

EC-26-199



CITY OF ALBUQUERQUE
Albuquerque, New Mexico
Office of the Mayor

Mayor Timothy M. Keller

INTER-OFFICE MEMORANDUM

7/6/26

TO: Klarissa J. Peña, President, City Council

FROM: Timothy M. Keller, Mayor



SUBJECT: Approving the submission of an FY27 New Mexico MainStreet Capital Outlay request

In partnership with Downtown Albuquerque MainStreet Initiative, the Metropolitan Redevelopment Agency submitted a request of \$2,500,058.77 to the State of New Mexico MainStreet for FY27 capital outlay funds. If awarded, this grant will help to fund the southeast ramp of Central Crossing in Downtown, creating a complete connection between Downtown and East Downtown. Award notifications are expected later this year.

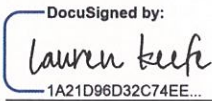
TITLE/SUBJECT OF LEGISLATION*** *Same as subject line on last page*)

Approved:

Approved as to Legal Form:

 7/24/26

Samantha Sengel, EdD Date
Chief Administrative Officer

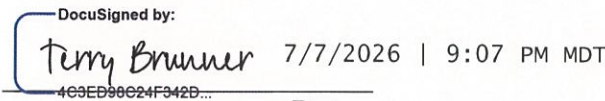
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7/9/2026 | 4:22 PM MDT

Date

City Attorney

Recommended:

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Date

Director

Cover Analysis

1. What is it?

An application for a grant to the state New Mexico MainStreet FY27 capital outlay program. This application was a joint effort with the Downtown Albuquerque MainStreet Initiative.

2. What will this piece of legislation do?

This is an EC. If awarded, the MRA will follow up with appropriation legislation.

3. Why is this project needed?

If awarded, the grant will help to fund the southeast ramp portion of 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 request is for \$2,500,058.77 from New Mexico MainStreet.

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, including other grants, bonds, and capital outlay.

7. Is this service already provided by another entity?

No

FY 2027 Capital Outlay Funding Application

<https://www.tfaforms.com/5200788>

Submitted on 7/7/26

Community and Project Contact Information

Community Name: Albuquerque

Name of Project: ABQ Rail Trail: Central Crossing

Name of Local MainStreet Director: Shawna Brown

Email: shawna@abqmainstreet.org

Phone Number: 505-302-5623

Name of Local Government Contact: Jennifer Jackson

Email: jjackson@cabq.gov

Phone Number: 505-263-5376

Project Qualification

Eligible Public Infrastructure Projects. Select the most appropriate category:

- Planning: Cultural Economic Development Plan for designated New Mexico Arts & Cultural District Start-Ups.
- Streets: Storm sewer and drainage projects; Water, electric, and sewer utilities; Broadband; and Pedestrian night lighting (and accompanying conduit and electrical cabling).
- Pedestrian Safety: Sidewalks, curb extensions, road diets, pedestrian crossings, and medians; traffic calming, traffic parking configuration, context-sensitive solution projects; and complete streets projects.
- Street amenities: Wayfinding systems; benches; trash receptacles; tree canopy; and landscape buffers (including watering systems consistent with drought-tolerant plantings that are consistent with the historic context of the project area, and if in an historic designated district, consistent with the appropriate period of significance as designated in the district nomination).
- Placemaking: Town Centers, Town Squares and Plazas; Public and Farmers Markets; Outdoor performance spaces and amphitheaters (placemaking projects must be able to directly demonstrate support for economic growth, property renovation, business development, and job creation within the district.)
- Great Blocks on MainStreet Projects: Design and Construction Documents for New Project.
- Great Blocks on MainStreet Projects: Construction Funding
- Adaptive Reuse or Rehabilitation of Publicly Owned Historic or Cultural Property: Projects in this category must be able to demonstrate support for economic growth with the district.

