

Mayor Timothy M. Keller

**CITY OF ALBUQUERQUE**  
Albuquerque, New Mexico  
Office of the Mayor

**INTER-OFFICE MEMORANDUM**

3/1/4/25

**TO:** Brook Bassan, President, City Council

**FROM:** Timothy M. Keller, Mayor

A handwritten signature in black ink, consisting of a stylized, cursive letter 'K'.

**SUBJECT:** Metropolitan Redevelopment's State of New Mexico Trails+ grant request for Central Crossing


The Metropolitan Redevelopment Agency submitted a grant request of \$500,000 to the State Outdoor Recreation Division's Trails+ grant competition. If awarded, this grant will help to fund the Central Crossing bridge downtown. A \$500,000 match is required, which the City will use a State award of \$10,000,000 to cover. Award notifications are expected later this year.

TITLE/SUBJECT OF LEGISLATION\*\*\* *Same as subject line on last page)*


Approved:

Approved as to Legal Form:

  
Samantha Sengel, EdD Date  
Chief Administrative Officer

DocuSigned by:  
  
3/17/2025 | 1:19 PM MDT  
1A21D96D32C74EE...  
Date  
City Attorney

Recommended:

DocuSigned by:  
  
3/17/2025 | 12:42 PM MDT  
4C3ED88C24F342D...  
Date  
Director

## **Cover Analysis**

### **1. What is it?**

An application for a grant to the state's Outdoor Recreation Division's Trails+ grant program.

### **2. What will this piece of legislation do?**

This is an EC. If awarded, the MRA will follow up with a piece of legislation.

### **3. Why is this project needed?**

If awarded, the grant will help to fund the Central Crossing project downtown, which will build a safer pedestrian and bicycle crossing at Central Avenue and the railroad tracks.

### **4. How much will it cost and what is the funding source?**

The grant is for \$500,000 and there is a required \$500,000 match, which would be covered by a state award of \$10,000,000 which had previously been made for the Rail Trail.

### **5. Is there a revenue source associated with this contract? If so, what level of income is projected?**

No

### **6. What will happen if the project is not approved?**

The MRA will continue to seek out alternative funding sources for this project.

### **7. Is this service already provided by another entity?**

No

## 2024-2025 Outdoor Recreation Trails+ Grant

Ends on Fri, Mar 14, 2025 6:00 PM

<https://nmoutside.submittable.com/submit/299639/2024-2025-outdoor-recreation-trails-grant>

*Access to the outdoors should be low-cost and ubiquitous for all New Mexicans. That's why lawmakers created the Outdoor Recreation Trails+. This grant program supports projects that enhance communities' outdoor recreation opportunities. Trails, river parks, wildlife viewing areas, and more contribute to economic development, prosperity, and wellness. This grant funds shovel-ready projects that directly add to that access.*

*Review the 2024-2025 Outdoor Recreation Trails+ Grant Program Guide for details about the grant, including eligible applicants, award amounts, and deadlines. <https://nmoutside.com/grants/trails-plus/>*

Applying on behalf of:

CITY OF ALBUQUERQUE

UEI: L26ADC8DFL62

Address: ONE CIVIC PLAZA NW 11 TH FLOOR, ALBUQUERQUE, NM 87102, USA

### ORGANIZATIONAL DETAILS

#### 1. Organization name(required)

Limit: 300 characters

City of Albuquerque's Metropolitan Redevelopment Agency

#### 2. Entity type(required)

- Tribe, Pueblo, or Nation
- County or municipality
- Acequia association
- Land grant association
- Public school/district or college/university
- Soil and water conservation district
- Non-profit

#### 3. Organization website.

<https://www.cabq.gov/mra>

#### 4. Organization social media(required)

Limit: 250 words @22 words

*Please include the platform names and associated handles or put "none" if applicable.*

MRA Instagram (MRA): @cabqmetroredev, LinkedIn: linkedin.com/company/cabqmetroredev,

Facebook: CABQ Metropolitan Redevelopment Agency. Rail Trail Instagram (ABQ Rail Trail):

@abqrailtrail, Rail Trail website: <https://abqrailtrail.org/>.

