

lanes and sidewalk improvements. Related work includes drainage, striping, associated road work, crosswalk construction, signal and intersection improvements, landscaping.

22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: 31 Landscaping and Beautification (directly related to ped and bike paths)

Project Details (fill out where applicable)

23. **Route # or (Street) Name:** NM 314 24. **Length (mi.):** 1.5
25. **Begin mile post/intersection:** NM 314 / NM 6 26. **End mile post/intersect.:** NM 314 / Morris Rd
27. **Directions from nearest major intersection or landmark:** The project extends south on NM 314 from the intersection of NM6 / NM314 to the intersection of NM314 / Morris Rd.
28. **Google Maps link (see tutorial for help):** <http://goo.gl/maps/6HONz>
29. **Roadway FHWA Functional Classification(s):** Principal Arterial
-

Funding Information

30. **Has this project received Federal funding previously? Yes. If yes, which years?** 2012 & 2013
Which program(s)? STP-Flex & STP-Enhancements. STP-Enhancements were programmed in 2014 for \$352,000 to complete the project, which is what this application asks for.

Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** \$25,000 32. **Preliminary Engineering:** \$50,000
33. **Design:** \$175,000 34. **Right-Of-Way:** NA
35. **Construction:** \$2,605,618 36. **Other (specify):** NA

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$2,855,618
38. **Local/County/Tribal Gov't Funds*:** \$530,618 (Street Fund, Gas and Sales Tax) [Committed]
39. **State Funds:** 0 [Select Existing or Requested]
40. **Tribal Transportation Program (TTP):** 0 [Select Existing or Requested]
41. **Other Federal grants:** 0 [Select Existing or Requested]
42. **Federal Funds** (STP/CMAQ/TAP funds requested): \$300,750 in TAP funds. Committed funds listed in line 38 include budgeted 25% match for \$352,000 that was previously in the STIP as STP Enhancement funds in FY 2014.

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

- 43. **Public Involvement:** Completed with First Phase in 2010, this Phase in June 2013
- 44. **Right of Way:** June 2013, (No additional ROW Needed)
- 45. **Design:** Currently 65%, 100% in July 2013
- 46. **Environmental Certification**:** In Progress, Expected August 2013
- 47. **Utility Clearances:** In Progress, Expected June 2013
- 48. **ITS Clearances:** In Progress, Expected June 2013
- 49. **Railroad Clearances:** In Progress, Expected June 2013
- 50. **Other Clearances:** Preliminary Design Clearance from NMDOT District 3 (Monthly meetings on this project are held with Antonio Jaramillo and Nancy Perea from DOstrict 3 Traffic Section)

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

- 51. **Economic Vitality:** Type explanation.
 - 52. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 53. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 54. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 55. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 56. **Integration and Connectivity:** Type explanation.
 - 57. **System Management and Operation:** Type explanation.
 - 58. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

59. Send a completed electronic version to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: May 28, 2013

B. Sponsoring public entity: Village of Los Lunas

C. Project Name: NM 314 Bike Lanes and Enhancements

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to “shovel ready.”

Project Readiness: Scorers will refer to the “Project Readiness” section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received, in order to score points.* Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

This project continues the efforts that the Village and the MRCOG began in 2008 with the designation of the Transit Oriented Development area. As outlined in the Los Lunas Station Area Plan, the development of pedestrian, bicycle and mixed-use facilities are an essential factor in the economic development of the Station Area (centered around the Railrunner Station). The TOD and the need for bike and pedestrian improvements is described in Page 25 and Page 28 provides the justification of the streetscaping along NM 314 (Objective UD-2).

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

There is currently no safe bike or pedestrian access to the Railrunner Station between Courthouse and Morris along NM 314. This project features curbed sidewalks, detached elevated paths, and buffered walkways beyond the roadway clear zone that are accessible. Crosswalks are proposed at various locations along NM 314, which will provide a safe way to access local businesses, activity centers, and the Los Lunas Rail Runner Station. Lighting enhancements will accompany the multiuse trail to provide a safe way to travel for traffic at night. The Station Area Plan describes the need for these safety enhancements in the Circulation Goals and Objectives section on pg. 29. It explains the need for safe ways to cross NM 314 for pedestrians and continuous pedestrian facilities to encourage safe travel along high-traffic roadways.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

The Valencia County Mobility Plan found that NM 314 from Albuquerque all the way down through Valencia County is utilized by Bicyclists regardless of the existence of a dedicated lane (Page 37, 38). NM 314 includes usable shoulders North of the Village and South of the Village, with Gaps between NM 6 and Morris. This project will close the Gap between Morris and Courthouse by establishing bike lanes (and a multiuse trail on the east side of the road). This project also provides an accessible path from the Railrunner Station to one of the Village's largest activity centers at Daniel Fernandez Park, as well as the

Little League and Soccer Field complexes. These areas are not currently accessible without a car. The roadsides of NM 314 are rough and unpaved, with steep slopes and no pedestrian crossings south of Courthouse Rd.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

Creating a functional connection to the railrunner will promote the use of transit, which delays the need for roadway expansions. This reduces emissions in the area and promotes the health of the surrounding community. The multiuse trail also promotes intermodal connectivity between the surrounding neighborhoods and the Rail Runner Station, which promotes the use of transit versus personal vehicles. The Station Area Plan provides a description of the benefits of Transit Oriented Development on pg. 25.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

Providing a detached multiuse facility make bicyclists and pedestrians feel safer using a non-vehicular mode of transportation and allows the community more opportunities for exercise. The landscaping will also provide a welcoming environment and increase the overall quality of life. The streetscaping aspect of this project aims to satisfy Objective UD-2 and Objective C-3 (pgs. 28 and 29, respectively) of the Station Area Plan. Phase 1 completed with ARRA funds included a multiuse trail between Courthouse and NM 6 which is widely used as both an exercise path and a connection to the Railrunner Station.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

Bicycle and pedestrian enhancements are mentioned as important improvements in regional plans, such as the Los Lunas Rail Runner Station Area Plan and the Valencia County Mobility Plan Update. Figure 8 (pg.44) in the Station Area Plan shows that it is recommended to construct bicycle facilities along NM 314 from Main Street (NM 6) to Morris Rd. The Mobility Plan (pg.37-38) expresses the importance of bicycle and pedestrian facilities to be implemented along roadways with high traffic volumes and to help connectivity between other bicycle and pedestrian facilities.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

The construction of these improvements is contingent upon a signed maintenance agreement with the NMDOT District 3, given that the project is in NMDOT Right of Way, which is in process.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

This project utilizes vacant NM 314 and NMDOT Rail Right of Way, as opposed to widening other frontage routes, or reducing the capacity of other local roads by establishing bike lanes and widened sidewalks.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

