternative.***

***During the PM peak hour, all of the signalized intersections on Central Avenue within the project limits (Coors Boulevard to Louisiana Boulevard) will operate at LOS D or better (see Exhibit 2).** The design shown in the preliminary design plans in Appendix A for the intersection of Rio Grande Boulevard and Central Avenue would result in the intersection LOS being reduced to LOS F. However by adding a right turn lane from westbound Central Avenue to northbound Rio Grande Boulevard the LOS will remain at LOS D. ABQ Ride is committed to maintaining the current intersection LOS and will incorporate the right turn lane into the ART plans.*



Build Versus No-Build Level of Service



“None of the intersections will operate worse under the Build Alternative...”

2017 AM Peak Hour

		To					
		A	B	C	D	E	F
From	A	30	7				
	B		19	3			
	C		1	12	3		
	D			1	1		
	E					1	
	F						

2017 PM Peak Hour

		To					
		A	B	C	D	E	F
From	A	15	9	1			
	B	2	8	9			
	C			3	8		
	D			1	4	3	
	E						2
	F						

“During the PM peak hour, all of the signalized intersections... will operate at LOS D or better.”

2035 AM Peak Hour

		To					
		A	B	C	D	E	F
From	A	25	6				2
	B		18	4		1	
	C			9	2		1
	D			1	1	3	
	E					3	1
	F						1

2035 PM Peak Hour

		To					
		A	B	C	D	E	F
From	A	11	2	3	2	1	1
	B	3	12	2	9		
	C		1	6	2	1	2
	D			2	2	2	1
	E	1			1	3	3
	F			1			4

Figure 1 Modeled Change in LOS from No-Build to Build Scenario (blue = increasing LOS, red = decreasing LOS)

Key:

Blue=Improved LOS

Black=No Change

Red=Worse LOS

¹⁵ Data from Figures 4-1, 4-2, 4-5, 4-6, 5-1,5-2, 5-4, and 5-5 in the traffic study [ABQ PAR 00205]



City's Own Study Shows Delays Increase with ART



Table 1 Intersection Delay with and without ART (minutes)

Peak Hour	Year	Section	East Bound		West Bound	
			No-Build ^a	ART ^b	No-Build	ART
AM	2017	West	4.9	4.5	4.8	4.5
AM	2017	East	4.5	5.4	4.4	6.3
AM	2017	Total	9.3	9.9	9.2	10.9
AM	2035	West	8.8	5.5	6.0	4.5
AM	2035	East	5.0	8.4	4.9	6.8
AM	2035	Total	13.9	13.9	10.8	11.3
PM	2017	West	5.0	4.6	5.5	5.4
PM	2017	East	6.2	8.4	6.3	6.8
PM	2017	Total	11.2	13.0	11.8	12.2
PM	2035	West	6.2	5.2	22.0	11.9
PM	2035	East	6.2	10.4	7.6	15.1
PM	2035	Total	12.4	15.6	29.6	27.0

^aDelay in general purpose travel lanes following the current Rapid Ride route from the traffic study Appendices F [ABQ PAR 00737 – ABQ PAR 00744, ABQ PAR 00755 – ABQ PAR 00763], G [ABQ PAR 00765 – ABQ PAR 00786] and H [ABQ PAR 00821 – ABQ PAR 00858].

^bART delays from traffic study Tables 4-7 and 5-6 [ABQ PAR 00290 – ABQ PAR 00292, ABQ PAR 00311 – ABQ PAR 00313].



What did the City tell the FTA About Traffic Congestion and what did it tell Us?



What the City Stated to the FTA

What the City Told Us

Describe any impacts to air quality resulting from the project.