#### 5. Organization address(required)

Country(required) USA

Address(required) PO Box 1293

Address Line 2 (optional)

City(required) Albuquerque  
State, Province, or Region(required) NM  
Zip or Postal Code(required) 87103

**6. Primary contact information(required)**

First Name(required) Jennifer  
Last Name(required) Jackson

*This is the contact for all updates and questions about the grant. This contact will also receive all notices for required reporting. This contact should be available throughout the duration of the grant period AND should be the person / email address / account that submits the application. If the contact changes, it is your responsibility to update this through your Submittable account.*

Primary contact email address(required) jjackson@cabq.gov  
Primary contact phone number(required) 505-263-5376

**6a. Secondary contact information(required)**

First Name(required) Terry  
Last Name(required) Brunner  
Secondary contact email address(required) terrybrunner@cabq.gov  
Secondary contact phone number(required) 505-895-2142

**7. Do you have a fiscal sponsor? (required)**

- Yes
- No

*If the grant funds will go directly to the organization listed above select "no". If the grant funds will go to a different organization, other than the one listed above, select "yes".*

**9. Attach the W-9 for your organization or fiscal sponsor. (required) [On hand](#)**

*PLEASE NOTE: If your application is selected for an award, the state will use this document to begin the grant agreement process. If you are using a fiscal sponsor, please attach their completed W-9. If you are not using a fiscal sponsor, please attach a completed W-9 for the applying organization. Additionally, the signature on the attached W-9 should be from within the 6 month and it must NOT be an electronic signature. Submitting a W-9 without a correct signature or date will delay the funding process. Find a blank State of New Mexico W9 form: <https://www.nmdfa.state.nm.us/wp-content/uploads/2021/08/NM-SUBSTITUTE-W9.pdf>. Federal forms are also acceptable.*

**10. Attach the logo for your organization. (required)**

*Select up to 2 files to attach. This will be used in official promotion of the award should your application be selected.*

[Attached the MRA logo, which includes One ABQ.](#)



**11. How did you first hear about the Trails+ Grant? (required)**

- ORD website
- News article
- Social Media
- From a collaborator
- Other

**11a. If you selected other, how did you first hear about the Trails+ Grant?**

**12. Has your organization applied for Trails+ Grant funding previously? (required)**

- Yes
- No

**13. Please provide a brief organization overview. (required)**

Limit: 500 words @261 words

*This may include your mission statement, the history of your organization, your current programs and activities, and/or a few top accomplishments within the last few years.*

Legally allowed by state statute in 1978, the City of Albuquerque's Metropolitan Redevelopment Agency (MRA) is charged with creating and building opportunities for economic development. Our work includes investments in public infrastructure, as well as incentives large and small to spur private development and new housing that help to grow the local economy and improve quality of life. MRA partners with other City departments, community leaders, private developers, property owners, and business owners to support vibrant communities in designated Metropolitan Redevelopment Areas. We have several incentive programs to catalyze investment, including public infrastructure improvements, small business grants, construction gap financing, and donations of land.

Our mission is to initiate collaborative public-private partnerships that lead to thoughtful and catalytic revitalization by investing in community for sustainable and equitable growth. Because successful cities have vibrant downtowns, it has long been a focus area of MRA's work.

Our vision is that, through restorative redevelopment, Albuquerque will retain its diversity, authenticity, and sense of community, while vibrant and connected neighborhoods provide opportunity for residents to flourish.

The Central Crossing project envisions a safe and accessible gateway to downtown and its attractions. It will replace the existing below-grade pedestrian tunnels along Central Avenue at the railroad, on the east end of downtown. An inter-departmental project being planned with the Department of Municipal Development and City executive leadership, Central Crossing exemplifies MRA's collaborative approach. It will also feature a monumental ride- or walk-through sculpture designed by Antoine Predock Architect—designing Central Crossing was part of the famous local architect's final project before he passed away in 2024.

## PROJECT DETAILS

### 14. Project abstract(required)

Limit: 500 characters @500 characters

*Please describe the project you are applying for in 2-3 sentences. This will become the long-term public description of the work, including press releases.*

The Central Crossing project will remove dangerous and narrow below-grade tunnels and replace them with a wide at-grade crossing at the juncture of Central Avenue and the railroad tracks, on the eastern edge of Albuquerque's Downtown. Central Crossing aims to improve public safety and public health as well as connect people to multimodal transportation options. It will serve both pedestrians and bicyclists and connect to the planned seven-mile Rail Trail project and other recreational amenities.

### 15. Please provide a full overview and description of your project. What are the primary goals of the project? (required)

Limit: 500 words @500 words

Long desired but never executed until now, Central Crossing will connect Downtown to East Downtown—separated for a century by the railroad. It will provide a safer, pleasant, way to walk or bike into downtown and will serve as an inspiring gateway. As with many downtowns nationwide, Albuquerque's suffered during the pandemic. It is time to invest in amenities that help to revitalize the area, attract employers and jobs, connect people to the city's transportation network, and bring green space and recreation to some of the city's lower income neighborhoods.

The goals of Central Crossing are to:

- Reconnect historic neighborhoods
- Increase safety and access to downtown
- Enhance public spaces, add landscaping, and shade
- Improve the City's transportation and recreation network
- Foster job and economic growth

Central Crossing will be an important complement to an ambitious urban infrastructure project, the Rail Trail. When completed, the Rail Trail will be a seven-mile multiuse trail that will link Albuquerque's vibrant downtown area to nearby neighborhoods, cultural destinations, entertainment districts, mass transportation options, and the Rail Yards, creating a world-class urban amenity that will catalyze redevelopment. The Rail Trail is imagined both as a celebration of Albuquerque's cultural history and a bright vision for Albuquerque's shared future.

