



City of Albuquerque

Department of Municipal Development



Timothy M. Keller, Mayor

Jennifer Turner, Director

Greater Albuquerque Active Transportation Committee (GAATC) UNOFFICIAL MEETING SUMMARY

Monday, October 20, 2025 | 4:00 – 6:00 PM

○ Call to order

- The Greater Albuquerque Active Transportation Committee meeting of October 20, 2025, was called to order by Vice Chair Roça at 4:05 pm.
- It was noted that there was no quorum, so GAATC cannot approve any action items or make motions. This will be an unofficial meeting.
- New meeting format. City staff provided a summary of the new meeting format. Due to persisting issues with Zoom Meetings at different Board, Commission, or Committee meetings throughout the last year, City staff were directed to discontinue the use of Zoom Meetings and to use the Zoom Webinar format for meetings moving forward. All GAATC members, staff, and presenters are in the virtual room, while members of the public can still view and listen to the meeting. This setup still allows for public comments, but please note it is different than the previous format. Thank you for your patience while City staff learn the new setup.

○ Introductions

• Committee Members Present

- Luciana Roça, Vice Chair & Member Representing ABQ SE Quadrant
- Sebastian Bentley, Member Representing Youth, Under 24
- Adrian Carver, Member Representing ABQ SW Quadrant & Environmental Planning Commission
- Frank Horine, Member Representing Older Adults, Over 60

• Committee Members Absent

- Alex Applegate, Chair & Member Representing ABQ NW Quadrant
- Dr. Naomi George, Member Representing Individuals with a Disability
- Leila Murrieta, Member Representing Bicyclists

• Staff Members Present

- Paul Olson (CABQ Department of Municipal Development)
- Valerie Hermanson (CABQ Department of Municipal Development)
- Bridgette Garrett (CABQ Department of Municipal Development)
- Andrew Sutliff (WSP)
- Agnes Vallejos (CABQ Department of Senior Affairs)
- Eli Kosko (CABQ Parks and Recreation Department)
- Robert Messenger (CABQ Planning Department)



City of Albuquerque

Department of Municipal Development



Timothy M. Keller, Mayor

Jennifer Turner, Director

- Albert Lee (CABQ Office of Sustainability)
- Alice Main (CABQ Office of Sustainability)
- Ann Simon (CABQ Office of Sustainability)
- Deepa Bansal (Council Services)
- Tom Menicucci (Council Services)
- Tara Cok (Mid-Region Council of Governments)
- Julie Luna (Bernalillo County Public Works)
- **Visitors Present**
 - Renee Powell (ABQ Transit Riders Union)
 - Scott Quakkelaar (Potential future GAATC member)
 - Peter Rice (Downtown ABQ News)
- **Review and Approval of October 20, 2025 Meeting Agenda**
 - No quorum.
- **Review and Approval of September 8, 2025 Meeting Minutes**
 - No quorum.
- **Public Comments**
 - No public comments.
- **Agenda Item #1:**
 - **Presentation: 2025 Complete Streets Program** — Bridgette Garrett, Project Manager, CABQ Department of Municipal Development & Andrew Sutliff, Principal Engineer, WSP
 - This presentation provided background information about the City's Annual Complete Street Maintenance Program. It also highlighted a few examples of striping improvements from roadways repaved as part of the 2025 program. Each year, through this program, the City repaves 15-25 roadways throughout Albuquerque. It includes repaving both residential neighborhoods and roadway corridors. The program is focused within the existing public right-of-way and only includes repaving and restriping. The program does not include improvements to sidewalks, curbs, curb ramps, gutters, or the addition of vertical delineation to on-street bikeways. It only includes restriping. A working group, comprising multiple City Departments and Divisions, one GAATC representative, and one public representative, meets to review the proposed striping and identify opportunities to widen bike lanes, add buffers to bike lanes, narrow driving lanes, and daylight intersections. In 2025, more neighborhoods were repaved than major corridors, resulting in fewer opportunities to add new on-street bikeways.



City of Albuquerque

Department of Municipal Development



Timothy M. Keller, Mayor

Jennifer Turner, Director

- **Agenda Item #2:**

- **Presentation:** *Transportation Strategy Models for the Central New Mexico Comprehensive Climate Action Plan* — Alice Main, Climate Pollution Reduction Grant Manager, CABQ Office of Sustainability & Albert Lee, CABQ Office of Sustainability
- This presentation provided information about the Central New Mexico Comprehensive Climate Action Plan (CCAP) and focused on measures, strategies, and models related to transportation and how to reduce transportation-related greenhouse gas emissions. The plan area covers the four-county central New Mexico region, or the same boundaries as the Mid-Region Council of Governments (MRCOG).

- **Agenda Item #3**

- No quorum. Will be included on the November GAATC agenda.

- **Staff Reports**

- CABQ DMD

- The Louisiana Blvd Mid-Block Crossing will add three mid-block crossings along the corridor between Gibson Blvd and Central Ave. Each crossing will include a median refuge island with a pedestrian hybrid beacon. Louisiana between Gibson and Central is identified in the City's Vision Zero Year-in-Review/Action Plan Update and on the City's High Fatal and Injury Network (HFIN) as a tier one priority corridor, meaning the highest priority for the City's Vision Zero program. City staff applied for and received federal funding to construct this project. We're happy to report that these federal funds have been obligated, and we will be bidding on this project for construction in the next few months. Staff will provide an update once we have an idea of when construction will begin.

- CABQ Planning Department

- The City's Long Range / CPA planners are currently working on Community Planning Area (CPA) assessments for the Near North Valley and North I-25 CPAs. We are currently in Phase 1 of our research, collecting input on what people like (Assets) and what they want to improve (Opportunities) over the next 20 years. For more information about the two CPAs, including a map, please visit:
 - Near North Valley CPA webpage: <https://cpa.abq-zone.com/near-north-valley>
 - North I-25 CPA webpage: <https://cpa.abq-zone.com/north-i-25>

- Bernalillo County Public Works

- At GAATC's March meeting, BernCo presented about their Pedestrian and Bicycle Safety Action Plan. Staff hope to bring the plan to the County Commission in December for



City of Albuquerque Department of Municipal Development



Timothy M. Keller, Mayor

Jennifer Turner, Director

approval. Staff will let GAATC know at its November meeting if they will be able to bring this plan before the Commission in December.

- **Next Meeting:** November 10, 2025, 4 – 6 pm
- **Adjourn 5:47 pm**

CABQ Complete Streets Maintenance Program

Bridgette Garrett, City of Albuquerque

Andrew Sutliff, PE, WSP



**ONE
ALBUQUE
ROQUE**

**municipal
development**

**GAATC Monthly Meeting
October 20, 2025**

What is the Complete Streets Maintenance Program?

- Annual Pavement Maintenance Program
 - 25-40 Roadways and Neighborhoods
 - Pavement rehabilitation
 - Restriping to meet current standards
- Complete Streets Aspect
 - Works toward Vision Zero Goals
 - Context Sensitive
 - Striping Modifications Only
 - Principal Arterial vs. Local Residential
 - Not a Bike Lane on Every Street

Potential Benefits

- Public health as appeal and access to active transportation modes may encourage active forms of travel
- Increased exposure for drivers to various types of bicycle facilities
- Decrease greenhouse gas emissions and overall transportation costs
- Economic development due to more walkable, bikeable, and accessible roadways
- Cost effective to implement and pilot innovative concepts (lower cost, higher impact)

Process

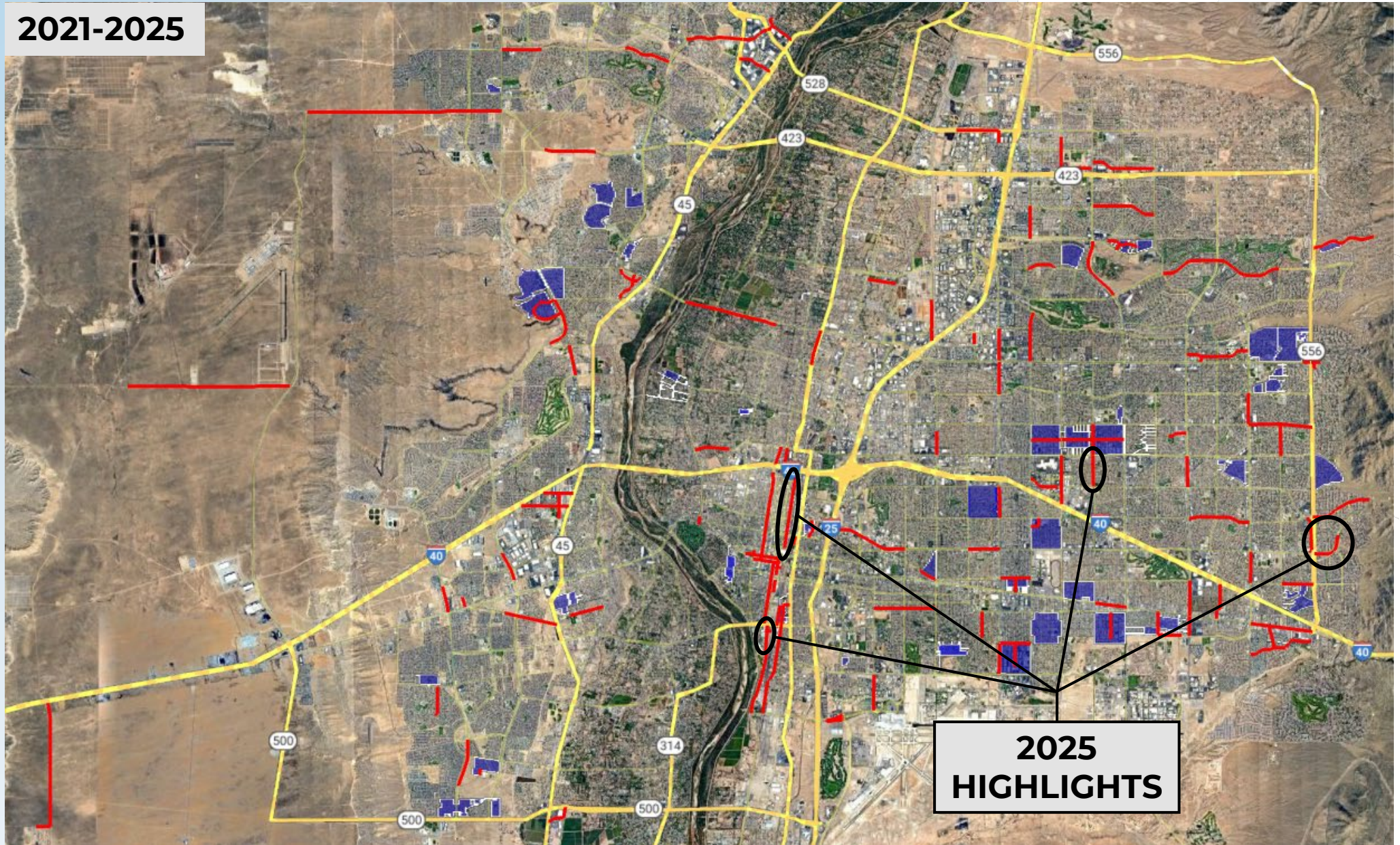
- Prioritization and Phasing
- Existing Conditions Review
- Study and Research
- Alternatives Workshopping
- Design Concepts / Justification Memos
- Working Group Review
- Final Plans
- Implementation