Infrastructure Capital Improvement Plan FY 2013-2017

Los Lunas Project Summary

| Rank | Project Title | Top 5 Rank | Category | Funding Sources | 2013 | 2014 | 2015 | 2016 | 2017 | Total |
|---------|--|------------|----------------------------------|----------------------|-----------|-----------|---------|---------|---------|-----------|
| 2013-01 | WWTP Capacity Expansion Cassettes | 1 | Wastewater | LGRANT SGRANT | 2,300,000 | 0 | 0 | 0 | 0 | 2,300,000 |
| 2013-02 | Westside Fire Substation | 2 | Fire | SGRANT LFUNDS | 4,450,000 | 0 | 0 | 0 | 0 | 4,450,000 |
| 2013-03 | Eastern Water Lp (E of Rio Grande) | 3 | Water Supply | LGRANT | 2,200,000 | 0 | 0 | 0 | 0 | 2,200,000 |
| 2013-04 | Morris Rd Extension | 4 | Hiways/Roads/Streets/ Bridges | SGRANT | 1,974,650 | 0 | 0 | 0 | 0 | 1,974,650 |
| 2013-05 | NM314 Reconstruction South | 5 | Hiways/Roads/Streets/ Bridges | SGRANT SLOAN | 2,000,000 | 1,500,000 | 0 | 0 | 0 | 3,500,000 |
| 2013-06 | Railroad Crossing Quiet Zones | | Other | SGRANT LGRANT | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| 2013-07 | Huning Ranch Park | | Public Parks (local) | LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |
| 2013-08 | Transportation Building Phase III | | Adm/Service Facilities (local) | FGRANT LGRANT LFUNDS | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| 2013-09 | El Cerro de Los Lunas (Open space) | | Public Parks (local) | LGRANT LFUNDS | 125,000 | 50,000 | 50,000 | 50,000 | 0 | 275,000 |
| 2013-10 | South Station Parking | | Other | SGRANT | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| 2013-11 | Sports Complex Improvements (30 acres) | | Public Parks (local) | LFUNDS | 300,000 | 300,000 | 500,000 | 500,000 | 0 | 1,600,000 |
| 2013-12 | River Park | | Public Parks (local) | LGRANT | 300,000 | 0 | 0 | 0 | 0 | 300,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|---------------------------------------|----------------------------------|---------------|-----------|---------|---------|---------|---------|-----------|
| 2013-13 | Valley View Park | Public Parks (local) | LFUNDS | 50,000 | 10,000 | 0 | 0 | 0 | 60,000 |
| 2013-14 | Buena Vista Park | Public Parks (local) | LFUNDS | 50,000 | 15,000 | 0 | 0 | 0 | 65,000 |
| 2013-15 | Street Repair and Replace | Hiways/Roads/Streets/ Bridges | SGRANT | 150,000 | 150,000 | 150,000 | 0 | 0 | 450,000 |
| 2013-16 | Daniel Fernandez Park Improvements | Public Parks (local) | LFUNDS | 100,000 | 100,000 | 100,000 | 80,000 | 0 | 380,000 |
| 2013-17 | Neighborhood Park | Public Parks (local) | LFUNDS | 25,000 | 35,000 | 0 | 0 | 0 | 60,000 |
| 2013-18 | Los Cerritos Park | Public Parks (local) | LFUNDS | 25,000 | 35,000 | 0 | 0 | 0 | 60,000 |
| 2013-19 | Parks Warehouse | Public Parks (local) | LFUNDS | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 2013-20 | Village Sidewalk Program | Hiways/Roads/Streets/ Bridges | LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |
| 2013-21 | East Station Parking | Other | SGRANT | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| 2013-22 | Recycle Center Storage Cover | Solid Waste | SGRANT | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 |
| 2013-23 | Heritage Park | Public Parks (local) | LFUNDS | 50,000 | 40,000 | 70,000 | 50,000 | 0 | 210,000 |
| 2013-24 | Enchantment Little League | Public Parks (local) | LFUNDS | 50,000 | 50,000 | 50,000 | 100,000 | 100,000 | 350,000 |
| 2013-25 | San Antonio Park | Public Parks (local) | LFUNDS | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| 2013-26 | Senior Center Los Lunas Expansion | Senior Facilities | LGRANT | 686,500 | 0 | 0 | 0 | 0 | 686,500 |
| 2013-27 | NM 6 Intersection Improvements | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 2,100,000 | 50,000 | 50,000 | 50,000 | 50,000 | 2,300,000 |
| 2013-28 | MAP Funding Carson Drive | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|---|-----------------------------------|---------------|---------|-----------|-----------|---------|-----------|-----------|
| 2013-29 | COOP Funding | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |
| 2013-30 | NM 314 Gap Project | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 2013-31 | Camelot Drive (TIP-Pedestrian, Landscape) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 800,000 | 500,000 | 0 | 0 | 0 | 1,300,000 |
| 2013-32 | Village Right-Away Improvements | Hiways/Roads/Streets/ Bridges | LFUNDS | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 |
| 2013-33 | Village Maintenance Improvements | Hiways/Roads/Streets/ Bridges | LFUNDS | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 |
| 2014-01 | Municipal Court/Police Dept. Building Improvements | Adm/Service Facilities (local) | SGRANT | 0 | 650,000 | 0 | 0 | 0 | 650,000 |
| 2014-02 | Street Overlays | Hiways/Roads/Streets/ Bridges | SGRANT | 0 | 250,000 | 250,000 | 250,000 | 250,000 | 1,000,000 |
| 2014-03 | Batting Cage/Putt Putt Golf | Public Parks (local) | LFUNDS | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| 2014-04 | Los Morros Industrial Park Offsite Drainage | Storm/Surface Water Control | SGRANT | 0 | 745,000 | 0 | 0 | 0 | 745,000 |
| 2014-05 | Edeal Road Utility Improvements | Wastewater | SGRANT LFUNDS | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 |
| 2014-06 | Eastside Recycle Center | Solid Waste | SGRANT LFUNDS | 0 | 100,000 | 0 | 0 | 0 | 100,000 |
| 2014-07 | Sludge Site Improvements | Wastewater | SGRANT | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 2014-08 | Westside Firestation Furniture and Equipment | Public Safety Equipment/Bldgs | SLOAN LFUNDS | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| 2014-09 | Convention Center Los Lunas | Convention Facilities | LBONDS | 0 | 2,500,000 | 2,500,000 | 0 | 2,500,000 | 7,500,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