The completed trail will connect historic lower-income residential neighborhoods (Barelas, Downtown, Wells Park, Sawmill, and Old Town) to jobs, key institutions, and mass transportation options while expanding opportunities for local businesses and the development of vacant lots and buildings that emerged after a decline of dominant industries in the area. For more than half of its length, the Rail Trail will catalyze underutilized rail right-of-way, spurring new housing and commercial development, creating community gathering spots, and highlighting art where no development currently is. The Trail will reduce the urban heat island effect, functioning as a green belt planted with native landscaping and shade trees, connecting to the existing Bosque Trail on the north and south ends of the loop. Currently, the downtown core only has one small park; the limited green space exacerbates urban heat and means the residents have little access to nature within easy walking distance.

The Trail will also reduce crashes and pedestrian and bicycle fatalities through a design that is largely separated from vehicular traffic. Increased pedestrian traffic from the project will increase the customer base for local businesses and enterprises, creating an investment opportunity that will enhance the quality of life in neighborhoods that have been disconnected from surrounding areas by roads and the railroad. These elements are an opportunity to link different neighborhoods while creating healthy and safe recreation that will drive economic development and create a more vibrant community that equitably serves the needs of residents.

With about \$40 million raised from local, state, and federal sources, the Rail Trail promises to be one of the most innovative and ambitious open space projects in decades. With thoughtful planning and ongoing community engagement, it will support equitable access to a high-quality recreational amenity for residents and visitors.

**16. Please select the primary type of project. (required)**

- Planning and design
- Surveying and engineering
- Construction
- Campground and/or picnic site
- Signage (trailhead, wayfinding, interpretive, etc.)
- Outdoor classroom
- River boat ramp or other water access
- River surf wave
- Post fire or other disaster mitigation
- Trail amenities (benches, bike maintenance stations, and/or trail improvements)
- Trail Maintenance
- Park improvement
- Group shelter
- Other

*Select all that apply.*

**17. Check all types of outdoor recreation activities this project will improve access to. (required)**

- Archery
- Backpacking
- Bicycling (road, mountain, and gravel)
- Birdwatching



- Boating
- Camping
- Climbing
- Conservation / Restoration / Trail Work
- Fishing
- Flora and Fauna Identification
- Gardening
- Hang-gliding
- Hiking
- Horseback Riding
- Hot-air Ballooning
- Hunting
- Jet skiing
- Mushrooming
- Nature Study
- Off-Highway Vehicles (motorcycles, ATV's, trials riding, side-by-sides, overlanding...)
- Skateboarding
- Orienteering
- Paddling (rafting, kayaking, canoeing, paddle boarding, etc.)
- Running (road or trail)
- Skiing
- Sledding
- Snowboarding
- Snowshoeing

*Please check all applicable types of outdoor recreation activities this project will support.*

**18. Is this project primarily for motorized, non-motorized, or mixed use? (required)**

- Motorized
- Non-motorized
- Mixed use

**19. Please select the primary county this project will benefit. (required)**

Bernalillo

**20. Attach a location map of the proposed project. (required)**

*Select up to 5 files to attach. Please attach a map(s) to show the location of the project within your community or region. The map should identify the main roads that provide access to the project and other infrastructure surrounding the project. For trail projects, the map should show how the project links to other recreational amenities, businesses, and/or other trails.*

**21. What entity or individual owns the land where the project will occur? (required)**

Limit: 250 characters @234 characters

The City owns the area around the bridge and has a Road Administration policy with the NMDOT over Central Ave. within city limits. NMDOT owns the bridge and BNSF has a usage agreement-- both are weighing in on design and construction.

**22. What is the strategy for ongoing stewardship of the project? (required)**

Limit: 250 words @177 words

*Please explain how the project will be maintained, i.e. will you coordinate volunteers, and if so, how will they be recruited, trained and mobilized? Will you contract for maintenance, if so, what is your budget and source of ongoing funding? If maintenance will be provided in-house, which department and what are their resources?*

As with other open spaces and trails under City of Albuquerque stewardship, the City commits to cleaning and securing Central Crossing. Similar to the rest of downtown, this will be a joint effort between departments, including Solid Waste, Parks, Municipal Development, Albuquerque Police, and Albuquerque Fire. Further, the City has contracted with Block by Block since 2006 for supplemental cleaning services downtown. Downtown property owners are also in the planning stages to form a downtown Business Improvement District (BID), the first in Albuquerque in about 20 years. Depending on the final boundaries of the BID, Central Crossing may be eligible to receive supplemental cleaning and security services above and beyond what the City provides through BID contracts. Over the longer term, a group of dedicated Rail Trail supporters have committed to forming a nonprofit Friends group. This group, once established, may also provide support for cleaning, maintaining, and programming the Trail, which may include Central Crossing. While technically a separate project from the Rail Trail, Central Crossing will provide a crucial link between Downtown and East Downtown.