Albuquerque is a limited maintenance area for CO and has not exceeded any state or federal standards since 1991. Recent year background concentrations of CO (8-hour) are less than 2 ppm at monitoring stations operated by the City of Albuquerque. **Because the project is a congestion mitigation measure and is intended to reduce traffic, adverse impacts to air quality are not anticipated as a consequence of the proposed project.**

② ART

ART VISION for ART IS:

- Reduction of traffic congestion **Never vision**
- Increased pedestrianism, improved walkability
- Increased bus ridership
- Enhanced economic development
- Beautified streets **Not streets → stations/sidewalks**

KEY ELEMENTS OF ART ARE:

- Bus dedicated, single and bi-directional, center lanes from Louisiana west to Coors **and reversible lane.**
- All other traffic reduced to one lane in each direction in certain segments of Central
- Frequent service (every 7.5 minutes) **during peak period**
- Prioritized signaling at intersections
- Pre-boarding ticketing
- Calming or slowing down vehicle speeds
- Faster** more reliable public transportation

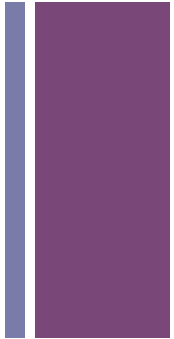
Not FASTER MORE dependable service.



“Under 2035 Build Conditions, many intersections will perform deficiently due to insufficient capacity or green time for general purpose traffic, or other physical constraints.”

Central Avenue / Cedar St	EB spillback from University Boulevard intersection. Changing the ART only lane to general purpose lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.
Central Avenue / University Boulevard	Changing the ART only lane to mixed use lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.
Central Avenue / Girard Boulevard/Monte Vista Boulevard	Changing the ART only lane to mixed use lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.
Central Avenue / Carlisle Boulevard	Changing the ART only lane to mixed use lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.
Central Avenue / Monroe Street	Changing the ART only lane to mixed use lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.
Central Avenue / San Mateo Boulevard	WB Spillback from Monroe Street intersection. Changing the ART only lane to general purpose lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.
Central Avenue / Alvarado Avenue	WB Spillback from Monroe Street intersection. Changing the ART only lane to general purpose lane could be a possible mitigation. However, as a result converting ART lane to mixed flow lane it will increase ART delay and deteriorate its performance.
Central Avenue / San Pedro Dr	WB Spillback from Monroe Street intersection. Changing the ART only lane to general purpose lane could be a possible mitigation. However, as a result converting ART lane to general purpose lane it will increase ART delay and deteriorate its performance.

- **“CHANGING THE ART LANE TO A GENERAL PURPOSE LANE COULD BE A POSSIBLE MITIGATION. HOWEVER, AS A RESULT CONVERTING ART LANE TO GENERAL PURPOSE LANE IT WILL INCREASE ART DELAY AND DETERIORATE ITS PERFORMANCE.”**





MINIMAL OR NO
REDUCTION ON
TRAVEL TIMES



+ Miscalibrated Travel Study Times Between Each Intersection

- City used calibration criterion used for highway travel time, which is ill-suited for an urban arterial with short roadway segments.





ENVIRONMENTAL INJUSTICE





Local 66 Bus Will Travel in Mixed Use Lanes and be Delayed by Congestion

“ART project will negatively impact the performance of the local route 66 bus that will continue to use the remaining general purpose lanes which will become more congested because of the ART project.

The local route 66 bus currently accounts for half of ABQ Ride’s Central Avenue ridership, providing access to many local destinations not directly served by the limited stop, express, Rapid Ride and proposed ART.”

Dr. Greg Rowangould Declaration (June 8, 2016)





IMPACT OF TRAFFIC DIVERSION ON HISTORIC DISTRICTS



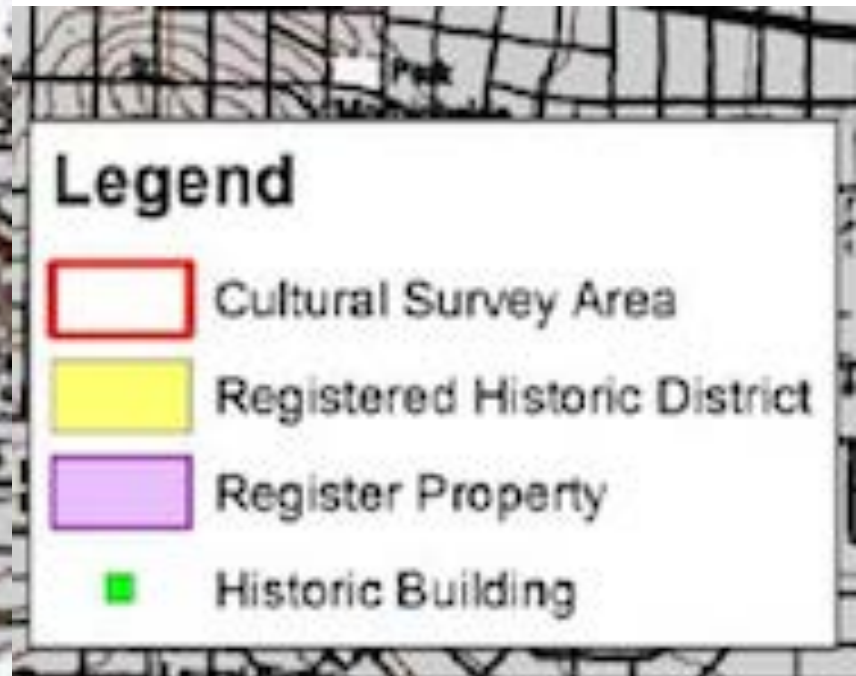
+ ART will Traverse Four Historic Districts