CABQ Annual Complete Streets Maintenance Program	2021	2022	2023	2024	2025
New striped bike lane miles	1.4	5.4	2.5	0.1	0
New or upgraded buffered bike lane miles	3.3	5.3	8.7	8.5	1.1
Miles of existing bike lanes expanded to meet or exceed current minimum width of 5'	3.6	2.7	5.3	2.8	0.5
New road miles of bike routes (shared lanes)		4	0.6	2.6	0.2
Road miles where the driving lane was narrowed	11.4	18.2	6.2	6.1	3.5
Road miles where striped parking was added to narrow the roadway	2.3	11	1.5	2.5	1.3
Miles of road diets	1.6	1	2.5	1.5	0.5
# of intersections where daylighting was added		79	24	19	21
# of new or refreshed crosswalks		48	68	42	20

FY25/26 Project Highlights



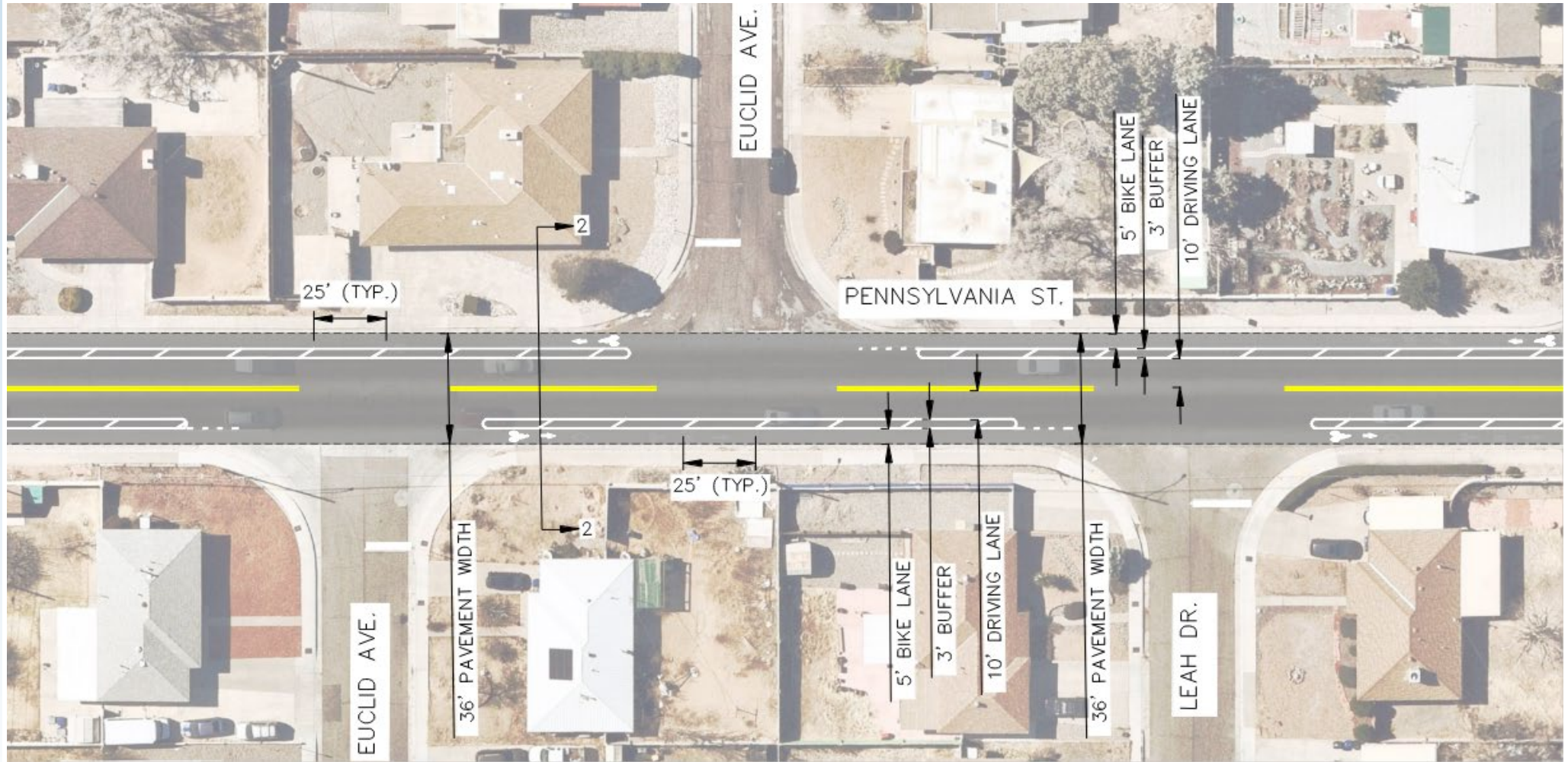
2021-2025



2025
HIGHLIGHTS



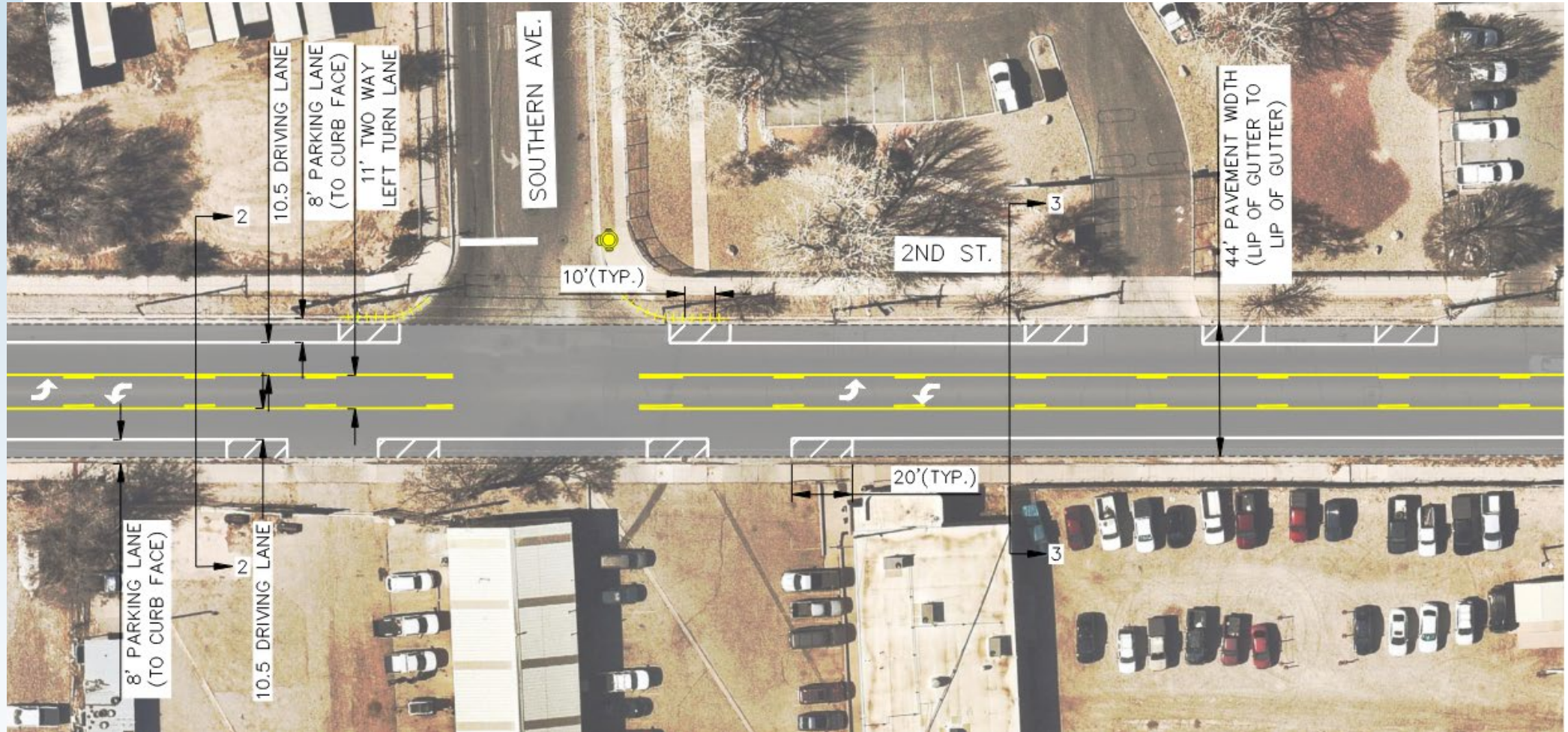
Pennsylvania St. – Indian School Rd. to Menaul Blvd.