Please describe the Public Infrastructure Project and the Project Area:

The project area is in Downtown Albuquerque at Central Avenue and the railroad tracks, to Broadway on the east and 1st Street on the west. See attached aerial images for more detail. Central Crossing is a new pedestrian and bike connection that will replace narrow and unsafe subterranean tunnels with an at-grade crossing at the railroad tracks and Central Avenue, in Downtown Albuquerque. This juncture between railroad and road has divided Downtown from East Downtown for many decades. The southwest ramp of Central Crossing, Phase I, leads up to the Rail Runner platform and was opened to the public in June 2026. The proposed project encompasses the next phase of a four-phase project. NMMS capital outlay will help the City of Albuquerque to build an eastern ramp, which will connect to a bridge and another ramp on the north side of Central Avenue. Together, this major infrastructure project will help people to get to and from Downtown, East Downtown, the UNM Innovate campus, and to the future Rail Trail. A monumental light-up tumbleweed sculpture will sit on top of the new pedestrian bridge spanning Central Avenue, creating a major attraction that encourages people to visit. Improving this connection is critical for the economic health of neighborhoods on both side of the tracks, but particularly for Downtown and the 17,000 people who either live or work there every day.

Project funding phase? (Select one option)

- Design Phase
- Construction Phase
- Design and Construction (only available to small-scale infrastructure projects)

What is the size and scope of this project? (select one option)

- Small Public Infrastructure Projects
- Medium to Large Public Infrastructure Projects
- Great Blocks on MainStreet (you must be invited to apply to this by NMMS Staff)

If your project is in the construction phase and has multiple phases of construction, please explain what phase of construction you're applying for:

Phase I of construction consisted of the southwest ramp, which celebrated its grand opening on June 23. This ramp increases access to the Rail Runner platform and the Alvarado Transportation Center by adding a wide, welcoming entry-point to these amenities. It also adds visual appeal, through new landscaping, and improves wheelchair and bike accessibility to the train.

This capital outlay request will support Phase II, which consists of a ramp on the south side of Central Avenue to the east of the railroad tracks. Phase III will be a ramp on the north side of Central Avenue, and Phase IV will be a north-south bike/pedestrian bridge constructed parallel to the train tracks. This work on the eastern half of Central Crossing will build a strong connection between Downtown, East Downtown, and the UNM Innovate campus that is currently lacking by removing an outdated and unsafe passageway. Construction drawings are at 100% design and were submitted to NMDOT for review months ago. The City expects final approval and certifications any day and will share them when available.

Construction on the next phases can begin as soon as summer 2026, meaning work will start immediately upon execution of grant agreement. Construction is expected to take about a year and will include the following activities.

- Construction mobilization
- Site wall demolition
- Utility relocation
- Earthwork
- Retaining wall construction
- Electrical rough-in
- Storm drain piping
- Sidewalk concrete placement
- Ramp handrails, lighting, and finishes
- Landscaping

All future phases of the project can be carried out concurrently to minimize the duration of traffic disruptions into Downtown. While the two ramps on the east side of the railroad are being constructed, parts of the bike/ped bridge will be fabricated off-site and dropped into place when ready. Once the bridge is in place, the Electric Tumbleweed will be relocated from the Rail Yards. The Electric Tumbleweed is a two-story tall light-up and walkthrough sculpture that has been mounted in the plaza at the Rail Yards temporarily until the conclusion of Central Crossing construction. In the meantime, residents and visitors alike can see and interact with the Tumbleweed during Rail Yards Market days and at special events.

During the construction period, users will be able to access the Alvarado Transportation Center without

disruption and there will be no disruption to train service. The tunnels under the railroad tracks have been closed for months already and will remain closed. Pedestrians have been re-routed to Tijeras to access Downtown and East Downtown more safely.

When complete, Central Crossing will seamlessly connect to the existing downtown bike lanes and the future Rail Trail—a seven-mile bike loop, which will help people navigate the greater downtown area more easily on bike or foot.

Please provide a breakdown of the project budget below. Please include what your local government will be providing, or has provided as support to the project.

	Cash	In-Kind
Local city/town contribution	\$11,400,433.73	\$0
County Contribution	\$0	\$0
NMMS funds/services being requested	\$2,500,058.77	\$0
Private/Foundation Donation or Grant	\$0	\$0
Other grants or Spending	\$500,000	\$0

Total Cost of Project: [amount] \$14,400,492.50

Gap: [amount] \$4,500,000

Please explain how you anticipate filling any funding gaps:

The southeast ramp, the subject of this request, has sufficient funding. However, there is a funding gap for the northeast ramp and the bridge. These are two elements that the New Mexico Department of Transportation has mandated to be designed to specifications that, while adding accessibility and safety, also increase the cost.