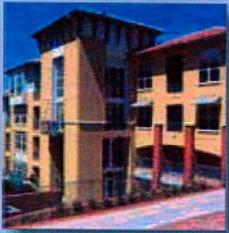
| | | | | | | | | | |
|---------|--|-----------------------------------|---------------|---|-----------|------------|---------|---|------------|
| 2014-10 | Landfill/Compost Study | Solid Waste | SGRANT LGRANT | 0 | 313,500 | 0 | 0 | 0 | 313,500 |
| 2014-11 | I-25/Hwy 6 Interchange Enhancement | Hiways/Roads/Streets/ Bridges | FGRANT | 0 | 400,000 | 2,000,000 | 0 | 0 | 2,400,000 |
| 2014-12 | DF Youth Center Improvements | Public Parks (local) | LFUNDS | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| 2014-13 | NM 314 West (3312) Courthouse- Morris | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 700,000 | 0 | 0 | 0 | 700,000 |
| 2014-14 | NM 314 East (3310) NM6-Griego | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 1,000,000 | 500,000 | 0 | 0 | 1,500,000 |
| 2014-15 | Courthouse (TIP Funding) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 800,000 | 0 | 0 | 0 | 800,000 |
| 2014-16 | Los Cerritos to NM 6 (Road Improvements) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 400,000 | 400,000 | 400,000 | 0 | 1,200,000 |
| 2014-17 | Castillo Street (Road Improvements) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 2015-01 | I25 Interchange and Bridge Construction | Hiways/Roads/Streets/ Bridges | SGRANT LGRANT | 0 | 0 | 70,000,000 | 0 | 0 | 70,000,000 |
| 2015-02 | Landfill Purchase/Construct | Solid Waste | SLOAN LGRANT | 0 | 0 | 4,600,000 | 0 | 0 | 4,600,000 |
| 2015-03 | Chavez Lift Station | Wastewater | LGRANT LFUNDS | 0 | 0 | 1,022,095 | 0 | 0 | 1,022,095 |
| 2015-04 | Los Lentos Road SE (Huning Lateral to Morris) | Hiways/Roads/Streets/ Bridges | LFUNDS | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |
| 2015-05 | North Station Parking | Other | SGRANT | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 2015-06 | Property Acquisition | Adm/Service Facilities (local) | FGRANT | 0 | 0 | 2,000,000 | 0 | 0 | 2,000,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|---|-----------------------------------|---------------|---|---|-----------|-----------|-----------|------------|
| 2015-07 | Downtown Water Tank Improvements | Water Supply | LGRANT LFUNDS | 0 | 0 | 500,000 | 0 | 0 | 500,000 |
| 2015-08 | Well #7 | Water Supply | LGRANT LFUNDS | 0 | 0 | 1,389,918 | 0 | 0 | 1,389,918 |
| 2015-09 | NM314 Reconstruction North | Hiways/Roads/Streets/ Bridges | SGRANT | 0 | 0 | 2,078,000 | 0 | 0 | 2,078,000 |
| 2015-10 | Westside Sports Complex | Public Parks (local) | LGRANT LFUNDS | 0 | 0 | 5,000,000 | 5,000,000 | 0 | 10,000,000 |
| 2015-11 | Indoor Aquatic Center | Public Parks (local) | LBONDS | 0 | 0 | 7,000,000 | 0 | 0 | 7,000,000 |
| 2016-01 | Municipal Amphitheater | Public Parks (local) | LGRANT LFUNDS | 0 | 0 | 0 | 500,000 | 0 | 500,000 |
| 2016-02 | Westside Community Center | Public Parks (local) | LFUNDS LGRANT | 0 | 0 | 0 | 5,000,000 | 0 | 5,000,000 |
| 2016-03 | Sun Valley Drive | Hiways/Roads/Streets/ Bridges | LFUNDS | 0 | 0 | 0 | 400,000 | 400,000 | 800,000 |
| 2017-01 | Eastside Fire Substation | Fire | LGRANT | 0 | 0 | 0 | 0 | 500,000 | 500,000 |
| 2017-02 | Don Pasqual Land Acquisition | Adm/Service Facilities (local) | LBONDS | 0 | 0 | 0 | 0 | 750,000 | 750,000 |
| 2017-03 | Westside Line & Booster Pumps Phase I | Water Supply | SLOAN SGRANT | 0 | 0 | 0 | 0 | 817,763 | 817,763 |
| 2017-04 | Storm Water Management | Storm/Surface Water Control | SGRANT | 0 | 0 | 0 | 0 | 500,000 | 500,000 |
| 2017-05 | Northern Loop Corridor Construction | Hiways/Roads/Streets/ Bridges | SGRANT | 0 | 0 | 0 | 0 | 1,415,000 | 1,415,000 |
| 2017-06 | Wastewater Plant Exp Ph. III (+ Sludge Facilities) | Wastewater | SLOAN | 0 | 0 | 0 | 0 | 5,287,643 | 5,287,643 |
| 2017-07 | New Library Construction | Libraries | SGRANT LFUNDS | 0 | 0 | 0 | 0 | 6,379,103 | 6,379,103 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|--------------------|---|----------------------------------|--------|------------|-------------|-------------|---|---------|---------|
| 2017-08 | Radio Antenna Replacements/updates/and or repairs | Public Safety Equipment/Bldgs | LFUNDS | 0 | 0 | 0 | 0 | 150,000 | 150,000 |
| Grand Total | | | | 15,393,500 | 13,330,000 | 181,469,168 | | | |
| | | | | 29,036,150 | 103,660,016 | 20,049,508 | | | |



Los Lunas Rail Runner Express Station Area Plan

May, 2008

Prepared for
Village of Los Lunas



in association with
Mid-Region Council of Governments



Prepared by
Community Design + Architecture
with

Fehr and Peers Associates
Dekker Perich Sabatini
Economic and Planning Systems

Additionally, the existing setbacks, lot size and height regulations, and density and dimensional regulations do not support the creation of a TOD mixed-use area that includes a balance of residential and retail uses to allow for activity, connectivity, and financially feasible commerce.

Station Area Land Use

As shown in Figure 2, the area near the station has a variety of different existing land uses. The areas along Highway 314 and existing agricultural and commercial areas within the 1/4-mile radius of the station show great promise for TOD. Because of their proximity to the station, this area, referred to as the TOD Core Area, shows the most potential to generate ridership for the Rail Runner Express and to benefit from new development and jobs brought by the station. A number of large undeveloped and underdeveloped parcels, as well as some existing commercial uses, will facilitate the development of a mixed-use district immediately surrounding the station.

Existing residential neighborhoods define much of what draws people to Los Lunas. These neighborhoods are reflective of the single-family developments that are home to most of the residents of Los Lunas. A number of vacant and agricultural parcels are in the station area showing promise for future residential development, to fill in the neighborhoods and provide new housing for coming residents who may commute on the Rail Runner Express or work in the areas developed around the station.



The Rail Runner Express platform, with the transportation center under construction in the background, reflects the future of transportation and land use planning in the Station Area.



Los Lunas residential neighborhoods are characterized by moderate-scale single-family homes.

The Los Lunas Transportation Center

The new Los Lunas Transportation Center is located adjacent to the Rail Runner Express station platform at the intersection of Juan Perea and Courthouse roads, just off Highway 314. The center includes offices for the Village departments of transportation and technology, retail spaces for new services and conveniences for commuters, and a new 115-seat indoor amphitheater for official Village functions and public use. The center will bring more daily life and activity to the area throughout the day and will include outdoor security cameras, both of which will maintain safety around the rail station.