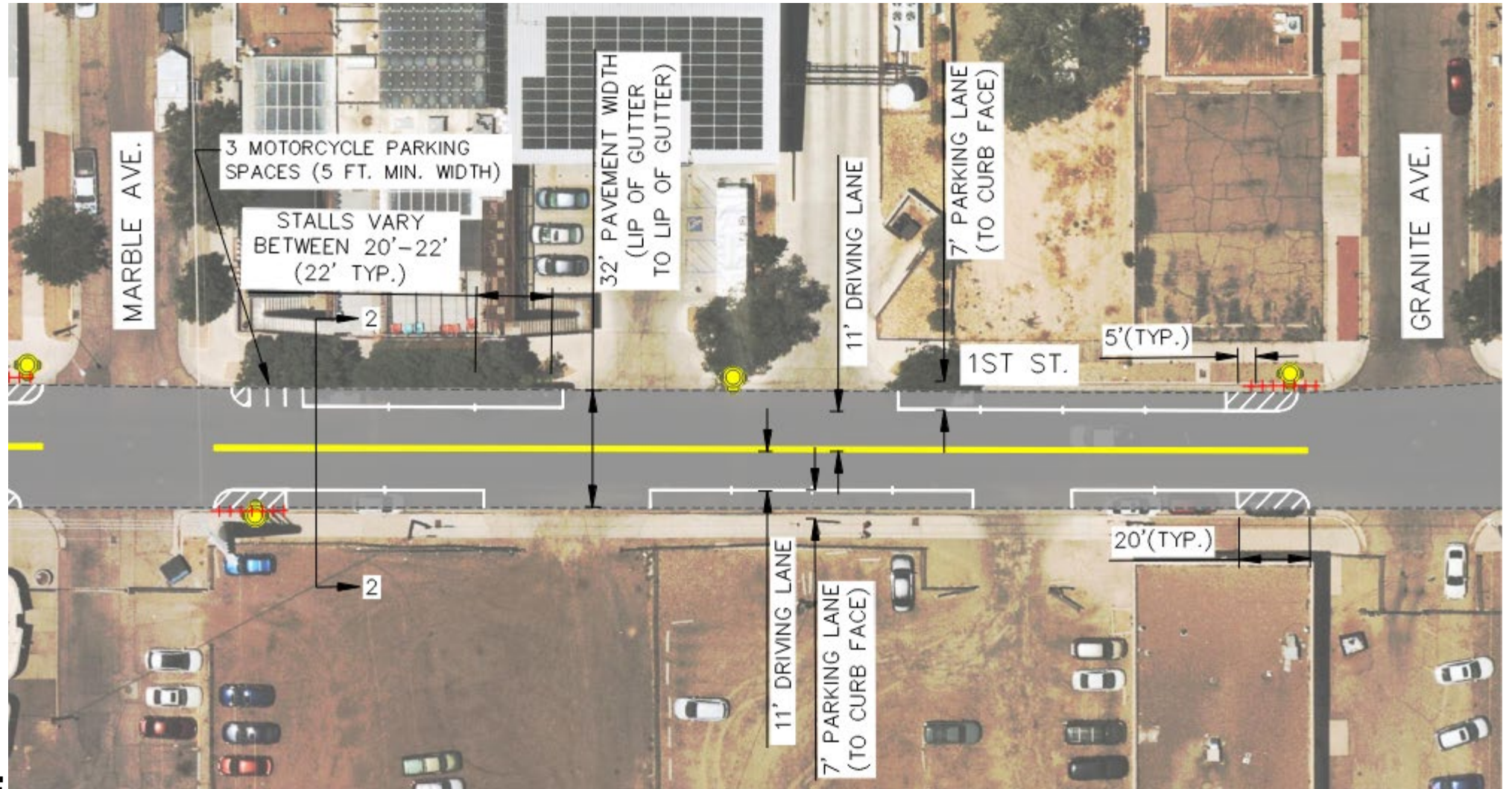
Lomas Blvd. – Tramway Blvd. to Pruitt Dr.



2nd St. – Southern Ave. to 3rd St.



1st St. – Marquette Ave. to Aspen Ave.



Questions?



Andrew Sutliff, P.E.
Lead Roadway Engineer, WSP



Bridgette Garrett
Engineering Associate, COA





CCAP Transportation Measures



AGENDA

1. Program Overview
2. Transportation Measures
3. Feedback on Assumptions

Meeting Goals

- Raise **awareness** of the plan & upcoming **survey**.
- Discuss gaps & **opportunities**.
- Identify **key resources** to highlight.





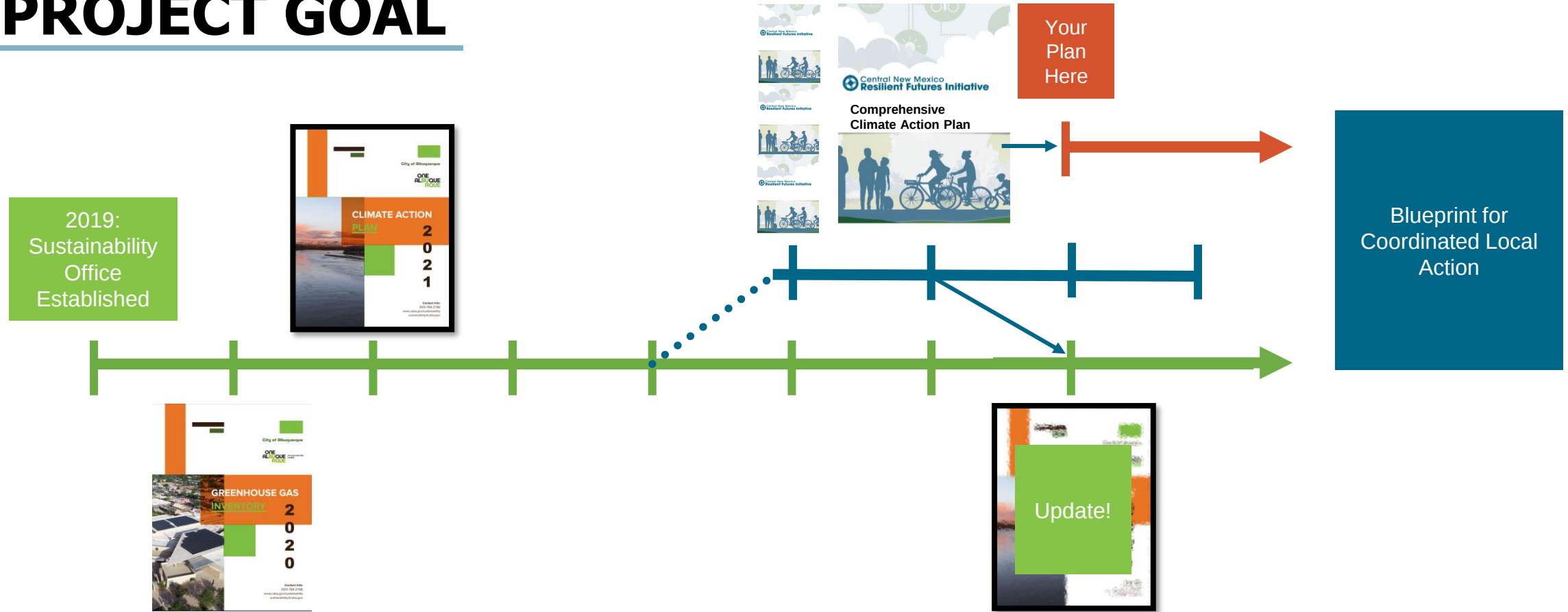
About Us



PROJECT TEAM



PROJECT GOAL



Engagement Ladder

COMMUNITY TASK FORCE

Be Accountable to Your Community
Co-Author Comprehensive Climate
Action Plan

POLICY ADVISOR

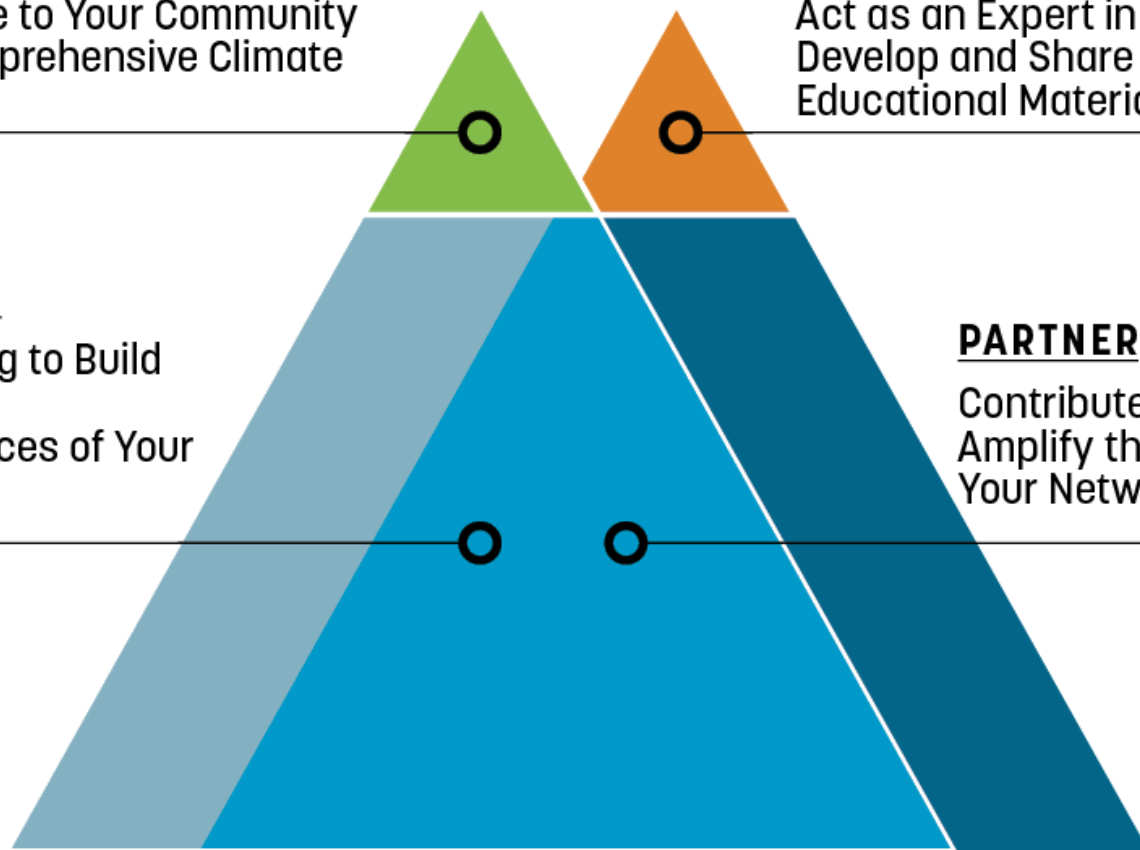
Act as an Expert in Your Industry
Develop and Share Sector-Specific
Educational Materials & Strategies