- Huning Highland
- Old Albuquerque Historic District
- Fourth Ward Historic District
- Aldo Leopold Neighborhood Historic District



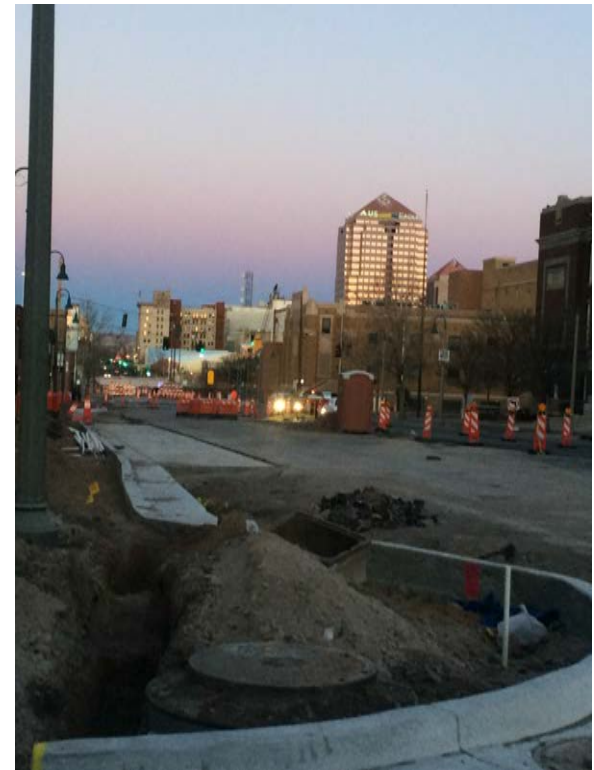
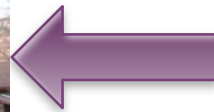


City Failed to Consider Impact on Historical Districts



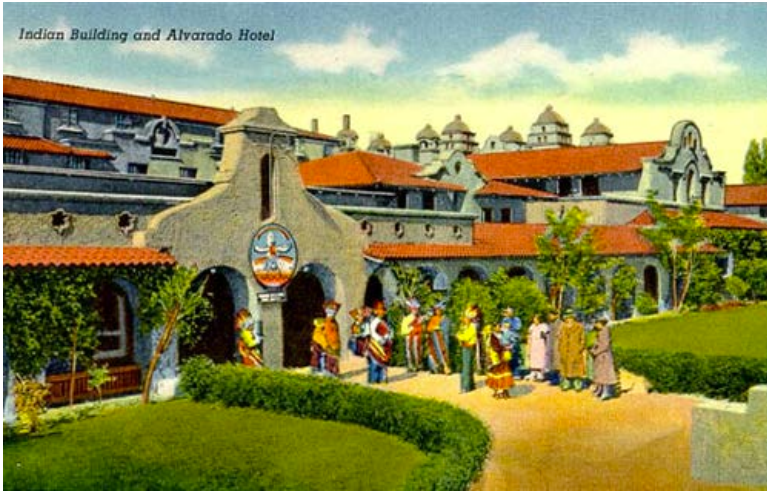
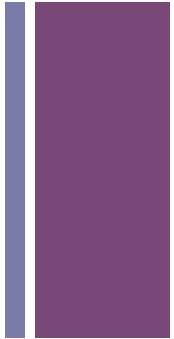


City's Traffic Studies Did Not Evaluate Impact of Traffic Diversion on Historic Districts





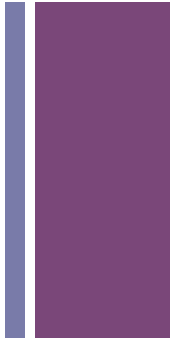
Will History Repeat Itself?