**23. Has permission been granted to access the land to complete this project? (required)**

- Yes
- No

**23a. Please upload documentation confirming the project being proposed is supported by the land management agency or land owner. [Comprehensive Road Administration Agreement and NMDOT agreement](#)**

*Please note you must document permission to access the land in order to be eligible for grant funding. If you answer no to this question your application will be deemed ineligible and denied for funding.*

*Private property: If your project enters private property, please attach a copy of a Memorandum of Understanding, the Grant of Easement, a copy of a lease, or other relevant documentation from the landowner. For ORD to invest in a project on private property, the project must be open to the public. Public property: If your project takes place on public land, provide a letter of support from the Foresty Supervisor or senior line staff of the land management agency. Projects on Forest Service land must have Forest Supervisor approval. Additionally, we highly recommend that if a project is on public land, the local land management agency is one of the project partners, and an agreement is in place that identifies their role and commitment to the success of the project, and this aligns with the program of work.*

**24. Please select the most appropriate type of community this project will support. (required)**

- Tribal
- Rural
- Urban
- Land Grant

*NOTE: "Rural" defined as any part of the state other than: Los Alamos County; Albuquerque; Rio Rancho; Farmington; Las Cruces; Roswell; Santa Fe; and a 10-mile radius around those cities.*

## **GRANT PROJECT TIMELINE**

**25. Is the project shovel-ready? Shovel-ready is defined as being able to start the project within three months of being awarded the grant. (required)**

- Yes
- No

**26. Grantees are allowed up to 24 months from contract signing to complete the project. Please use the spaces below to provide a grant timeline for your project. Provide detailed explanations on how the project will be constructed, what work will be done in each stage, and who will lead the work.**

Months 1-6(required)

Limit: 150 words

Construction lead for all stages: Jaynes, with project management support from the Department of Municipal Development.

Design, engineering documents, and landscaping are already underway. The West ramp is scheduled to break ground soon and is not a part of this request. Engineering, construction, and landscape contractors are already After notification of award, the following activities will begin immediately:

DESIGN (Months 1-2):

- \*Signing and striping for area around the project: Month 1
- \*Traffic control: Month 1
- \*Permits: Months 1-2
- \*Notice to proceed: Month 2

RAMP IMPROVEMENTS (Months 2-8):

- \*Construction mobilization: Month 2
- \*Site wall demolition: Months 2-3
- \*Utility relocation: Months 3-4
- \*Earthwork: Month 4
- \*Retaining wall construction: Month 5
- \*Electrical rough-in: Month 5
- \*Storm drain piping: Month 5
- \*Sidewalk concrete placement: Month 6

BRIDGE IMPROVEMENTS (Months 6-12)

- \*Concrete demolition: Month 6

Months 7-12(required)

Limit: 150 words

RAMP IMPROVEMENTS (Months 2-8):

\*Ramp handrails, lighting, and finishes: Month 7

**BRIDGE IMPROVEMENTS (Months 6-12)**

\*Abutment foundation excavation, placement, and forming: Months 6-8

\*Roadway grading: Month 9

\*Concrete work: Months 9-10

\*Bridge handrails, lighting, and finishes: Months 11-12

Months 13-18(required)

Limit: 150 words

**CLOSEOUT: Month 13**

\*Systems start-up, punch-list, substantial project completion: Month 13

Months 19-24(required)

Limit: 150 words

N/A

**BUDGET INFORMATION**

**27. Organization's total operating budget(required)**

\$851,193,000

*List the total annual operating budget for the applying organization.*

**28. Total project cost(required)**

\$19,637,614

*Provide the total anticipated cost of the specific project you are applying for. This is not the same as the Trails+ grant request amount.*

**29. What category of Trails+ grant are you applying for? (required)**

- Tier 1 Local (Between \$25,000 - \$99,999)
- Tier 2 Regional (Between \$100,000 - \$500,000)
- Tier 3 Regional (between \$500,000 to \$1,000,000)

*Trails+ grants will be distributed in three tiers: Tier 1 Local of up to \$99,999; Tier 2 Regional of up to \$500,000; Tier 3 up to \$1 million. Note that Tier 2 and Tier 3 Regional applicants will be expected to make an oral presentation to the review committee should their project be chosen as a finalist. These should be landscape-scale projects that bring together multiple community partners.*

**29b. Tier 2 regional project funding request.**

\$500,000

**30. Match amount**

\$500,000

*Please provide the amount secured for the 1:1 match requirement. For rural and tribal applicants (see definition above), the match is 2:1. (i.e. if you apply for \$50,000 in grant funding you need at least a \$25,000 match). The match can be in the form of in-kind donations, cash, other grants or funding*

associated with the project, volunteer time, etc. If you are unclear about the match requirement or what counts towards the match please reach out to ORD for clarification.