City leadership meets at least monthly to discuss the funding of major capital projects. In the cases where there are gaps, the city works to determine if there are resources that can be redirected to ensure completion of the highest-priority projects—with prioritization measured along a number of variables including safety, quality-of-life, and economic development potential. Central Crossing ranks high on the priority list. The City will continue to analyze revenues, general funds, and bond funds for dollars that can be directed toward this project in order to ensure that it can be completed as quickly as possible.

Additionally, the City has also been meeting with MainStreet and other partner organizations to find additional funding for this project, especially grant funding, given its high potential impact on the economy and visitation numbers for Downtown. Central Crossing has the potential to not only make it easier to access Downtown on bike or foot and connect disconnected neighborhoods, it may become a destination in its own right because of the Tumbleweed sculpture and the rare opportunity people will have to stand elevated above Central Avenue with a view to the mountains in the east and bosque to the west. The Greater Albuquerque Chamber of Commerce, AREA, and Visit ABQ also have identified this project as a high priority. A nonprofit, Friends of the Rail Trail, has formed and is filing its paperwork to become a legally recognized nonprofit. Once the group has a tax ID, fundraising for Central Crossing and the Rail Trail will be easier and more efficient. Donations are expected to come from corporations and philanthropy.

If New Mexico Main Street has additional capital outlay available this fiscal year, Albuquerque would be able to expend it quickly. Central Crossing is one of the most significant public infrastructure projects in the state, especially when considered as part of the Rail Trail, and Albuquerque leadership is motivated to see it constructed as quickly as possible.

Please describe any investments made by your local government in or around the project/downtown area to public infrastructure recently or planned:

In recent years, Albuquerque has invested heavily in and around Downtown on projects that will improve access to and usability of the Central Crossing project. This includes Central Avenue bike lanes (complete), downtown portaloos (complete), a Broadway Avenue road diet and pedestrian improvements (in planning stages), the Rail Trail (planning stage), a downtown wayfinding system (in planning with rollout to start this summer), implementation of many four-way stops in Downtown to slow down traffic, new traffic barricades to improve safety on weekends, new lighting (including festoon lighting), new murals and public art, new trash receptacles around greater downtown, ongoing improvements to the Rail Yards, and significant investment in the warehouse at 1st St. NW and Roma Ave. NW to accommodate arts and culture functions.

Investments total more than \$72,650,000 in public infrastructure improvements in and around Downtown in recent years, with an additional \$48,000,000 committed by Central New Mexico Community College and NMEDD. Below are itemized highlights:

- Central Crossing \$18M (total including the completed phase)
- Broadway \$2M
- Downtown bike lanes \$500K
- Barricades \$500K
- Lights \$1M
- Trash cans \$200K
- Murals \$300K
- Wayfinding \$350K
- 516 Arts new home in Warehouse Arts (gallery and performance space) \$4M
- Rail Trail (including down to Rail Yards) \$20M
- Affordable Housing \$5M (Department of Health Housing and Homelessness), \$2.8M (MRA)
- CNM Film Academy investment \$15M (CABQ), \$25M (CNM), \$23M (NMEDD)
- Other Rail Yards improvements: \$3M

Please enter the total amount the local government is investing into public infrastructure in the project/downtown area, please include what has already been spent, and what is planned to be spent:
\$72,650,000

Is this project taking place in a historic district on the state or national register? Or is it a property/building listed on the state or national register? If so, is your local government willing to work with the Historic Preservation Division to meet historic preservation standards?

While Downtown Albuquerque itself is not a historic district on the national or state registers, Central Crossing will connect people to many nearby historic neighborhoods and buildings. A non-exhaustive list of historic resources on the state and national registers that will be better connected by Central Crossing includes:

- Barelás-South Fourth Street Historic District
- Coronado School
- Huning Highlands Historic District
- Keleher House
- The Kimo
- The Kress building
- Main Library
- Maisel's Indian Trading Post
- New Mexico Arizona Wool Warehouse

- Occidental Life Building
- Old Albuquerque High
- Old Hilton Hotel
- Old Post Office
- Rosenwald Building
- Simms Building
- Southern Union Gas Company Building
- Springer Building

The City's Metropolitan Redevelopment Agency and the Historic Preservation division of the Planning Department both work to connect developers and business owners to resources. With referrals from the Downtown ABQ Mainstreet Initiative, the City commits to help connect eligible property owners to the Historic Preservation Division to help ensure that the greater Downtown area is able to preserve its historic structures and meet historic preservation standards.