AMBASSADOR

Receive Training to Build
Engagement
Amplify the Voices of Your
Community

PARTNER

Contribute Resources
Amplify the Effort Through
Your Network





Program Overview

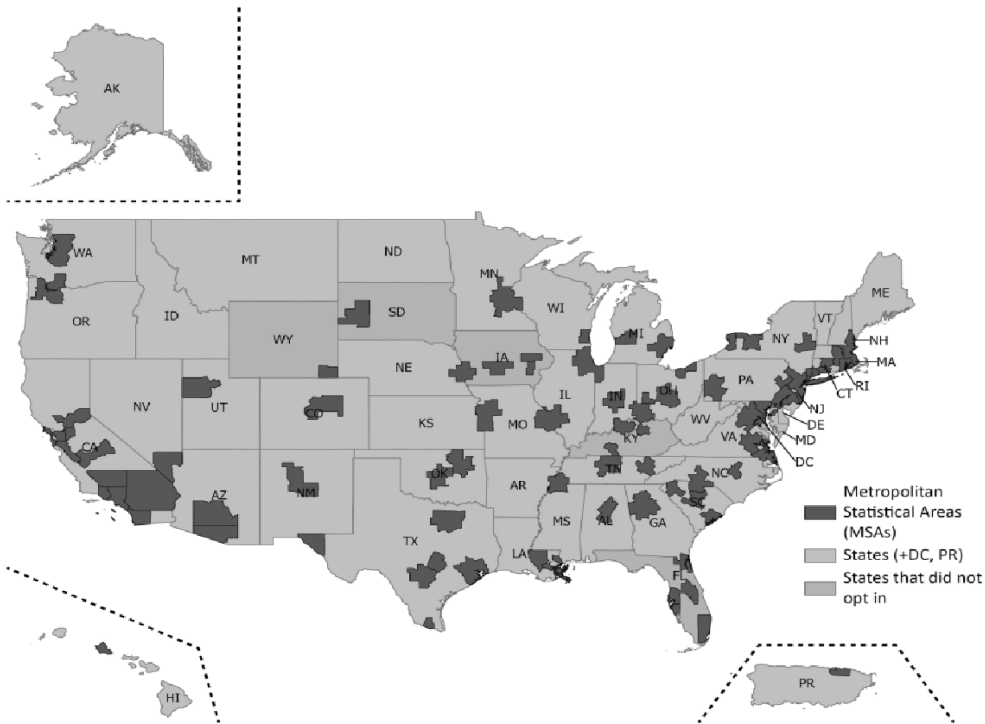


Climate Pollution Reduction Grants Program

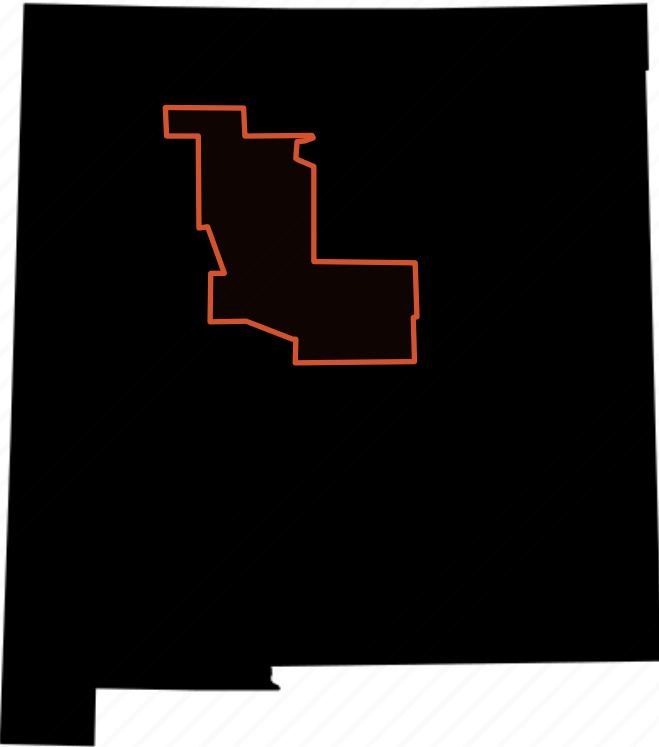
U.S. Environmental Protection Agency's Climate Pollution Reduction Grants Planning Program

Awarded to:

- 207 entities across the USA
- Represents over 97% of the US population
- New Mexico has 6 awardees, including the **City of Albuquerque** (Grant Number 02F38401)



CITY-LED PROJECT



Major deliverables:

- Priority Climate Action Plan - DONE
- Comprehensive Climate Action Plan – Due Dec. 1, 2025
- Status Report – Due Jun. 30, 2027

4-Year Grant (\$1M):

- Personnel
- Contractual
 - Public Engagement – Pland Collaborative
 - Environmental Consulting – Lotus Engineering and Sustainability
 - Translation Services - Other
- Supplies
- Travel

ENGAGEMENT TOUCHPOINTS

Website:

- **3,900+** visits
- **2,800+** unique visitors

Community Task Force:

- **13** Members
- **72%** Average Participation Rate

Workshop Series:

- **9** Webinars
- **598** Registrants
- **400+** Attendees

Newsletter:

- **50%** Average Open Rate
- **926** Contacts



Climate pollution and extreme weather events affect all Americans
– *New Mexicans are investing in a more resilient future.*

Sign up for our
newsletter!

A Blue-Print for Local Action



EPA Requirements

- GHG Inventory, Targets, & Projections
- LIDAC Benefits Analysis
- Quantified Measures

Updates

- No federal funds for project implementation.
- Can deviate from EPA template to meet other goals.

Goals

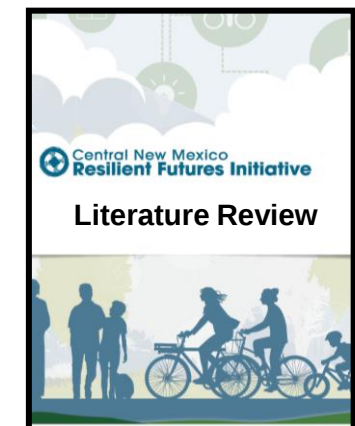
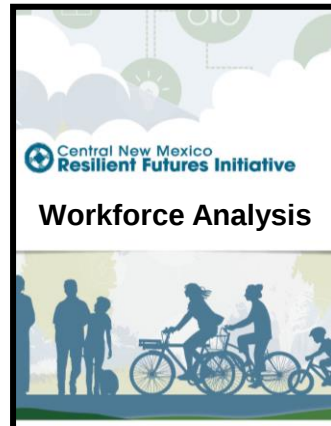
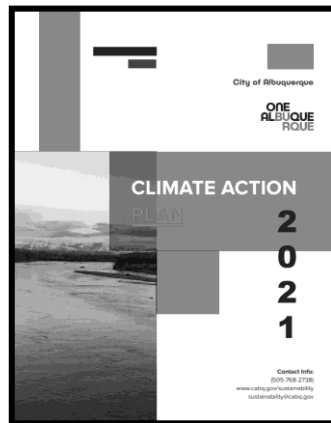
- Reduce Pollution
- Benefit Communities
- Build on Local Strengths
- Inspire Action