**Budget Attachment(required)**

Please ensure your grant and match totals equal match amount and grant request amount listed in questions 29 and 30.

Please use this format for your budget submission. Complete grant request and match documentation on one spreadsheet. Contact ORD if you have any questions.

A	B	C	D
Category	Item/Description/Source	Trails+ Grant	Match (cash and in-kind)
<b>Total</b>			

*\*Please complete all columns and note the total for Trails+ Grant column should equal the grant request amount included in your application, and the same for the match column.*

**RECREATIONAL VALUE**

**32. Briefly describe how this project will improve equitable outdoor recreation access needs in your community. Who will be the primary users or beneficiaries of this project? Will youth in particular benefit? (required)**

Limit: 250 words @250 words

Currently, the only outdoor recreation amenity in Albuquerque’s downtown core is one small park. While the Bosque Trail is nearby, there are no dedicated (traffic-free) means of accessing it from downtown. For those living to the east of the railroad tracks, nonmotorized access to the Bosque Trail and other downtown amenities is more limited. Central Crossing will create access, alleviating the pinch point created by the north-south-oriented tracks. With a recent commitment from the University of New Mexico to locate some programs downtown, and an ongoing commitment by Central New Mexico Community College, major beneficiaries of the new infrastructure may be students.

The primary beneficiaries of Central Crossing will be those who live or work in or near Downtown. It will provide a pleasant and safe means of getting into and out of the area. It will connect to the Rail Trail and newly-added Central Avenue bike lanes, bolstering a downtown recreation network and providing nonmotorized access to housing, services, and amenities—and to the larger transportation network. Similar trails in other cities have spurred dense new housing and investment in businesses and job opportunities.

Economic and housing growth is desperately needed downtown, where close to 40% of residents are at or below the poverty line; and more than half are people of color. Over 81% of downtown residents are

renters, and almost half of them do not own a car, meaning that a strong transportation network is critical to ensuring access to recreation, as well as jobs and services.

**33. How does your project enhance the region's recreation landscape? For example, will it connect to any other trail systems? Will it contribute to a regional outdoor brand? (required)**

Limit: 250 words @250 words

New Mexico is well-known for its recreational amenities. However, Albuquerque's downtown has largely been left off the must-visit list. Central Crossing will be an important part of remedying this reputation. First, it will literally bridge a gap between the neighborhoods to the east and west of the railroad tracks. These geographically close neighborhoods will become safer and have more seamless connectivity after the completion of Central Crossing. It will help connect people to a range of amenities that connect people to the outdoors, including: the Albuquerque Transit Center (ATC), the City's major bus and commuter train hub; to newly striped Central Avenue bike lanes; and to the downtown segment future Rail Trail. The Rail Trail will run in a seven-mile loop through Baretas, Downtown, Wells Park, Sawmill, and Old Town, terminating in the establishing Bosque Trail at the Hispanic Cultural Center to the south and the Botanic Garden to the north. Because the Bosque Trail is the primary spine for the planned Rio Grande Trail, the Rail Trail will further connect people to an ambitious multi-state bike and pedestrian trail.

The Rail Trail, with its celebration of New Mexico history and culture and strong focus on recreation and getting outdoors, will align with the New Mexico True brand. It also features in Visit Albuquerque's new 10-year master plan, where downtown development, enhancing outdoor recreation, celebrating Route 66, arts and culture heritage attractions, and building transportation connectivity are all key strategies to foster more and better experiences for visitors to Albuquerque.

**34. Will this project connect to or enhance the Rio Grande Trail's designated or preferred alignment? (required)**

- Yes
- No
- Unsure

**35. Is this project part of a county, city, or other master plan for the area? (required)**

- Yes
- No
- Unsure

**36. Estimate the physical size of the project (i.e. miles, acres, or square footage). Make sure to list the unit of measurement. (required)**

Limit: 100 characters @98 characters

Central Crossing is ~30,000 sq/ft and will connect to a bike trail that links to the Bosque Trail.

**37. What barriers or challenges might impede this project? (required)**

Limit: 250 words @173 words

*Examples: Supply chain issues, land access issues, weather, lack of volunteers, etc.*

The primary issue that might impede this project is funding shortfalls. Budget shortfalls in this era of project cost escalations and labor shortages have been the ongoing primary concern for the project. Additionally, design discussions between the New Mexico Department of Transportation and BNSF railroad continue on some aspects of the larger project. The City has been in talks with the relevant stakeholders in and around Central Crossing for over two years now, and agreements are close to being finalized.