Project Narrative Section

Be sure to describe and explain the following in the list below. For this section you may attach photos and maps along with the narrative in a separate attachment. Please indicate in your email submission what attachments are being used to answer this section by clearly labeling the file with the question number from this document.

- Please include maps that establish the project area boundary.
- Identify historic and cultural properties.
- If in a historic district, provide the boundary of the district.
- Provide up to 12 photos that show existing conditions of the street for Public Infrastructure and buildings within the project area.
- Specify the improvements needed in the project area.
- Identify any recent or planned utility improvement projects in the area.
- Attach ICIP and MRA or Plans.

Upload plans in a compiled PDF and photos in a single compiled document

Provide a brief description of the project area:

The project area is Central Avenue and the railroad tracks, to Broadway on the east and 1st Street on the west. See attached aerial images for more detail.

Explain how the Proposed Public Infrastructure Project meets your Economic Transformation Strategy?

The Central Crossing infrastructure project represents a critical investment in Downtown Albuquerque and aligns with Downtown ABQ Mainstreet Initiative and Arts & Cultural District's Economic Transformation Strategies. By creating a safe, accessible, and welcoming pedestrian connection into Downtown, the project, when completed, will directly amplify Downtown ABQ MainStreet's Economic Transformation Strategy pillars (the Food Experience Economy, Arts and Entertainment, and Downtown Living) ensuring that residents, visitors, and business owners can reliably and comfortably access the district without requiring a vehicle.

Central Crossing will strengthen the Food Experience Economy by giving pedestrians safe access to downtown. This corridor gives Downtown guests access to culinary centric programming such as the Downtown Growers' Market and an array of food centered businesses and events that operate along Route 66. A safe and attractive pedestrian arrival reinforces the quality of these markets and eateries supporting longer dwell times, increased vendor/business engagement, and repeat visitation that sustains a thriving downtown.

For the Arts and Entertainment strategy, Central Crossing will function as an access route and an extension of

the downtown arts experience. The ABQ Artwalk, a program of Downtown ABQ Mainstreet, is inherently a pedestrian activation so its vitality depends on people moving fluidly in and through Downtown. A well-designed corridor, enhanced with lighting, landscaping, and opportunities for public art, creates a seamless transition from the surrounding community into the heart of Downtown, which lowers barriers for first-time visitors, especially those who are staying at hotels in East Downtown. The new crossing will also open an elevated view straight down Central Avenue, giving people a fresh perspective on Downtown, which is critical to building new narratives about downtown.

Finally, Central Crossing is a foundational asset for Downtown Living. Walkability ranks among the most significant factors influencing residential location decisions, and a safe pedestrian connection is key for attracting and supporting residents who want safety experience their downtown by bike or foot. By linking Downtown residents to services (markets, dining, entertainment, schools, etc.) Central Crossing makes living Downtown more tangible and sustainable, which will support long-term population growth and investment in the district's residential future.

Explain how the Proposed Public Infrastructure Project meets your MRA/Master Plan goals? How will your annual work plan change, and what resources will your organization need to prioritize to complete the project?

The Downtown ABQ Mainstreet Initiative does not have a Master Plan. It uses the Metropolitan Redevelopment Agency's approved MRA Plan as a Master Plan. The Central Crossing project aligns with two of the goals and some of the related objectives outlined in MRA's Downtown 2050 Plan. The two goals and related objectives are as follows:

1. *Reinforce the authentic, local, creative, and diverse culture of the core; and*
 - Celebrate Downtown's significance as the cultural and commercial heart of the City.
- 2) *Create comfortable and dynamic public spaces;*
 - Enhance and activate public spaces with dynamic design, lighting, and programming while ensuring Downtown remains clean, safe, and inviting
 - Honor the City's crossroads heritage by implementing innovative mobility solutions that ensure connectivity throughout Albuquerque.

Central Crossing is expected to indirectly support the plan's third goal as well, *Encourage strategic integrated economic growth*, by creating an attraction and improving mobility such that Downtown becomes a more appealing place to develop and locate businesses.

The completion of Central Crossing will not change any workplans for Downtown ABQ MainStreet or for the City. All related City departments will continue to meet to discuss Downtown issues, and the City will also continue to meet with downtown stakeholders. The Downtown ABQ Mainstreet Initiative regularly meets with the City's Economic Development Department, the Department of Arts and Culture, and the Metropolitan Redevelopment Agency. Other major public-private projects that are happening concurrently to Central Crossing are the next phases of the Rail Trail in West Old Town and the finalization and installation of a new Downtown wayfinding system. To ensure diverse and adequate resources for both of these initiatives, we are all working together to support the formation of a Downtown Business Improvement District and the legal designation of the Friends of the Rail Trail.