May, 2008

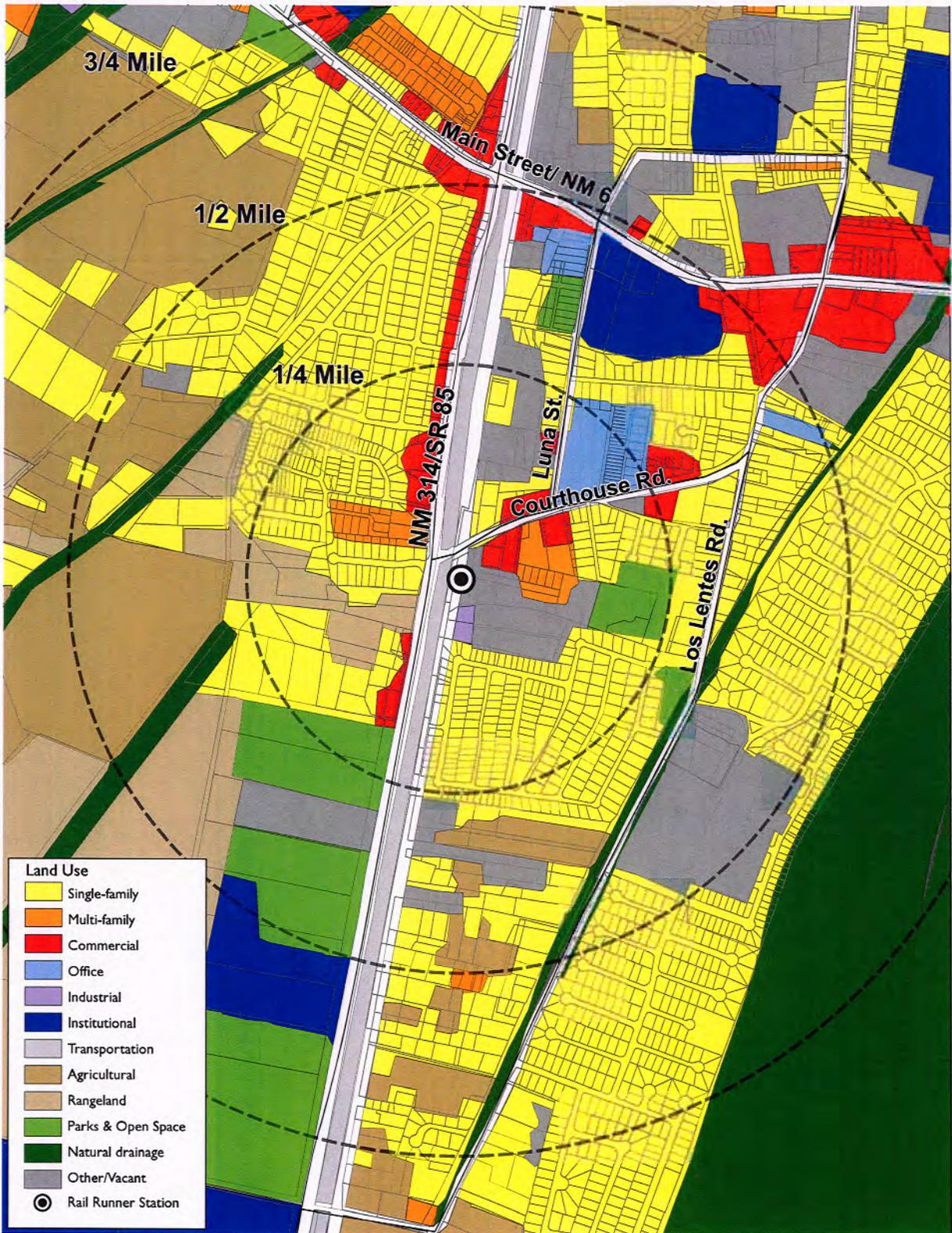


Figure 2: Existing Land Uses in Los Lunas.

Transit Oriented Development

To advance this vision, land use, transportation improvements, and development in the station area should be consistent with the principles of Transit-Oriented Development. TOD seeks to realize the synergies between transportation and land use to encourage vibrant new development around major transportation investments. TOD seeks to support larger transportation amenities, such as the Los Lunas Rail Runner station, by connecting ridership with local transportation networks. Meanwhile, it seeks to take advantage of and further this increased level of activity by providing a high level of services, amenities, and housing in a compact pedestrian-oriented manner. The principles important to the realization of TOD include:

- Integration of land use and transportation – especially connection of housing and transit;
- Human-scaled environments that encourage walking, bicycling, and transit use;
- Highly interconnected street network;
- Building and public realm design scaled to pedestrians;
- Dynamic mix of land uses; and,
- Compact development

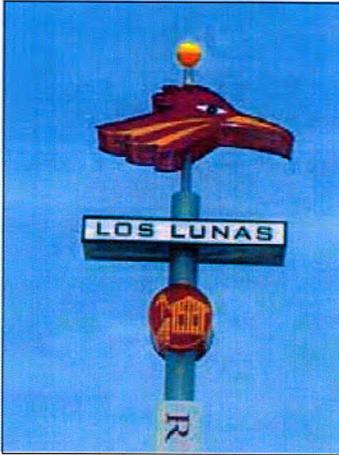
TOD focuses on the creation of a “node” of activity around which land uses and transportation are organized. Typically, these uses are developed in a compact manner to allow for more variety and amenity within a walkable distance from residential neighborhoods and transit connections. High interconnectivity of streets and diversity of transportation options make real walking distances shorter. A variety of land uses, engaging storefronts, a high-level of architectural detail, and street amenities create a diversity of activities, sights, and possibilities. Auto-oriented amenities such as parking, driveways, and large-scale signage are restrained, allowing automobiles to function within the area, but not overwhelm it.



In addition to improving many commuters connection to their jobs in nearby employment centers like Albuquerque, the station area can be a catalyst for economic growth within Los Lunas.



Compact mixed-use development around the station will create a vibrant destination that is active and attractive to people throughout the day, on workdays and weekends.



Unique and attractive wayfinding signage should be developed to attract people to destinations in the station area such as the station, park, and retail areas.

Urban Design Goals and Objectives

Goal: Develop a strong identity and character for the station area through high quality architectural and streetscape design in order to foster an attractive walking environment.

Objective UD-1: Ensure that new development enhances the character of Los Lunas by requiring design qualities and elements that are appropriate in look and scale to the Village context and pedestrian orientation.

Objective UD-2: Improve streetscapes in key corridors in the station area and create a sense of arrival at key gateways to Main Street, the Rail Runner Express station, and other key destinations.

Objective UD-3: Develop appropriate public art to further establish a sense of unique identity in the station area.

Objective UD-4: Develop pedestrian oriented wayfinding to destinations in the station area that will further establish the station area identity, including historic sites and structures and other heritage tourism destinations.

Objective UD-5: Promote a built environment that reduces crime and the fear of crime and improves the quality of life through maintenance, natural surveillance and design.



Thoughtful design of buildings, storefronts, and the public realm contribute to an appealing walking environment.

Circulation Goals and Objectives

Goal: Improve the circulation system in Los Lunas by providing transportation choice and enhanced connectivity through improved transportation within and around the station area.

Objective C-1: Encourage the creation of a more connected street network in the vicinity of the station, as elaborated in Section V, to create alternative routes and avoid concentrating traffic on Highway 314 and Main Street.

Objective C-2: Apply the multi-modal access hierarchy for the station area elaborated in Section V to prioritize street improvements and mode-share priorities for multi-modal streets.

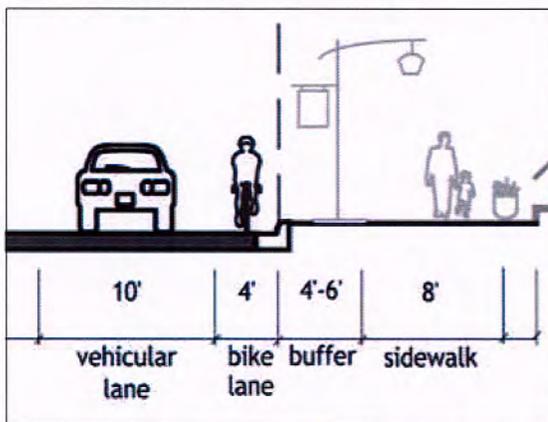
Objective C-3: Focus on creating an improved pedestrian environment, with continuous sidewalks on both sides of the street and high quality streetscaping. Use street trees, special paving, high quality street lighting, and pedestrian furnishings to encourage pedestrian mobility.

Objective C-4: Improve pedestrian connections across intersections; especially Highway 314. Shorten crossing distance, improve crosswalk marking and signals, and heighten driver awareness of crossings to improve pedestrian safety and comfort.

Objective C-5: Provide continuous bike lanes on streets according to the recommendations in the proposed bicycle facility map on page 44.



Improved crossings are necessary on major auto-corridors such as NM314 to ensure that pedestrians can safely cross what is currently considered a major barrier.



Multi-modal streets that address the needs of all users are critical to a successful transportation network in Los Lunas.