However, once constructed, the City is confident that Central Crossing will be a success. It has been the goal of multiple past administrations to improve this crossing, and that longstanding vision is finally about to become a reality. As with the adjoining Rail Trail, the City will commit its own maintenance and security resources to the development to ensure that it remains clean, safe, and well-lit to welcome all residents and visitors.

### **EQUITY AND ACCESS**

38. Will you charge a fee to access this area? (required)

- Yes
- No

**39. How will this project connect members of your community to recreational opportunities, particularly community members who historically may not have had the same access? (required)**

Limit: 500 words @304 words

Downtown Albuquerque is surrounded by some of the city's most historic, but also low-income, neighborhoods. Since the advent of the railroad, these neighborhoods have been cut off from one another by the rail lines, which create a physical barrier with few access points. The neighborhoods along the railroad tracks have also had to contend with ground and air pollution from the trains and lack of shade near the undeveloped and exposed rail right-of-way. These neighborhoods are precisely the ones who have historically not had a high level of access to recreational amenities.

Even major projects like Innovate ABQ, a UNM development in East Downtown, are physically removed from downtown in spite of only being a block away because the access points involve below-grade tunnels under the tracks, which can feel unsafe for pedestrians and are not appropriate for bicycles.

About half of downtown renters, or nearly 40% of all downtown households, are without regular access to a vehicle. This means that bicycle and pedestrian access to the larger transportation network, amenities, and services is critically important.

Only about 3% of the downtown area is green space, contributing to the heat island effect in and around downtown. Even Civic Plaza, a large open public space, has little greenery on it. And yet, downtown is centrally located and close to many great recreational opportunities. The Bosque Trail is not far, which in turn can connect bikers to a wide network of dedicated bike lanes and trails all over the city. Once the vision for the Rio Grande Trail is realized, the Rail Trail may be able to connect many thousands of Albuquerque residents and visitors alike to one of the nation's premier multi-state bike trails. Finally, better and safer access to the Alvarado Transit Center can connect people by bus or train to recreation as far away as Santa Fe.

**40. Describe what considerations for accessibility have been made in your project and why these considerations will or will not be implemented. (required)**

Limit: 500 words @160 words

*Making small changes to infrastructure, such as widening trails, can open up their use for people of all abilities. Please keep this in mind when planning your project so you can find opportunities to meet as many community members' needs with outdoor recreation infrastructure, no matter what the recreation type may be. This will be prioritized in scoring of applications.*

Central Crossing will be one of the primary access points for the Albuquerque Rail Trail and will provide a much-needed improvement to the existing pedestrian access, especially in terms of accessibility. It will be ADA accessible, and accessible features are integrated in all aspects of the design. The access trail that brings pedestrians and bicyclists up to the train platform and the new bridge over Central Avenue is designed to keep as much of it as possible at 4.5% or less. If a steeper grade is needed, appropriate handrails and landings will be incorporated. The width of the main and access trail is generous, accommodating not only bicycles and pedestrians, but room for pedestrians to walk side-by-side with a wheelchair and still leave ample room for bicyclists. The entire trail will be constructed from smooth concrete with a broom-finish to ensure there are no tripping hazards and to provide enough texture to keep the concrete from being slippery when wet.

## **ENVIRONMENTAL AND CULTURAL IMPACT**

### **41. How will this project restore, enhance, or conserve the natural lands and/or waters in the region? (required)**

Limit: 500 words @184 words

Central Crossing is part of a larger vision to bring more native landscaping, shade, rest areas, and water to downtown. In the mid-20<sup>th</sup> century, very little thought was put into retaining or creating green spaces, conserving the natural environment, or creating shade to improve the environment for residents and visitors. The aesthetic for decades was concrete and exposed spaces. As temperatures increase and weather grows more extreme, downtown's current amenities are not a recipe for recreational comfort. When connected to the Rail Trail, Central Crossing will be part of a seven-mile linear park—introducing greenery and shade to areas that are currently barren and exposed. In total, this project will increase floodwater management, provide habitat for native pollinators and insects, and reintroduce native species to downtown.

Culturally, Central Crossing is both a literal and a metaphorical bridging of two neighborhoods that have been separated by the railroad tracks for over a century. Central Crossing will feature a monumental, walk- or ride-through, sculpture on the point of this divide— an abstracted representation of a tumbleweed, the iconic plant of the southwest and scourge of all cyclists.

### **42. Does the project improve the region's resilience or adaptation to climate change? (required)**

- Yes
- No
- Unsure

### **42a. Please explain how the project will improve the region's resilience and/or will addresses climate change.**

Limit: 500 words @183 words

Resilient infrastructure that is designed to better manage temperature extremes and periods of drought and flood will be critical to ensuring that Downtown remains a healthy and desirable place to live and



work. Central Crossing is part of a larger vision to make the area more resilient to the extremes of climate change by building infrastructure that reduces the risk of flooding, creates shade, and offers more native plant life. The slope of the ramps should carry water further away from the train tracks, reducing the risk of flooding along Central Avenue.