Community Task Force



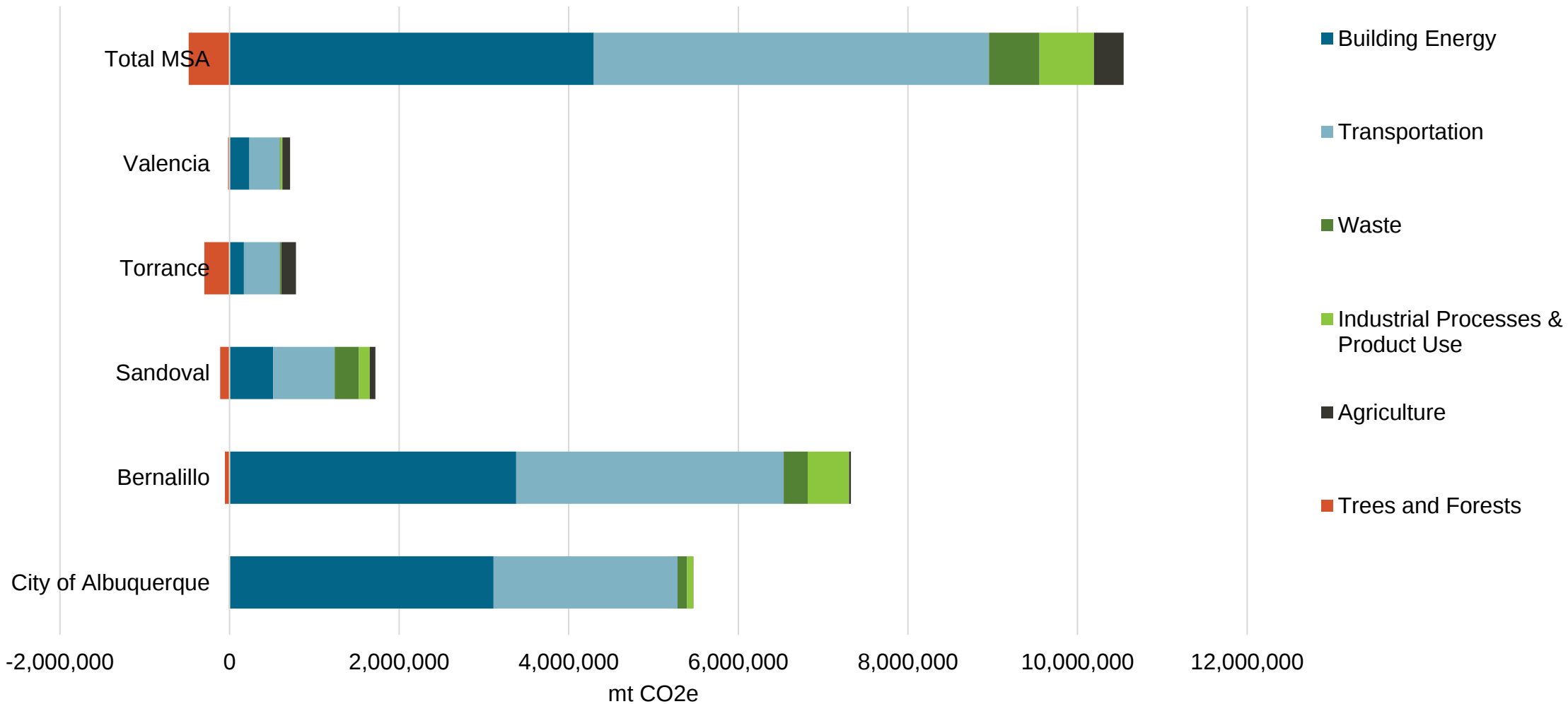
Climate Strategy Workshop Series



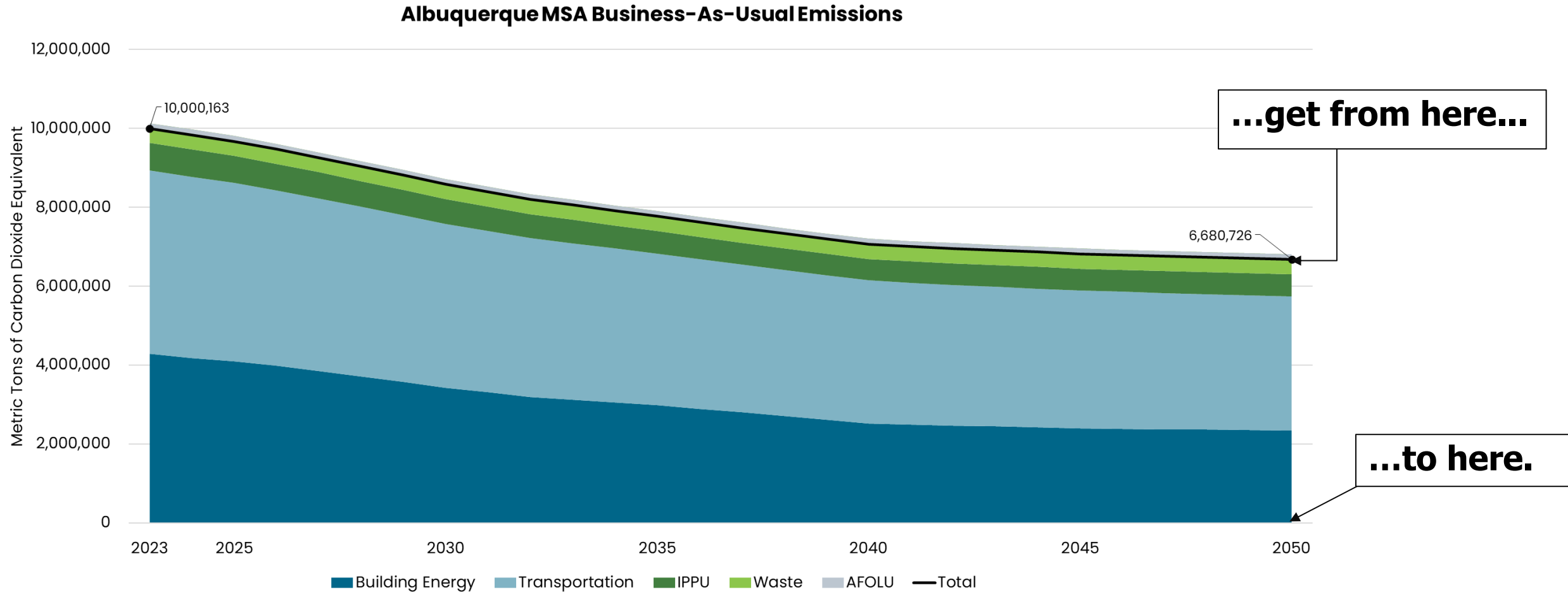
A Path to Net Zero

2023 Sector-Based GHG Inventory

Emissions by Community and Sector (mt CO₂e)



Strategy modeling tells us what we need to do to...



Transportation Strategies



Community Task Force

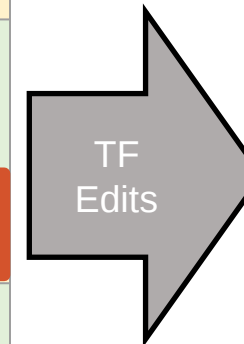
- Alejandria Lyons
- Cassandra Miller
- Danielle Garcia
- Gina Brena
- Jessica Swan
- Jorge Garcia
- Julia Bernal
- Krista Chico
- Niel Pino
- Ryan Raymaker
- Tawnya Mullen
- Xavier Barraza
- Zia Martinez

Panelists

- Andrew de Garmo
- Christopher Ramirez
- Gerald Lujan
- John Williamson
- Kendra Montanari
- Richard Meadows
- Sharon Cruz
- Tara Cok

Transportation: Top Strategies Summary

Strategy	Meeting Participant Votes	Task Force Member Votes	Average Task Force Rating
1: Expand public transit	32%	36%	3
2: Build dense communities / Build housing in transit connected locations	25%	18%	4
3: Increase active transportation	23%	27%	3.6
4: Develop EV charging infrastructure	12%	0%	4.1
5: Promote micro mobility	8%	18%	2.3



Updates
1: Expand public transit & ridership
2: Increase active transportation
3: Promote micro-mobility
4: Promote shared transportation
5: Develop EV charging infrastructure

Equity Impact Rating Scale:

1 – Makes Things Worse	2 – Keeps Things Unfair	3 – Somewhat Fair	4 – Helps Fix Problems	5 – Solves the Real Problem
------------------------	-------------------------	-------------------	------------------------	-----------------------------

TF edits:

***Density strategy – moved to Land Use.

***EV charging moved to 5th.

***Added shared transportation.

Transportation Sector

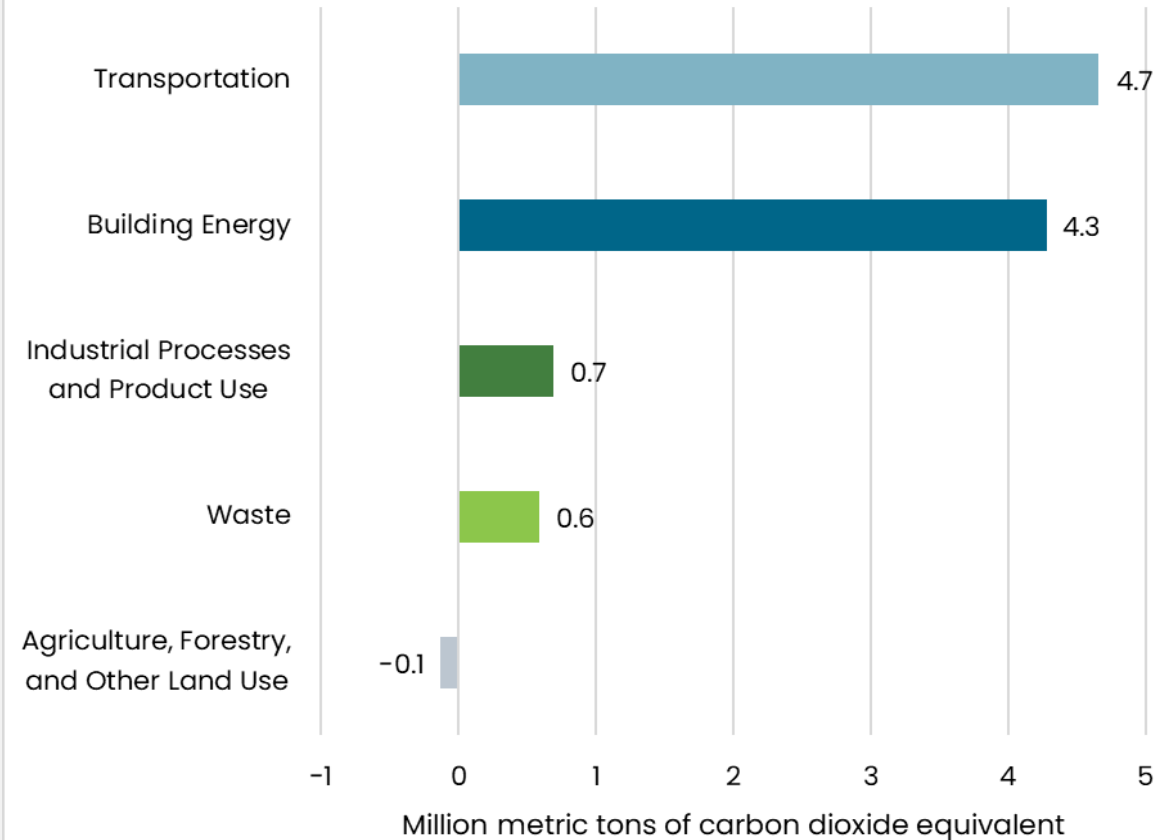
Key Takeaways:

- **Largest Emissions Source** for the MSA
- **Reduce** Vehicle Miles Traveled
- **Electrify** Remaining Transportation

Informed By:

- **GHG Inventory:** Where we are.
- **Business-As-Usual Forecast:** Where we will be if we do nothing.
- **Strategy Model:** Where we can be if we do something.

ABQ MSA 2023 Emissions by Sector



Transportation Model

Transportation

Strategy	Targeted Activity	Activity Change	Relative Impact
Increase public transit	Vehicle miles traveled and fossil fuels consumed	Mode shift and decrease vehicle miles traveled	0%-0.5%
Increase active transportation			0%-0.5%
Build dense communities			0%-0.1%
Promote micromobility			0%-0.1%
Develop EV charging infrastructure	Fossil fuels consumed	Shift from internal combustion engine to battery electric vehicles	15%

*Relative impact is the percent each strategy can reduce emissions in comparison to total estimated community-wide emissions in 2050. Relative impact is dependent on level of implementation.