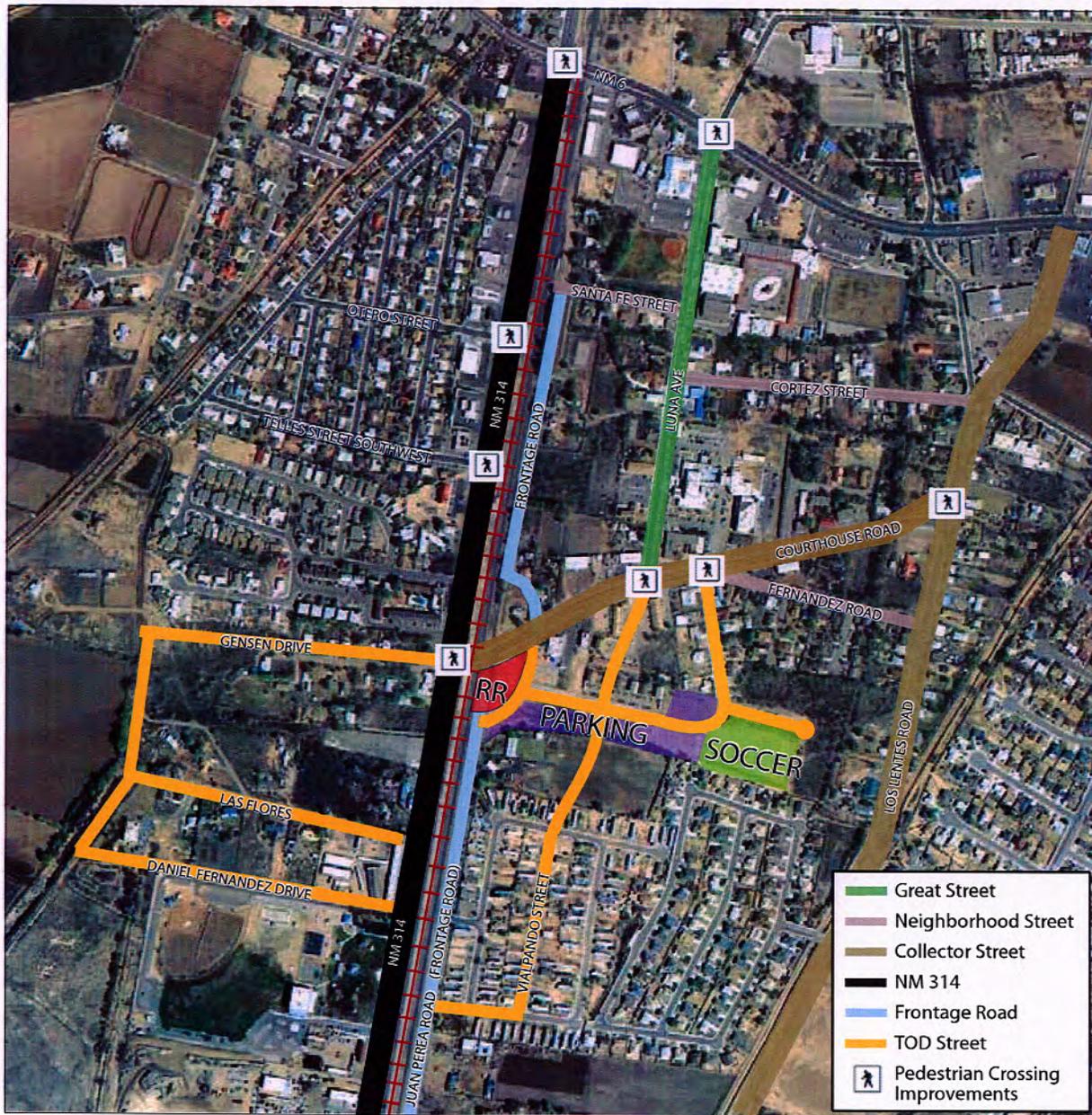


Figure 5: Station Area Street Network

May, 2008



On street bicycle lanes in the station area

Bicycle Circulation

Bicycling is an important transportation mode in the station area as it offers inexpensive and convenient travel, particularly for shorter trips. Given the mixed use vision for the station area, bicycle travel could become an important alternative to some motor vehicle trips. The plan is based on the concepts and preliminary alignments identified in the Valencia County Mobility Plan. The proposed bicycle circulation plan will also be a valuable recreation amenity that could be used to promote active living in the station area. The following bicycle facilities will be used to create the bicycle network.