Central Crossing is part of an ambitious reimagining of greater downtown, of which the Rail Trail is part. As one of the City's worst heat islands, the City is planning to introduce more green spaces, share, rest areas, and water fountains throughout greater downtown. This infrastructure will support making downtown a more comfortable place to live, work, and be active. The introduction of native plants into the landscaping along the Rail Trail will not only create shade and cooler pavement, but will also offer habitat for native species of insects and animals.

**43. Will this project help restore, enhance, or protect a watershed? (required)**

- Yes
- No

**44. Is all necessary environmental compliance and/or other permitting work completed? (required)**

- Yes
- No

**44b. Please explain what compliance work has been completed. (required)**

Limit: 250 words [@149 words](#)

The project submitted for New Mexico Department of Transportation Categorical Exclusion in 2024 and no additional compliance is required. The entire project will be contained within the existing footprint of the bridge and existing pathways, with all subsurface construction being limited to foundations for the pedestrian bridge. The project will have no effect on cultural resources or traditional cultural properties. It is expected to have no impact on threatened or endangered animals and the area currently has no plants or wildlife. The area is not a floodplain, near a Wild and Scenic River, or irrigation ditches/acequias. There are no wetlands in or near the area. The area will disturb less than an acre of land, and is not eligible for erosion or sediment control. The project is not eligible for fugitive dust control and no noise analysis is required. The EGB has determined that no additional investigations are required.

**45. Please attach any environmental compliance or other permitting documentation here (if applicable). [Categorical exclusion attached](#)**

**46. Is this project located in or near sensitive natural or cultural resource areas? (required)**

- Yes
- No

**ECONOMIC IMPACT**

**47. How will this project support and engage the local business community? List specific economic impacts the project will have. (required)**

Limit: 500 words [@268 words](#)

*Cite any partnerships with local EDOs or local economic development entities.*

Central Crossing is part of a larger vision to revitalize downtown and turn it into a destination to live and work. As part of this process, the City has held a series of public and stakeholder meetings over the past four years, which have engaged dozens of businesses and hundreds of residents and property owners. The MRA also mailed a survey (in English and Spanish) to over 4,000 residents and businesses in and around the downtown area in 2024 to gather input on the project. Central Crossing will complement the new bike lanes installed downtown along Central Avenue and will connect seamlessly to the Rail Trail.

Together, Central Crossing and the Rail Trail are expected to catalyze and improve the downtown business climate and have the potential to attract new businesses downtown and help existing businesses to thrive. The MRA is in the process of updating its downtown redevelopment plan and is also undergoing the first downtown parking study in nine years. These plans will help the City to make more informed and strategic decisions on amenities and supports required to help support a more vibrant downtown.

Additionally, the MRA is currently working with other area organizations and City departments to determine the appropriate set of business and residential supports in and around downtown. Outputs of this work include a Rail Trail Inclusive Growth Report, and an Anti-Displacement Toolkit (in-progress, led by the Planning Department). MRA has strong relationships with the City's Economic Development Department (EDD), which houses small business navigation supports, and both EDD and MRA refer businesses to one another. An in-progress downtown Albuquerque Business Improvement District, as well as strong partnerships with the Greater Albuquerque Chamber of Commerce and the Albuquerque Regional Economic Alliance, will support efforts to connect the business community to development and growth opportunities in and around downtown.

**48. How many full, part-time, and/or seasonal jobs will this project create? (required)**

*Include all job(s) (full-time, part-time, seasonal, etc.).*

57

**49. Provide a breakdown of the number listed above for number of jobs created. (required)**

Limit: 250 words @57 words

*Please break down number of full-time, part-time and seasonal jobs that the number stated in question. Describe if that number describes the number of jobs created through the project (e.g. hiring construction crews) OR if you anticipate additional job opportunities created in ancillary industries due to the success of the project.*

Central Crossing will create 57 full-time construction jobs for about one year. It is expected that the project will create new ancillary jobs by making downtown a more connected and more accessible location for employers, including the University of New Mexico and Central New Mexico Community College. These indirect jobs are not included in the job estimate.