Transportation Model Assumptions

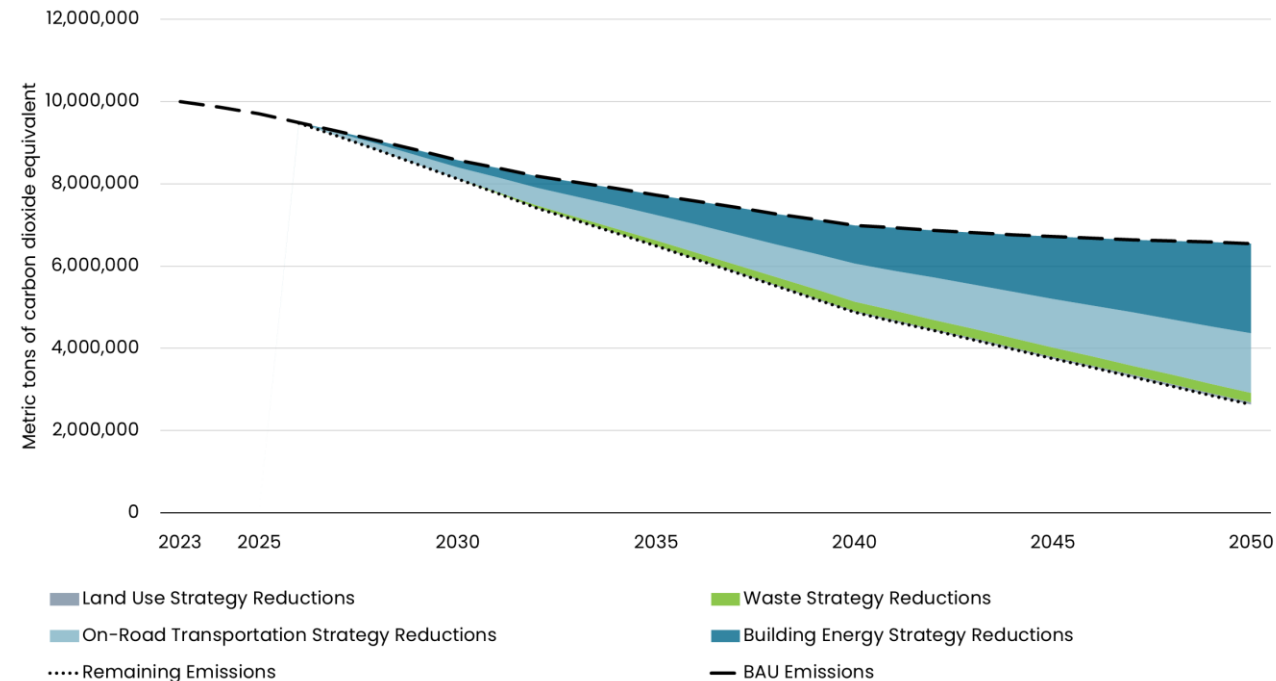
Category	Parameter	Assumption	Source	Notes
Baseline	Vehicle Miles Traveled	Changes with population.	UNM Population Projections	0.1% average annual population growth.
Baseline	Baseline EV adoption	Assumes low level continued EV adoption in BAU	NREL EFS	Uses reference case EV scenario.
Baseline	Efficiency	Assumes improvement in average stock fuel economy (ICE and EVs)	EIA Annual Energy Outlook	Uses stock average fuel economy forecasts. Split by passenger, light, medium, and heavy duty
Baseline	Travel mode	Assumes no change in travel mode shares in BAU.	NA	NA

Gaps

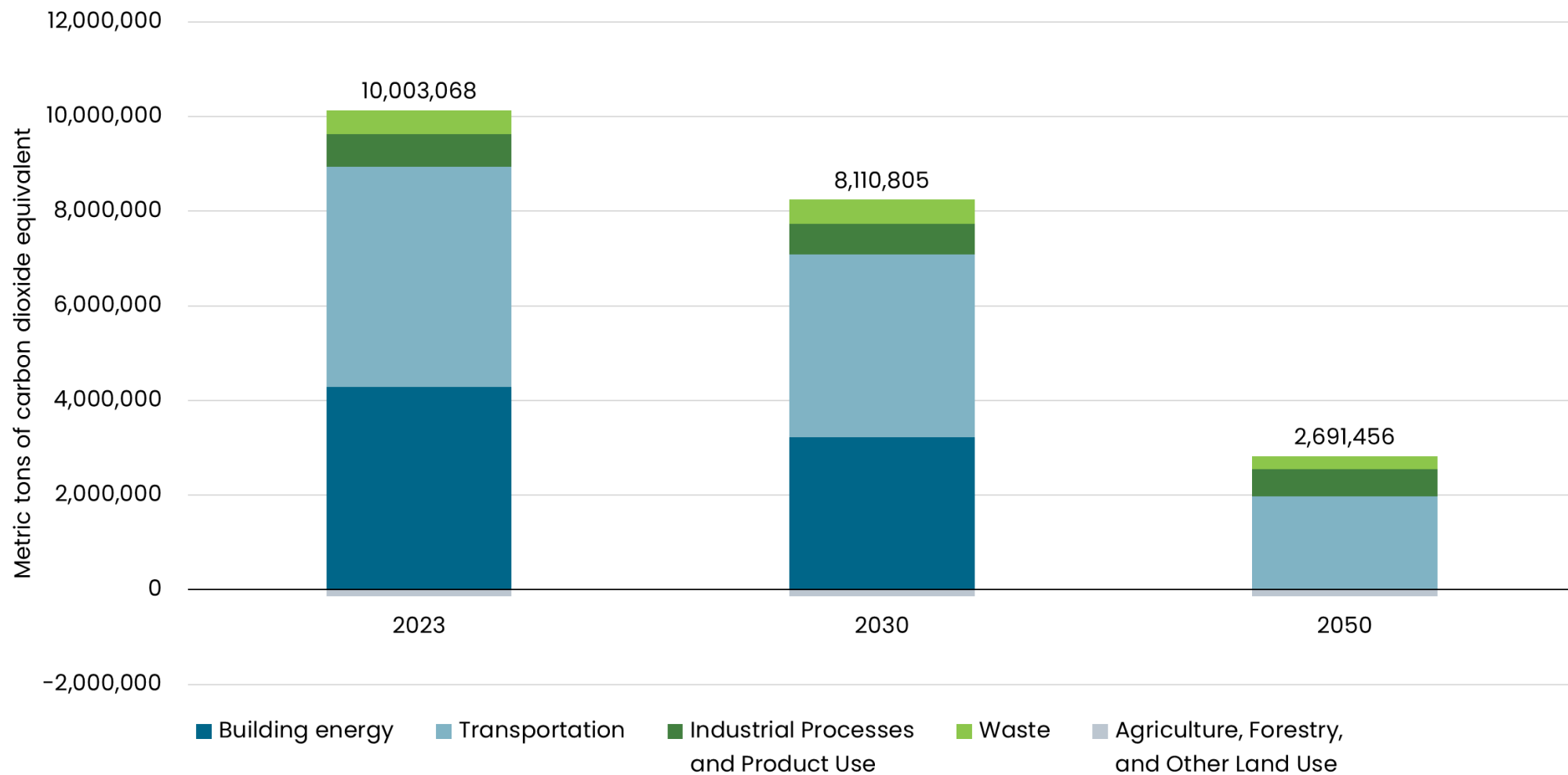
Current Modeled Impacts

- GHG model is complete.
- Results reflect current input assumptions.
 - High EV adoption strategy.
 - High building electrification strategy.
- Impact range varies based on:
 - User inputs (start dates, level of implementation, etc.).
 - Information from stakeholders.
- This scenario shows a 74% reduction from 2023 levels by 2050.
- Compared to a 35% reduction from 2023 levels by 2050 in the BAU scenario.

Modeled strategy greenhouse gas emissions impact



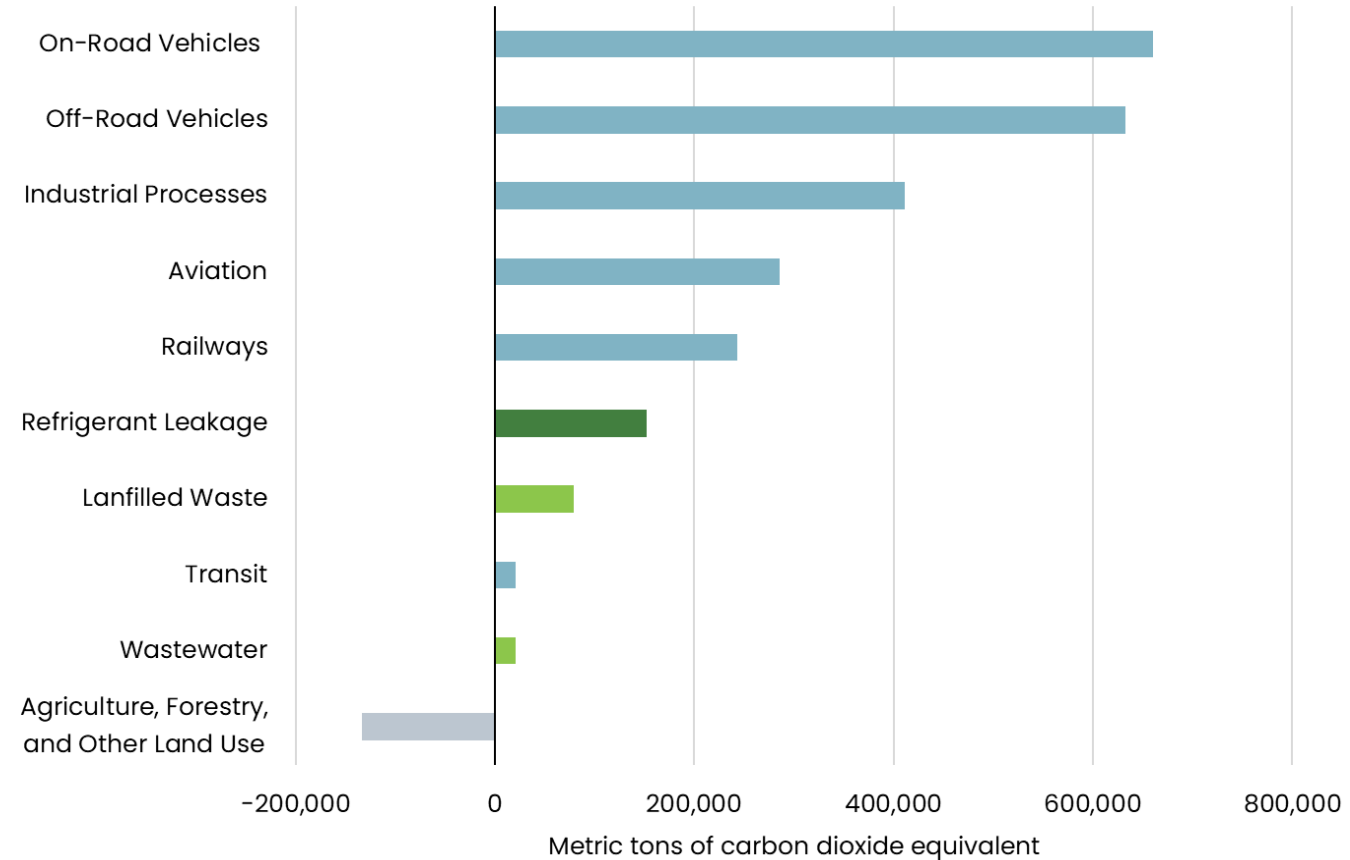
Albuquerque MSA greenhouse gas emissions: strategy scenario