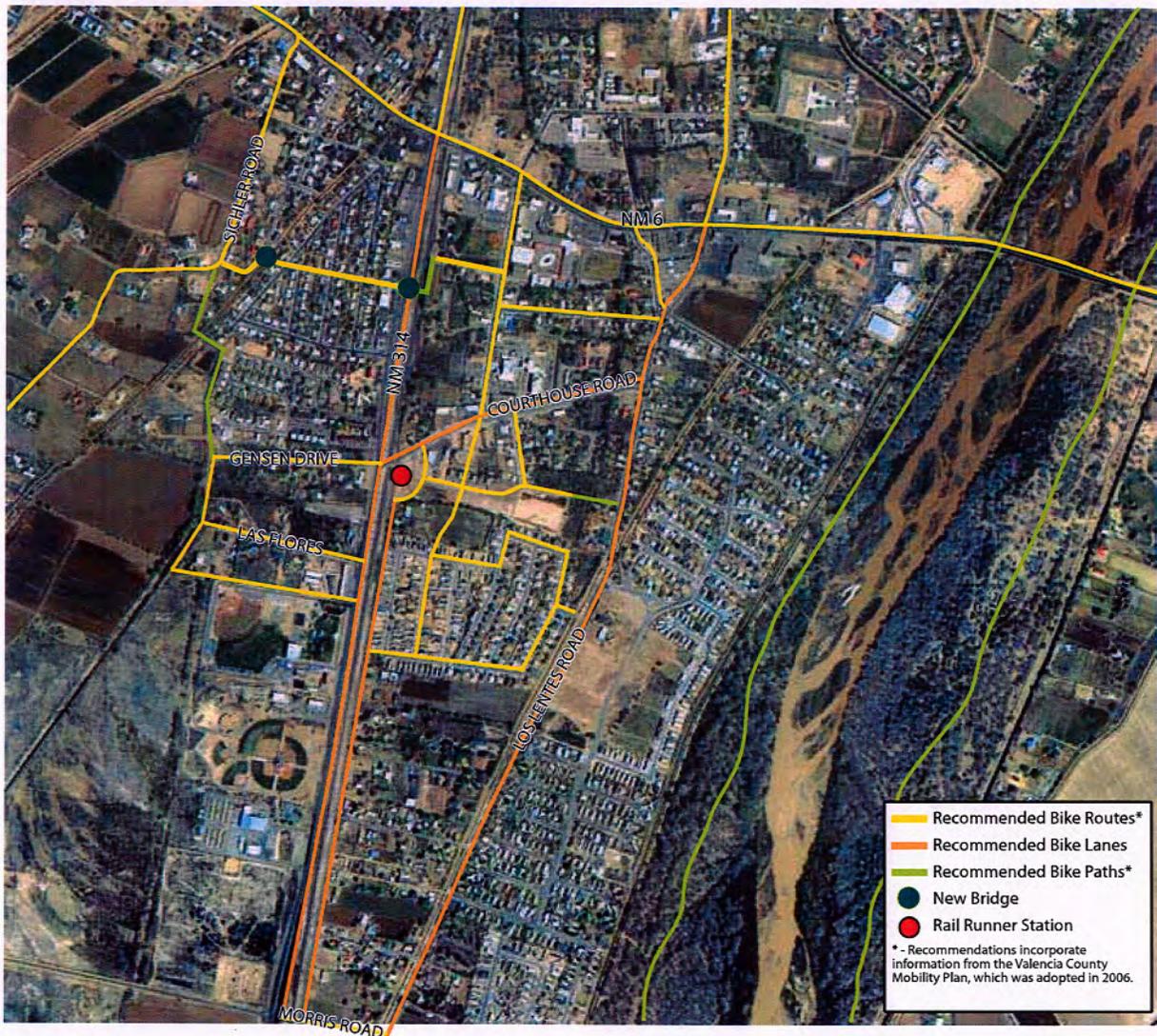


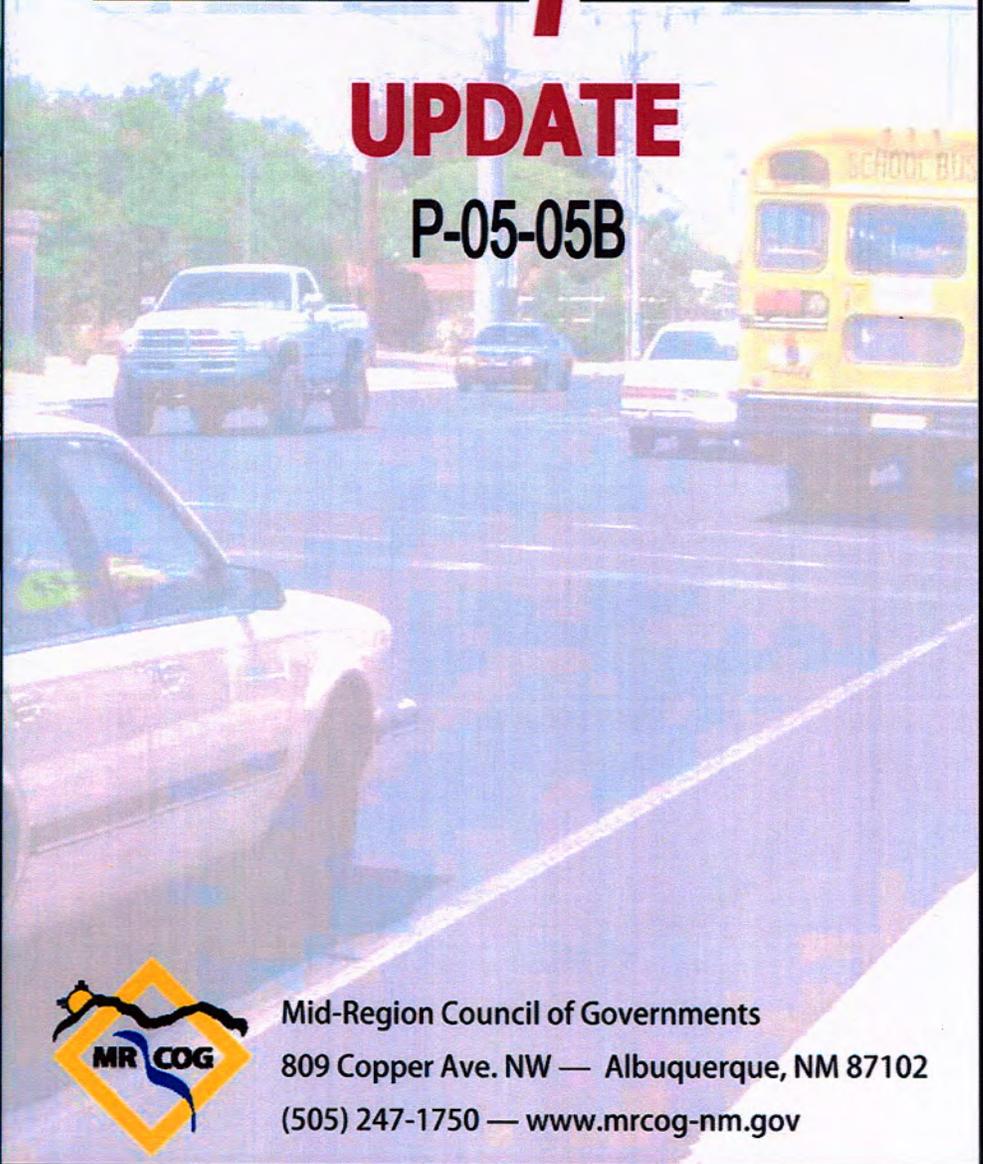
Figure 8: Recommended Bicycle Network



Valencia County Mobility Plan

UPDATE

P-05-05B



Mid-Region Council of Governments
809 Copper Ave. NW — Albuquerque, NM 87102
(505) 247-1750 — www.mrcog-nm.gov

LONG RANGE TRANSPORTATION PLAN

PROPOSED TRANSPORTATION SYSTEMS

An effective transportation system must include a variety of ways to get around—motorized vehicles, air and rail, public transportation, bicycle and pedestrian and equestrian uses. This draft Plan addresses each of these modes and provides suggestions about ways they can be integrated to provide for the most effective use of each.

Multimodal Systems

The multimodal systems in this Plan include bicycle and pedestrian, equestrian, public transportation, and rail and aviation. Many of the issues of concern for the bicycle and pedestrian, equestrian, and public transportation systems overlap. These include security issues, surface conditions on multi-use trails and roadway shoulders, user conflicts, access to the informal acequia system, the lack of formal multi-use trails, and illegal disposal of trash. Much of the information available in this Plan about these issues resulted from discussions with the Equestrian community. However, the effect is multi-modal and addressing these concerns will have a positive impact for more than one portion of the community. These issues are discussed in detail in Appendix B. The recommendations in the Bicycle and Pedestrian and the Equestrian sections reflect this information.

Bicycle and Pedestrian

The Mobility Plan proposes a network of on-road bike routes and off-road multi-use trails (Figure 13). This network is intended to accommodate pedestrian and bicycle uses and includes the concept of a Bosque Trail. This proposal was developed in close coordination with the Rio Abajo Bicycle Alliance. It is intended to form an integral part of the transportation network in Valencia County, regardless of any final decisions regarding roadway options.

Figure 13 shows roadways that have been identified as existing routes. This map reflects information received from the Rio Abajo Bicycling Alliance about facilities they are currently using. The majority of these facilities do not have signs identifying them as bicycle routes. In addition, some of the “existing routes” shown on the map may be currently used by cyclists but they are not engineered for designation as existing routes. It is recommended that a study of these routes be completed to identify those facilities which can be safely signed as routes. This signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.

A bicycle/pedestrian path is an off-road trail that is usually paved and provides a less intense experience for the walker or bicyclist, as it does not involve potential conflicts with vehicular traffic.

The dirt track/connections identified in Figure 13 reflect ditch banks, graded roads or other non-paved facilities that are currently being used by the walking and bicycling community. They are identified here in order to facilitate conversations about ways to enhance these facilities for bicycle and pedestrian use and, if they are upgraded, to assure that provision will be made at that