Describe how the Public Infrastructure investment will directly increase building rehabilitations and restorations in the project area. How will your organization identify those additional economic development projects?

Central Crossing construction plans include lighting and broadband utility improvements and landscaping,

which will give benefits to neighboring business and residences.

Central Crossing will improve connectivity between downtown neighborhoods, making it easier and more pleasant to visit Downtown, access transit, and engage in recreation. A large and visible investment in Downtown public infrastructure will send a signal to developers and businesses that Downtown is worthy of investment. Many companies look to quality-of-life amenities, such as trails, when choosing where to locate. When the Downtown Rail Trail segment is completed, which will connect Downtown to Wells Park to the north and the Rail Yards to the south, we expect to see significant renewed interest in Downtown as a location for redevelopment and investment. Other cities that have built urban trails have seen returns on investment of more than \$1 billion and the creation of thousands of new jobs. Central Crossing, which solves the challenge of the railroad tracks bisecting the area and creating an unsafe and unpleasant crossing, is a critical piece of this vision.

MainStreet will work closely with the Economic Development Department and the Metropolitan Redevelopment Agency to identify opportunity sites. Downtown has been declared a Tax Increment Financing District, which means potentially hundreds of millions in redevelopment dollars available to Downtown in the coming decades—provided the state and the county ultimately decide to commit. A large portion of these funds will be directed to acquisition and redevelopment of strategic projects, and for gap financing of major rehabilitation projects. MainStreet maintains close contact with area businesses and will relay findings back to the City so that relevant departments can help support redevelopment projects to move forward.

Describe how the Public Infrastructure investment will directly help expand businesses and or provide local entrepreneurs with space opportunities for their start-ups. How will your organization identify strategies to implement business development strategies?

While Central Crossing will not directly expand businesses, improved connectivity and visible investment in public infrastructure will make Downtown a more appealing prospect for business location and expansion. For instance, the UNM Innovate campus has struggled to attract tenants. With better direct connection to Downtown, available spaces will be more appealing to a range of businesses.

MainStreet will continue to meet with City officials in FY27 to draft better business development strategies for Downtown. This already includes developing a parking management plan, formalizing a location incentive package for businesses that move or expand Downtown, and continually improving communication and outreach lists. The City is putting together an inventory of available city-owned properties and will be releasing some for purchase or lease over the summer, which will help businesses understand better what space is available Downtown. Finally, once the Downtown Business Improvement District (BID) is approved, the BID can support additional cleaning and security services to what is already provided Downtown—enhancing the appeal of Downtown as a business location.

What are the partnerships and agreements that will be in place to ensure the successful implementation of the project and the commitments to maintain the completed project?

No new partnership agreements will result immediately from the construction of Central Crossing. Downtown ABQ Mainstreet Initiative already has an agreement with the City, which is renewed every year. The City has agreements with all the relevant owners and users of the land around Central Crossing, including UNM, BNSF, and NMDOT.

To support the ongoing success the of the project, Downtown ABQ MainStreet Initiative and the City also regularly meet with the Greater Albuquerque Chamber of Commerce, the Albuquerque Regional Economic Alliance, and Visit ABQ. The City will create an agreement with the Friends of the Rail Trail nonprofit as soon as they have their tax ID assigned, which will formalize the relationship and outline topics to include programming and maintaining the Rail Trail, to include Central Crossing.

Maintenance will be led by the City's Solid Waste Department, which cleans the area daily and also offers enhanced cleaning Downtown through a cleaning contract with Block-by-Block. The Police, Fire, Transit, and Community Safety Departments all monitor the area closely, as it is also adjacent to the Alvarado Transportation Center. Upon formation, a Downtown BID could opt to further augment cleaning services.

Is your local Government partner willing to explore (with NMMS assistance) CDBG, LEDA, NMFA, DOT TAP, HPD grants, ICIP and/or other funding sources as appropriate for the proposed project?

- ☒ Yes
- ☐ No

Has your community been successful in completing a recent public infrastructure and economic redevelopment project?