Gaps

- Current strategies target main emission sources.
- They **will not achieve net zero** emissions by 2050.
- Remaining emissions are from **challenging** sources.
- Limited available **technology**:
 - Heavy-duty vehicles.
 - Heavy-equipment (off-road).
- Limited **jurisdictional control**:
 - Aviation.
 - Railways.

Estimated Remaining GHG Emissions in 2050 (High Strategy Impact Scenario)

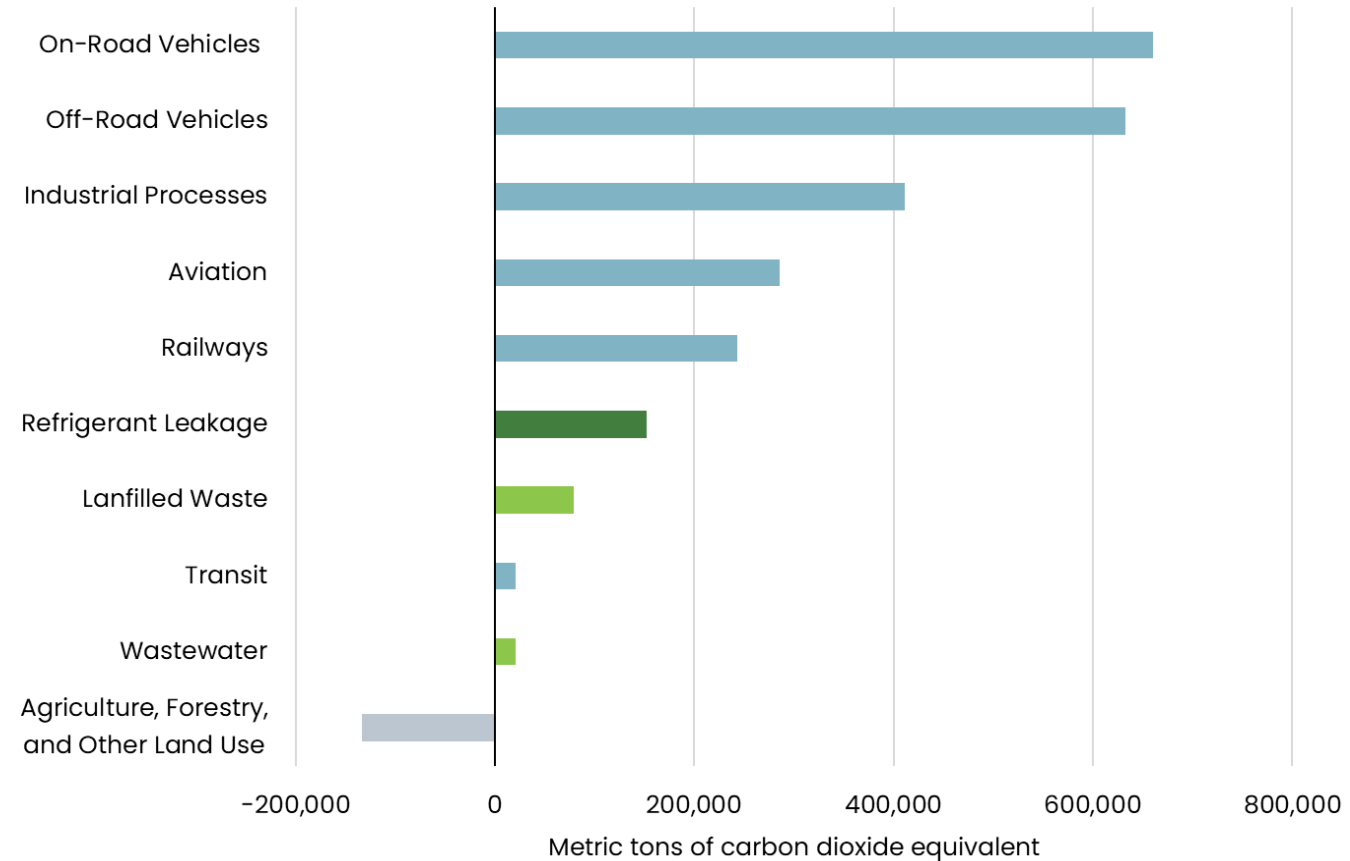


Addressing Gaps

- Take advantage of existing efforts:
 - **Airline** emission reduction **goals**.
 - **Sunport** fleet electrification.
 - **Sustainable Aviation Fuel** market growth.
 - Encourage deployment of low GWP refrigerants.
- Expand existing strategies:
 - **Include heavy-duty** and fleet vehicle subsets in the EV strategy.
 - Zero-waste and **circular economy**.
- Additional strategies:
 - Fossil fuel **lawn and construction equipment** electrification.
 - New technology for **cement production**.

Estimated Remaining GHG Emissions in 2050

(High Strategy Impact Scenario)

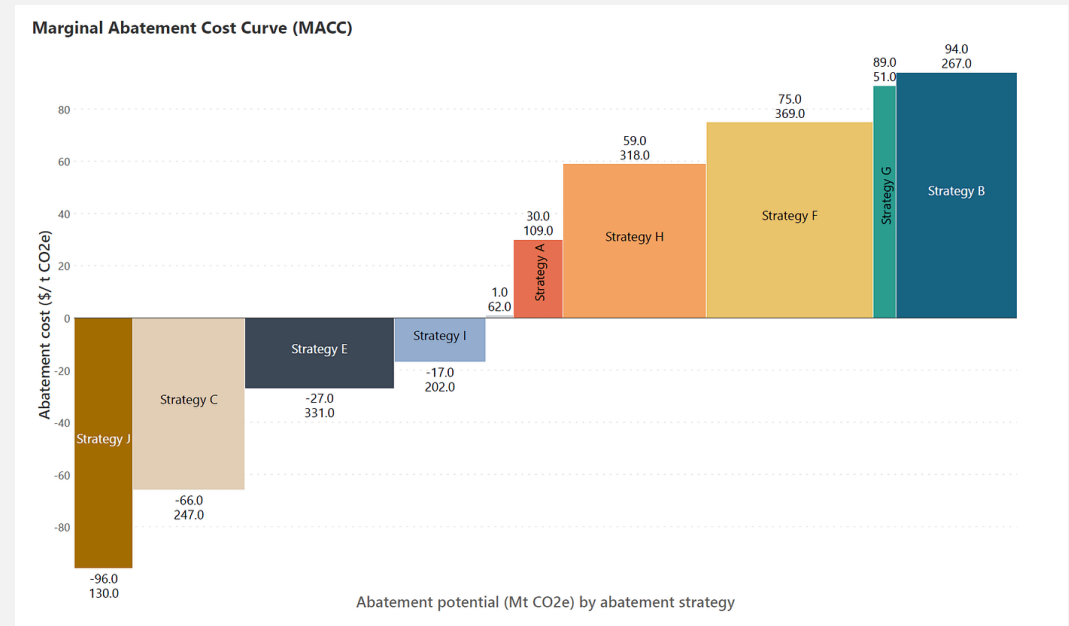


Next Steps

Next Steps

- Begin modeling high-level administration costs.
 - Based on GHG emission reduction model assumptions.
 - Allows us to determine the cost effectiveness of strategies.
- Incorporate GHG and cost model results into CCAP.

GHG and Cost Models



Presentations

- 10/3: Transportation Coordinating Committee
- 10/17: Metro Transportation Board
- 10/20: Greater Albuquerque Active Transportation Committee
- 11/13: City of Albuquerque's Transit Advisory Board

Policy Advisor Presentations





CCAP Release December 1

- **Celebrate** progress
- Request public **comment**
- Release **tools**

Our Ask:

1. Share the CCAP and **Community Survey**



2026-Mid 2027

- Iterate & refine CCAP
- Partner in implementation
- Showcase progress
- Answer remaining questions

Our Asks:

1. Let us **showcase your work** to address one or more CCAP actions.



Sign up for our Newsletter



<https://lp.constantcontactpages.com/sl/a6ffeeZ/RFIABQ>



Your Voice. Your Climate. Your Future.

THANK YOU!

Thank you to everyone who joined our Climate Action Plan Workshops!

A dedicated group of Community Task Force Members collaborated with a team of highly qualified Policy Advisors, engaging more than 500 participants across six workshops. From the four sector-focused sessions and the final cross-cutting strategy workshop, participants identified 25 priority actions. The Community Task Force reviewed the top 25 strategies on August 4th during an in-person debrief meeting and provided valuable feedback.

Below are the amended Top 25 Strategies, informed by Community Task Force feedback:

Cross-Cutting Strategies
Priority 1: Increase climate education
Priority 2: Expand climate governance
Priority 3: Improve climate finance
Priority 4: Support the green workforce
Priority 5: Advance sustainable economies

Transportation	Buildings & Energy
Priority 1: Expand public transit & ridership	Priority 1: Improve energy efficiency, weatherization, & electrify existing buildings
Priority 2: Increase active transportation	Priority 2: Increase deployment of distributed renewables, develop microgrids, & expand community solar



THANK YOU!