VALENCIA COUNTY MOBILITY PLAN UPDATE

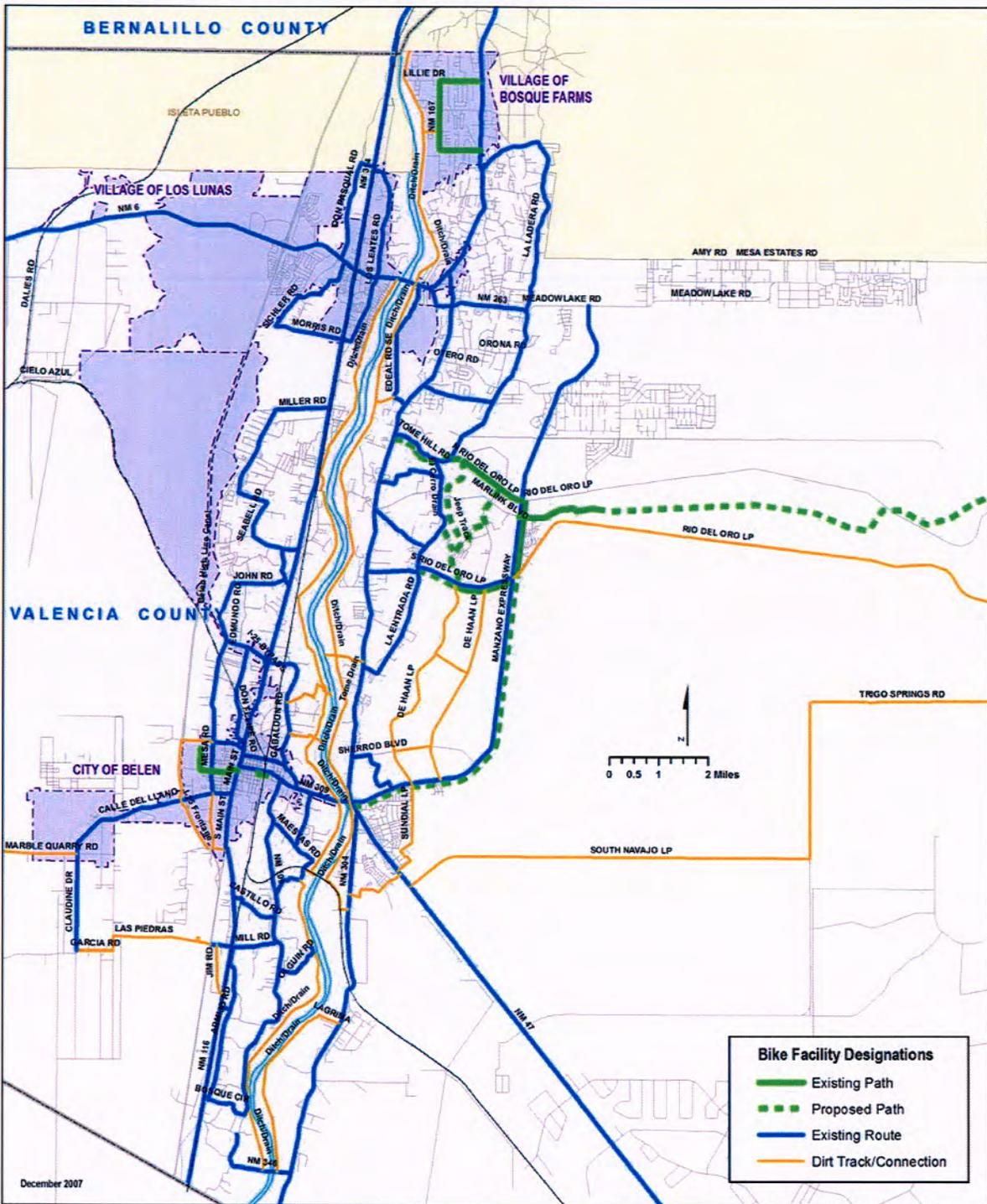


Figure 13. Proposed Bicycle/Pedestrian Facilities

time for continued use by bicyclists and pedestrians. Table 12 summarizes the number of miles of bicycle and pedestrian facilities identified in Figure 13.

VALENCIA COUNTY MOBILITY PLAN UPDATE

Table 17. Proposed Projects for Valencia County Mobility Plan

Proposed Bicycle, Pedestrian and Equestrian Projects -- 2008-2018

| Project | From | To | Length | Project Description | Cost Est. | Jurisdiction |
|--|---------------------------|----------------------------|---------------|---|--------------------------|---------------------------|
| Access point retrofit project | | | | Equestrian – Access | \$30,000 | |
| ATV area study | | | | Planning | \$20,000 | |
| Becker Avenue Enhancements | Main Street (1-25 Bypass) | First Street | | Bike/Ped – Enhancements and Rehabilitation | \$1,272,000 | Belen |
| Belen Sidewalks and Trails | City wide | | | Sidewalks and Trails | \$1,500,000 | Belen |
| Belen Railrunner Station Access | Railrunner Station | Becker Avenue | .29 | Pedestrian – New facility | \$1,100,000 | Belen/ Rail-runner |
| Bicycle/Pedestrian Paths - East Mesa | | | 8.88 | Bike/Ped/Equestrian - New paths | \$1,900,320 | VIA/Valencia Cty? |
| Bicycle Route Signage | | | | Bike/Ped – Signs | \$10,000 | |
| Bicycle Route Signage Study | | | | Bike/Ped – Planning | \$20,000 | |
| Bosque Trail Equestrian crossing study | Isleta boundary | South of River Road bridge | 17.90 | Bike/Ped/Equestrian - New paths | \$3,830,600 | MRCOG |
| Golf Course Road | Rio Communities Blvd | NM47 | | Equestrian – Planning | \$20,000 | |
| Los Lunas Sidewalk Program | Village wide | | | Pedestrian facility Construct and repair sidewalks | \$150,000 \$1,000,000 | Valencia Cty Los Lunas |
| NM314 | NM6 | Courthouse Rd | | Pedestrian/Bike facilities, lighting, and resurfacing | \$750,000 | Los Lunas |
| Rio del Oro Bike Path | Rio del Oro South | UNM Valencia Campus | | Pedestrian/Bike trails | \$382,667 | VIA/Valencia Cty? |

VALENCIA COUNTY MOBILITY PLAN UPDATE

| Roadway | From | To | Length | Project Description & School Bus Route | Cost Est. | Jurisdiction |
|------------------------|------------------------|-------------------------|--------|--|-------------|--------------|
| NM314 | Main Street | South LL village limits | | Reconstruction (LL School Bus) | \$3,658,000 | Los Lunas |
| North Rio del Oro Loop | Valencia High School | Gravel Pit | 4.5 | Paving | \$1,305,000 | VIA/Private |
| Padilla Road | | | | Paving | \$35,000 | Valencia Cty |
| Peralta Boulevard | NM47 | La Ladera | 1.36 | Rehabilitation (LL School Bus) | \$394,400 | Peralta |
| San Domingo | San Pedro | St. Joseph | .75 | Paving | \$112,500 | Valencia Cty |
| San Juan | San Pedro | St. Joseph | .75 | Paving | \$112,500 | Valencia Cty |
| Silver Spruce | | | | Paving, sewer and water | \$1,500,000 | Belen |
| Soloman Estates Roads | | | | Paving | \$85,000 | Valencia Cty |
| Sombreo Loop | Avenida del Fuego loop | | | Paving | \$19,513 | Valencia Cty |
| Sombreo Place | Sembredo Loop | End of Road | | Paving | \$4,390 | Valencia Cty |
| Sonnenburg Loop | NM304 | Storey Avenue | 1.87 | Paving (Belen School Bus) | \$542,300 | Valencia Cty |
| South Rio del Oro Loop | Manzano Expressway | North Rio del Oro Loop | 7 | Paving | \$2,030,000 | VIA/Private |
| Storey Avenue | Sonnenburg Loop | Sonnenburg Loop | 0.75 | Paving (Belen School Bus) | \$217,500 | Valencia Cty |
| Tome Hill Road | Keeney Road | Sand Hill Road | 1.02 | Rehabilitation | \$295,800 | Valencia Cty |
| Valencia Road | NM47 | La Ladera | 1.48 | Rehabilitation (LL School Bus) | \$429,200 | Peralta |
| Vegas Road | NM47 | Monica Road | 0.93 | Rehabilitation (LL School Bus) | \$273,420 | Peralta |
| Wesley Road | NM47, West | | | Rehabilitation | \$840,550 | Peralta |

Total \$126,311,433

Notes: See [FMIS Improvement Type Codes](#) for complete improvement descriptions. List additional improvement types here: NA

Project Details (fill out where applicable)

23. **Route # or (Street) Name:** Schmidt Pl 24. **Length (mi.):** 0.02
25. **Begin mile post/intersection:** @ Vista Larga 26. **End mile post/intersect.:** NA
27. **Directions from nearest major intersection or landmark:** From the intersection of NM6 and NM314 go south on NM314, take a right at Otero St, take a right at Vista Larga, and the project location is at the dead end at the end of Vista Larga.
28. **Google Maps link (see tutorial for help):** <http://goo.gl/maps/uOUva>
29. **Roadway FHWA Functional Classification(s):** Local
-

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years? N/A Which program(s)?** N/A

Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** \$7,500 32. **Preliminary Engineering:** \$5,000
33. **Design:** \$25,000 34. **Right-Of-Way:** Enter dollar amount.
35. **Construction:** \$110,000 36. **Other (specify):** Enter cost type, dollar amount.