Yes, the southwest ramp of Central Crossing was just opened to the public in late June, providing a first-hand demonstration of how functional and pleasant the final product will be. Additional recent infrastructure projects include the first segment of the Rail Trail, which was completed in Sawmill last year, along with a new roundabout on Mountain. Both the Rail Trail and roundabout were completed ahead of schedule. The City has invested heavily in Downtown placemaking and will continue to do so, including neon signs, festoon lights, new trash receptacles, Central Avenue bike lanes, a dog park, and barricades to control traffic on the weekend. Albuquerque has also contributed significant gap financing to high-profile developments, including a planned apartment building at 2nd and Silver, the old Wells Fargo building, and the Gizmo.

Has your community been successful in implementing any preservation projects that utilized (or qualified for) historic preservation tax credit?

The owners of two downtown rehabilitation projects are applying for or are considering applying for historic preservation tax credits. This includes: the mixed-used development in the former Wells Fargo building and the Keleher House (which was recently purchased by a private developer and is being converted into multi-family housing). Each of these projects is qualified for the credits, but developers are determining whether to utilize them.

Is this project on the local Main Street's project implementation plan?

- ☐ Yes
- ☒ No

Please **upload** a letter of support for the proposed project from the local government's City/County manager and/or Mayor, and an approved resolution from the Mayor/County and Council.

Construction Phase Public Infrastructure Projects

Projects in Category B or C and Great Blocks projects are required to submit the following documents as attachments. If the project is in Category A and are seeking design and construction funding attach any preliminary/conceptual designs and budgets available, or if the project has completed construction/engineering or related documents, please attach those to the submission:

- Electronic copies of construction- ready documents and schematics signed by the appropriate licensed professionals – licensed architect, licensed landscape architect and/or engineer – for NMMS FY2027 Public Infrastructure funding with a current full construction budget (expenses and revenue).*
- If this proposal is for one phase of a larger project, please submit the total budget as requested above and the scope of the project these funds are to be used for and a detailed breakout budget for the phase you are applying for.*

- *Or if a NM Department of Transportation funded project, the appropriate construction- ready certificate from the regional transportation district engineer for the proposed project. Construction- ready includes all survey, environmental assessments, 100% schematics, economic impact analysis, and, if appropriate, review and approval from NMDOT and the Historic Preservation Division (HPD), submitted as signed architectural and engineering documents with a current full construction budget (expenses and revenue).*

Upload up to three files

Please describe the public infrastructure construction work to be completed with this round of funding below:

NMMS capital outlay will construct Phase II of Central Crossing, a major public infrastructure project that will transform the way that people access and interact with downtown and connect people to and from East Downtown. Future phases of this project include a pedestrian bridge spanning Central Avenue and a northeast ramp that will connect the project to the UNM Innovate campus and the Rail Trail headed north. The NMMS-funded portion of the project will include the construction of the southeast ramp, including utilities installation/relocation, lighting, landscaping, handrails and other safety features, and sidewalk reconstruction. At the same time, the city plans to begin work on the northeast ramp and the pedestrian bridge to expedite completion. The project is anticipated to take about one to 1.5 years from start to finish, once state certifications are complete and provided that the three phases are being carried out concurrently. The NMMS-funded phase should be done within a year.

Will this project require additional funding after the current phase? If this project will require additional funding after this phase, please explain what work will be completed in those future phases:

A funding gap remains, even with NMMS capital outlay support, for the future phases (the northeast ramp and the pedestrian bridge). The City is analyzing all funding resources to close this gap. The most likely sources include a separate request to the state, the next round of city general obligation bond funding, and eligible unexpended bond funding already available to the city.

If this project will require additional funding after this phase, what is the strategy of the local MainStreet program and the local government partner to secure additional funding needed to complete additional phases of the project?

MainStreet anticipates playing an ongoing role in helping to complete Central Crossing and to fund the construction of the Downtown Rail Trail segment, which will connect Wells Park and the Rail Yards through Downtown. This segment is an important focus for fundraising efforts after the federal government rescinded a \$11.4 million grant.

After the project is completed, describe how your organization will work to build on this Public Infrastructure investment and how you will work with the local government partners and organizations to ensure that this investment creates new opportunities for your community to benefit from additional investments?

Downtown ABQ Mainstreet Initiative is committed to enhancing public infrastructure investments by maintaining a strategic partnership with the City of Albuquerque, per the terms of our agreement. In FY27 and beyond, we hope to formalize outreach strategies and partnerships, launch new incentives, and be strategic in focusing economic development efforts on the priorities laid out in the MRA Downtown 2050 Plan. We will maintain open communication on the needs of Downtown businesses and residents, and how the City could better allocate resources to ensure that these needs are being met.