**50. How will this project increase visitation to the area? (required)**

Limit: 250 words @250 words

*Describe whether this is a project that you anticipate increasing visitors to the region. Cite any partnerships with destination management organizations or local tourism departments.*

Investments in downtown should not only seek to attract out-of-state visitors, but New Mexico residents. Many people who live in Albuquerque never come downtown due to a perception that it is

unsafe or there is nothing to do. A major investment in monumental art and recreational amenities that helps connect downtown amenities to the well-known Bosque Trail sends an important signal to all potential visitors that downtown is worth visiting. Visit Albuquerque highlights the potential of the Rail Trail to attract new visitors and make the tourism industry overall more viable. The Greater Albuquerque Chamber of Commerce and Albuquerque Regional Economic Alliance both also support this development and its potential for downtown revitalization. When completed, Central Crossing and the Rail Trail together are likely to attract many millions in investment and create hundreds of jobs. In cities such as Atlanta and Indianapolis, urban trails have attracted over a billion dollars each in new investment dollars and brought thousands of new jobs. By constructing world-class destination recreational infrastructure and public art, Albuquerque expects similar outcomes, with investments in new housing, hotels, and services. There are a number of underdeveloped lots or vacant buildings near Central Crossing, which are prime for reinvestment into housing, hotels, and new businesses that support locals and tourists alike.

Local property owners are in the early stages of forming a Friends of the Rail Trail 501c3 group, which once established will support fundraising and programming downtown near Central Crossing and the Rail Trail —supplementing the city’s efforts.

**51. Have you applied to or do you intend to apply to the Land and Water Conservation Fund in 2024 or 2025? (required)**

- Yes
- No
- Unsure

**52. Have you applied or do you intend to apply for a New Mexico Youth Conservation Corps grant in 2025? (required)**

- Yes
- No
- Unsure

**ADDITIONAL ATTACHMENTS**

**53. Please upload a copy of any and all subcontractor quotes to total \$20,000 or more here.**

*Any subcontract for over \$20,000 requires a written quote to be uploaded here.*

[Have bridge, ramp, railwork, and tumbleweed estimates.](#)

**54. Please attach any relevant documents, images, maps, etc. that help describe or showcase the proposed project.**

*Photos will be used in long-term public promotion of projects awarded. High quality photos preferred.*

[Have a few renderings from Predock](#)

**55. Please attach any MOUs, MOAs, or letters of support here. (required)**

*IMPORTANT NOTE: The Trails+ review committee scores based in part on the number and quality of letters of support for a project. Successful projects will demonstrate a high level of support from the greater community, especially Tribal governments, counties, municipalities, and federal and state land managers. At least one letter of support is required from a local entity.*

[Included letters of support from past grant applications: RAISE and ATIIP](#)

**Trails + Albuquerque Central Crossing Construction Budget**

A	B	C	D		
Category	Item/Description/Source	Trails+ Grant	Other Local and State Funding	Match (State Road Funds)	Total
<b>Phase I (West Ramp)</b>					
Construction	West Ramp: Construction to start soon; this phase of the project is not included in this Trails+ request.	\$0.00	\$5,000,000.00		\$5,000,000.00
<b>Phase II (Overpass and East Ramp)</b>					
Construction	East Ramp : See attached cost estimates for details on cost.	\$500,000.00	\$4,807,598.00	\$500,000.00	\$5,807,598.00
Construction	Bridge: See attached cost estimates for details on cost.	\$0.00	\$2,992,633.00		\$2,992,633.00
Construction	Rail work, includes removing unnecessary tracks: See attached cost estimates for details on cost. Note that estimate includes a \$537872 contingency that has been backed out. Contingency for the overall project is estimated at \$1,000,000.	\$0.00	\$2,689,360.00		\$2,689,360.00
Public Art	Monumental walkthrough/bike-through art work (30', interactive, light-up): Estimate includes design, fabrication, and transportation to site: See attached cost estimates for details on cost.	\$0.00	\$2,148,023.00		\$2,148,023.00
Contingency	Across Phases I and II	\$0.00	\$1,000,000.00		\$1,000,000.00
<b>Total</b>		\$500,000.00	\$18,637,614.00	\$500,000.00	\$19,637,614.00



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

November 22, 2022

Tim Keller, Mayor  
City of Albuquerque

DELIVERED ELECTRONICALLY

Dear Mayor Keller,

As requested, the New Mexico Department of Transportation commits \$10 million from its State Road Fund (non-federal funding) to support the City's Rail Trail project.

I understand the project includes various funding sources that will impact the timing in which the DOT's support will be used. To that end, the \$10 million will be available through June 30, 2023.

We wish you well on a successful project. Do not hesitate to contact me with any questions.

Sincerely,

Ricky Serna  
Cabinet Secretary

CC: Jolene Herrera, STIP Manager  
Justin Gibson, District Engineer (D3)  
Mallery Manzanares, ASD Director

**Michelle Lujan  
Grisham**  
Governor

**Ricky Serna**  
Cabinet Secretary

**Commissioners**

**Jennifer Sandoval**  
Commissioner, Vice-Chairman  
District 1

**Bruce Ellis**  
Commissioner  
District 2

**Hilma E. Chynoweth**  
Commissioner  
District 3

**Walter G. Adams**  
Commissioner, Chairman  
District 4

**Thomas C. Taylor**  
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District 5

**Charles Lundstrom**  
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