Additional Slides



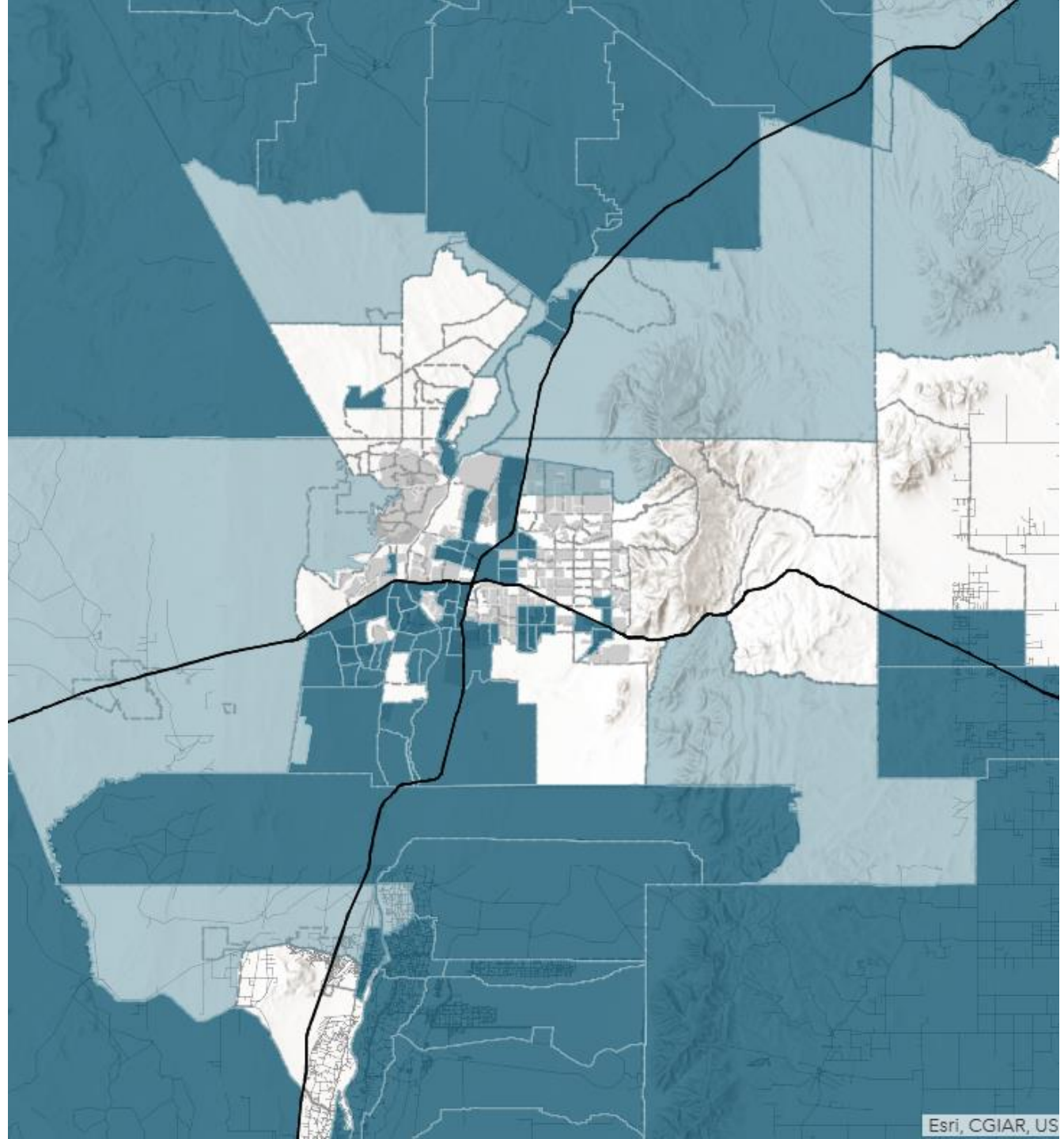
Transportation Model Assumptions

Category	Parameter	Assumption	Source	Notes
TR1. EV Infrastructure	Number of chargers	Number of chargers estimated based on user input EV adoption target.	EVWatts, Atlas Evaluate NM, AFDC	Split by residential, commercial, Level 2 and DC Fast. Based on estimated demand from EVs, utilization rates, etc.
TR2. Increase public transit	Ridership	Models 4 key levers based on user inputs: • Increase transit coverage or hours • Increase frequency • Transit supportive roadway treatments • Reduce transit fares (Rail Runner only).	CAPCOA	Uses reference case EV scenario.
TR3. Increase active transportation	VMT reduction	Models displaced VMT per mile of active transportation network added or upgraded.	CDOT GHG directive.	Assumes similar VMT reductions in NM as in CO.
TR4. Build dense communities	VMT reduction	Assumes increase in residential density and development of TODs leads to VMT reductions.	Stevens 2016 Buchler et al. 2024	This strategy now lives in the land use sector. Increased MF housing could reduce building energy use compared to SF. Not accounted for in this model.
TR5. Promote micromobility	VMT reduction	Modeled as a micromobility rebate program. Assumes purchase of e-bike/scooter leads to VMT reductions.	Denver e-bike rebate program analysis	Assumes similar possible VMT reductions for a rebate program in NM as in CO.

Framing Frontline Communities

EJScreen & CJEST Census Data:

- Poverty
- Low high school education
- Climate change disadvantaged
- Training and workforce development disadvantaged
- Fire risk in 30 years
- Diesel particulate matter
- Agricultural loss
- Clean transit disadvantaged
- Affordable and sustainable housing disadvantaged
- Homes without indoor plumbing or a kitchen
- Proximity to superfund sites



Cross-Cutting Strategies: Top Strategies Summary

Addition of Cross-Cutting Strategies	Rationale
1. Increase Climate Education	Education was a major theme across all workshops and in the 2021 Albuquerque Climate Action Plan.
2. Expand Climate Governance	Without oversight, management, and expertise, institutions make less of an impact.
3. Improve Climate Finance	With the reduction in federal funding for these measures, creative financing will be needed.
4. Support the Green Workforce	To implement any climate action, workers are needed. There is an opportunity to create good jobs for the community.
5. Advance Sustainable Economy	Business, industry, and market mechanisms have a major role to play in meeting CCAP goals. Specific policies and engagement will be necessary.

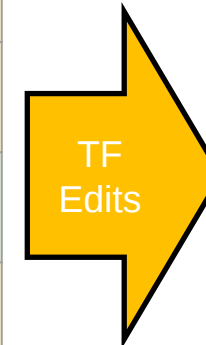
Project Team Edits:

***Added items above during the last workshop series.

***Included as first section of CCAP.

Waste & Water: Top Strategies Summary

Original Strategies	Meeting Participant Votes	Task Force Member Votes	Average Task Force Rating
1: Reduce water use	27%	17%	3.3
2: Reduce food/organic waste	23%	22%	3.5
3: Increase composting & compost application on soils	22%	17%	4.2
4: Reduce nonfood waste	16%	17%	3.6
5: Increase material reuse and repurposing	12%	28%	3.4



Updates
1: Reduce water use
2: Reduce food/organic waste
3: Increase composting & compost application on soils
4: Reduce nonfood waste
5: Increase material reuse and repurposing

Equity Impact Rating Scale:

1 – Makes Things Worse	2 – Keeps Things Unfair	3 – Somewhat Fair	4 – Helps Fix Problems	5 – Solves the Real Problem
------------------------	-------------------------	-------------------	------------------------	-----------------------------

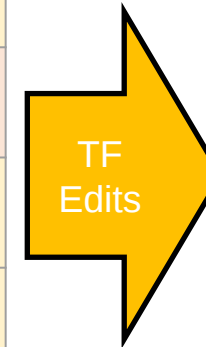
TF edits:

***No edits. Upgraded to the first sector area.

***Requested narrative around adaptation

Buildings & Energy: Top Strategies Summary

Original Strategies	Meeting Participant Votes	Task Force Member Votes	Average Task Force Rating
1: Improve energy efficiency, weatherization, and electrify existing buildings	30%	32%	3
2: Increase deployment of distributed renewables and develop microgrids	18%	24%	2.8
3: Develop energy storage systems	21%	8%	3.3
4: Expansion of community solar programs	15%	24%	3.8
5: Develop building benchmarking, energy use disclosure, and performance standards	16%	12%	2.9



Updates
1: Improve energy efficiency, weatherization, and electrify existing buildings
2: Increase deployment of distributed renewables and develop microgrids
3: Develop energy storage systems
4: Encourage the use of sustainable & natural building materials & techniques
5: Develop building benchmarking, energy use disclosure, and performance standards

Equity Impact Rating Scale:

1 – Makes Things Worse	2 – Keeps Things Unfair	3 – Somewhat Fair	4 – Helps Fix Problems	5 – Solves the Real Problem
------------------------	-------------------------	-------------------	------------------------	-----------------------------

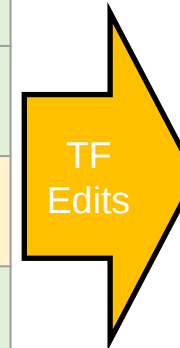
TF edits:

***Include community solar in #2

***Add sustainable & natural buildings

Land Use & Agriculture: Top Strategies Summary

Original Strategies	Meeting Participant Votes	Task Force Member Votes	Average Task Force Rating
1: Expand urban tree coverage and/or green spaces	28%	20%	4.1
2: Preserve or expand grasslands, forests, and wetlands	24%	10%	4.1
3: Reduce impermeable surfaces	17%	27%	3.9
4: Decrease single-use zoning	13%	23%	4
5: Density communities	18%	20%	4.1



Updates
1: Expand urban tree coverage and/or green spaces
2: Preserve or expand grasslands, forests, and wetlands
3: Reduce impermeable surfaces
4: Decrease single-use zoning and encourage denser communities
5: Support regenerative agricultural practices

Equity Impact Rating Scale:

1 – Makes Things Worse	2 – Keeps Things Unfair	3 – Somewhat Fair	4 – Helps Fix Problems	5 – Solves the Real Problem
------------------------	-------------------------	-------------------	------------------------	-----------------------------

TF edits:

***Combined single-use and density

***Added support regen. agriculture