NMMS FY27 Albuquerque Central Crossing Construction Budget

Item/Description/Source	Capital Outlay Request	Other Local and State Funding	Total
Phase II Southeast Ramp			
Pre-Construction work	\$ 8,010.00	\$ 6,990.00	\$ 15,000.00
General conditions (site prep, security, cleaning, documents/printing, surveys)	\$ 463,962.16	\$ 404,880.84	\$ 868,843.00
Demolition	\$ 95,150.26	\$ 83,033.74	\$ 178,184.00
Concrete	\$ 1,056,187.39	\$ 921,691.61	\$ 1,977,879.00
Structural steel	\$ 33,535.20	\$ 29,264.80	\$ 62,800.00
Painting	\$ 28,075.05	\$ 24,499.95	\$ 52,575.00
Thermal and moisture protection	\$ 26,300.03	\$ 22,950.97	\$ 49,251.00
Signage	\$ 2,910.30	\$ 2,539.70	\$ 5,450.00
Electrical and lighting	\$ 318,071.76	\$ 277,568.24	\$ 595,640.00
Earthwork	\$ 176,441.08	\$ 153,972.92	\$ 330,414.00
Paving and landscaping	\$ 235,345.55	\$ 205,376.45	\$ 440,722.00
Site utilities	\$ 56,070.00	\$ 48,930.00	\$ 105,000.00
Subtotals	\$ 2,500,058.77	\$ 2,181,699.23	\$ 4,681,758.00
Phase III Northeast Ramp			
General conditions (site prep, security, cleaning, documents/printing, surveys)	\$ -	\$ 838,843.00	\$ 838,843.00
Demolition	\$ -	\$ 141,958.00	\$ 141,958.00
Concrete	\$ -	\$ 1,480,639.00	\$ 1,480,639.00
Structural steel	\$ -	\$ 72,800.00	\$ 72,800.00
Painting	\$ -	\$ 35,049.00	\$ 35,049.00
Thermal and moisture protection	\$ -	\$ 34,081.00	\$ 34,081.00
Signage	\$ -	\$ 5,450.00	\$ 5,450.00
Electrical and lighting	\$ -	\$ 260,400.00	\$ 260,400.00
Earthwork	\$ -	\$ 211,081.00	\$ 211,081.00
Paving and landscaping	\$ -	\$ 283,633.00	\$ 283,633.00
Site utilities	\$ -	\$ 180,000.00	\$ 180,000.00
Subtotal		\$	3,543,934.00
Phase IV Bridge			
General conditions (site prep, security, cleaning, documents/printing, surveys)	\$ -	\$ 226,098.00	\$ 226,098.00
Demolition	\$ -	\$ 45,755.00	\$ 45,755.00
Concrete	\$ -	\$ 625,561.00	\$ 625,561.00
Structural steel	\$ -	\$ 128,329.00	\$ 128,329.00
Painting	\$ -	\$ 22,453.00	\$ 22,453.00
Thermal and moisture protection	\$ -	\$ 12,687.00	\$ 12,687.00
Signage and decals	\$ -	\$ 105,000.00	\$ 105,000.00
Electrical and lighting	\$ -	\$ 438,100.00	\$ 438,100.00
Earthwork	\$ -	\$ 43,770.00	\$ 43,770.00
Paving and landscaping	\$ -	\$ 95,612.00	\$ 95,612.00
Subtotal		\$	1,743,365.00
Tumbleweed Sculpture Fabrication			
Electric Tumbleweed	\$ -	\$ 2,148,023.00	\$ 2,148,023.00
Contingency (4%)	\$ -	\$ 398,762.28	\$ 398,762.28
Fee (4.89%)	\$ -	\$ 487,486.89	\$ 487,486.89
Insurance- CCIP (1.5%)	\$ -	\$ 149,535.86	\$ 149,535.86
P&P Bond (0.89%)	\$ -	\$ 88,724.61	\$ 88,724.61
Tax (7.625%)	\$ -	\$ 760,140.60	\$ 760,140.60
Subtotal		\$	1,884,650.23
TOTAL		\$	14,400,492.51
*NOTE: Phase I, the southwest ramp, is complete and open to the public. All future phases can be carried out concurrently. The construction time for the two ramps will each be about one year from start date.			