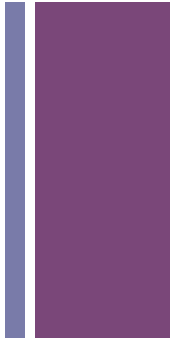
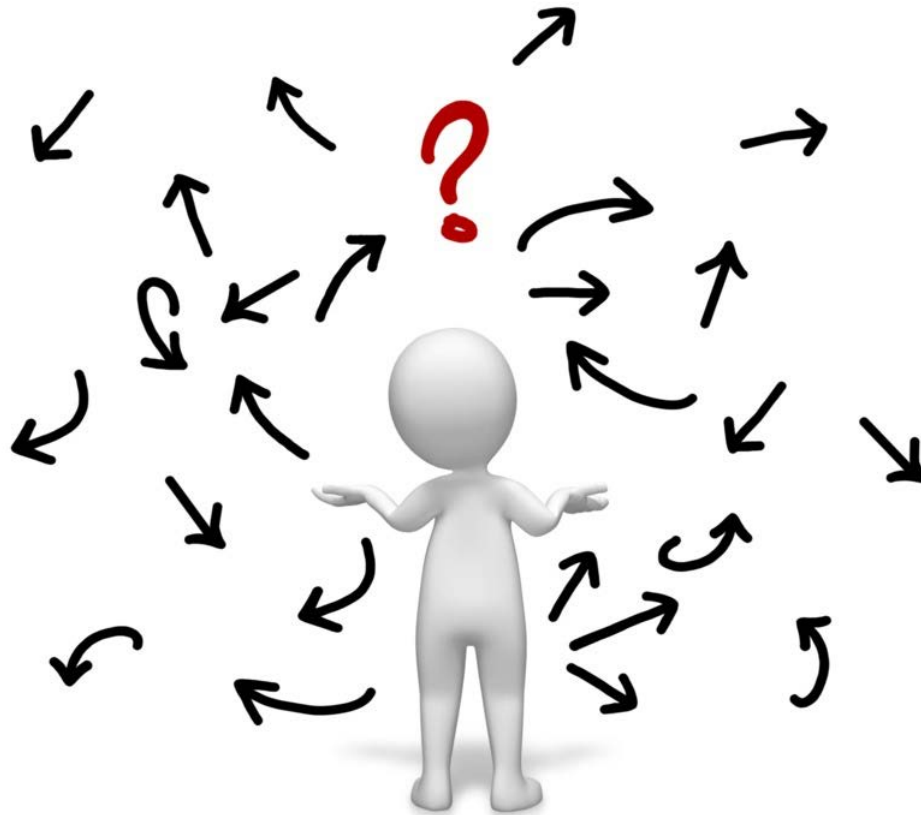


Some Other Consequences of the Flawed Design

- 241 left turns onto streets and property eliminated
- 217 mature trees cut down
- 10 additional traffic signals
- Interference with emergency vehicle mobility
- Inability for delivery trucks to access merchants
- Safety issues for pedestrians trying to cross Central; crosswalks only at ART stations (every 3-4 blocks)
- Irreparable change to the character of the City's most storied and historical avenue.



+ What to Do?





RE-DESIGN



+ Learn From Cleveland Public Square Stand-Off





No Cost to City for Delay in Completion



- City can grant time extension. City-Bradbury Contract at § 5.4
- No liquidated damages to City; Bradbury would be fined \$2500/day for untimely completion, but City has no such liquidated damages. *Id.* at §§ 5.5.1 & 5.5.2.
- City may terminate contract for “convenience” and Bradbury would get only prorated payment not in excess of GMP. *Id.* at § 14.2
- Or if City simply stopped paying, Bradbury could terminate for cause and be entitled only to prorated cost. *Id.* at § 14.4.



+ Would You Commit to Coordinating
Acceptable Design Changes of ART With
FTA if Elected to Congress?



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505-242-8900