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$147,500
38. **Local/County/Tribal Gov't Funds*:** \$21,476 (Possible to commit if funded) [Not Committed]
39. **State Funds:** \$0 [Requested]
40. **Tribal Transportation Program (TTP):** \$0 [Requested]
41. **Other Federal grants:** \$0 [Requested]
42. **Federal Funds (STP/CMAQ/TAP funds requested):** TAP Funds = \$126,024

** Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.*

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

- 43. **Public Involvement:** January 2014
- 44. **Right of Way:** January 2014
- 45. **Design:** December 2013
- 46. **Environmental Certification**:** June 2014
- 47. **Utility Clearances:** May 2014
- 48. **ITS Clearances:** January 2014
- 49. **Railroad Clearances:** January 2014
- 50. **Other Clearances:** Design Coordination with MRGCD. Village owns crossing, but design must be coordinated with MRGCD.

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

- 51. **Economic Vitality:** Type explanation.
 - 52. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 53. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 54. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 55. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 56. **Integration and Connectivity:** Type explanation.
 - 57. **System Management and Operation:** Type explanation.
 - 58. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

59. **Send a completed electronic version** to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: May 28, 2013

B. Sponsoring public entity: Village of Los Lunas

C. Project Name: NM6 / NM314 Bike By-Pass

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to “shovel ready.”

Project Readiness: Scorers will refer to the “Project Readiness” section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received, in order to score points.* Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

An explanation of the importance of connecting neighborhoods to local businesses, activity centers, and the Los Lunas Rail Runner Station, is on pg. 32 of the Station Area Plan. This project would connect the neighborhoods west of the Los Lunas Ditch to the NM 314 commercial area, sports complexes, and the Railrunner Station, which are currently accessible only by traveling through NM 6.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

Although shoulders and bike lanes exist on NM 6, they end just East of Don Pasqual. Between Don Pasqual and NM 314, including at the intersection of NM 314, it is not currently feasible to construct dedicated bike lanes due to environmental issues (limited ROW through a corridor with historical assets). The bike bypass provides a way for non-vehicular travelers to get from the west side of the ditch to NM 314 and the local businesses, activity centers, and the Los Lunas Rail Runner Station. The bypass will only allow for bicycle and pedestrian traffic, due to the neighborhood's disapproval of a vehicular connection. A map showing the high traffic flows on NM 314 and NM 6 is on pg. 20 of the Valencia County Mobility Plan Update. The Station Area Plan (pg. 32) discusses the increased safety that bicycle and pedestrian facilities bring to the roadway. Creating connections is also discussed in the Station Area Plan as Objective C-1 on pg. 29.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

Since NM 6 is not ideal for bicycle and pedestrian traffic, the bypass bridge over the ditch allows for increased mobility for non-vehicular traffic. All designs will incorporate the latest ADA standards to allow for accessible pedestrian paths. The bypass connects the neighborhood west of the ditch to the NM 314 multiuse trail system and to the local businesses, activity centers, and the Los Lunas Rail Runner Station. The Station Area Plan (pg. 11 and 32) discusses the importance of connecting residential areas within the station area to the Los Lunas Rail Runner Station and a map showing these local economic centers is on pg. 12 of the Station Area Plan. This project focuses on Objective C-1 in the Station Area Plan on pg. 29.

The recommended bike routes are shown on Figure 8 (pg. 44) of the Station Area Plan, and although the proposed alignment isn't shown in this map, it is a shorter, cheaper, and more feasible alternative to the shown recommendations.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

Providing a safer way to cross the arroyo just west of NM 314 promotes the use of alternative modes of transportation. The increase in bicycle and pedestrian traffic reduces the amount of vehicles on the roadway, consequently reducing emissions in the area. The Station Area Plan provides a description of the benefits of Transit Oriented Development on pg. 25. In addition, the 2035 MTP (pg. 6-5, 6-6), reducing the amount of emissions from motor vehicles is a priority to the area.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

Creating this connection between neighborhoods allows for easier access to local businesses and activity centers. Since the connection is strictly for bicycle and pedestrian use, this provides a venue for exercise and decreased reliance on motor vehicles. The connection to the youth activity centers on NM 314 also provide residents of the immediate community with more opportunities for healthy activities. Figure 2 (pg.12) and Figure 8 (pg. 44) of the Station Area Plan show the proximity of the project location to the activity centers and connections to other bicycle and pedestrian networks.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

According to the Los Lunas Rail Runner Station Area Plan, connecting residential neighborhoods to the Los Lunas Rail Runner Station is a high priority. This project connects the neighborhoods west of NM 314 and the adjacent arroyo to the Rail Runner by alternate modes of transportation, such as bicycle or pedestrian travel. Using Objective C-1 (pg. 29) of the Station Area Plan, the project aims to redirect bicycle and pedestrian traffic from the intersection of NM 6 and NM 314 because of the congestion issues associated with that intersection.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

The Village currently maintains all ditch crossings in the Village. This crossing would be included in the Village's standard maintenance activities.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The crossing enhances the use of two roads that are currently mostly useful for local vehicular commuter traffic, and local bicycling.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

Existing Bike Lanes

Bike lanes are not currently feasible within this segment of NM 6 due to limited ROW abutted by historical assets

Proposed Bike Ditch X-ing

Bike Route would be established as a by-pass to the NM 6/NM 314 Intersection

Existing Bike Lanes & Multiuse Trails



Proposed Bike X-ing





Los Lunas Rail Runner Express Station Area Plan

May, 2008

Prepared for
Village of Los Lunas



in association with
Mid-Region Council of Governments



Prepared by
Community Design + Architecture
with

Fehr and Peers Associates
Dekker Perich Sabatini
Economic and Planning Systems

Additionally, the existing setbacks, lot size and height regulations, and density and dimensional regulations do not support the creation of a TOD mixed-use area that includes a balance of residential and retail uses to allow for activity, connectivity, and financially feasible commerce.

Station Area Land Use

As shown in Figure 2, the area near the station has a variety of different existing land uses. The areas along Highway 314 and existing agricultural and commercial areas within the 1/4-mile radius of the station show great promise for TOD. Because of their proximity to the station, this area, referred to as the TOD Core Area, shows the most potential to generate ridership for the Rail Runner Express and to benefit from new development and jobs brought by the station. A number of large undeveloped and underdeveloped parcels, as well as some existing commercial uses, will facilitate the development of a mixed-use district immediately surrounding the station.

Existing residential neighborhoods define much of what draws people to Los Lunas. These neighborhoods are reflective of the single-family developments that are home to most of the residents of Los Lunas. A number of vacant and agricultural parcels are in the station area showing promise for future residential development, to fill in the neighborhoods and provide new housing for coming residents who may commute on the Rail Runner Express or work in the areas developed around the station.



The Rail Runner Express platform, with the transportation center under construction in the background, reflects the future of transportation and land use planning in the Station Area.



Los Lunas residential neighborhoods are characterized by moderate-scale single-family homes.

The Los Lunas Transportation Center

The new Los Lunas Transportation Center is located adjacent to the Rail Runner Express station platform at the intersection of Juan Perea and Courthouse roads, just off Highway 314. The center includes offices for the Village departments of transportation and technology, retail spaces for new services and conveniences for commuters, and a new 115-seat indoor amphitheater for official Village functions and public use. The center will bring more daily life and activity to the area throughout the day and will include outdoor security cameras, both of which will maintain safety around the rail station.



May, 2008

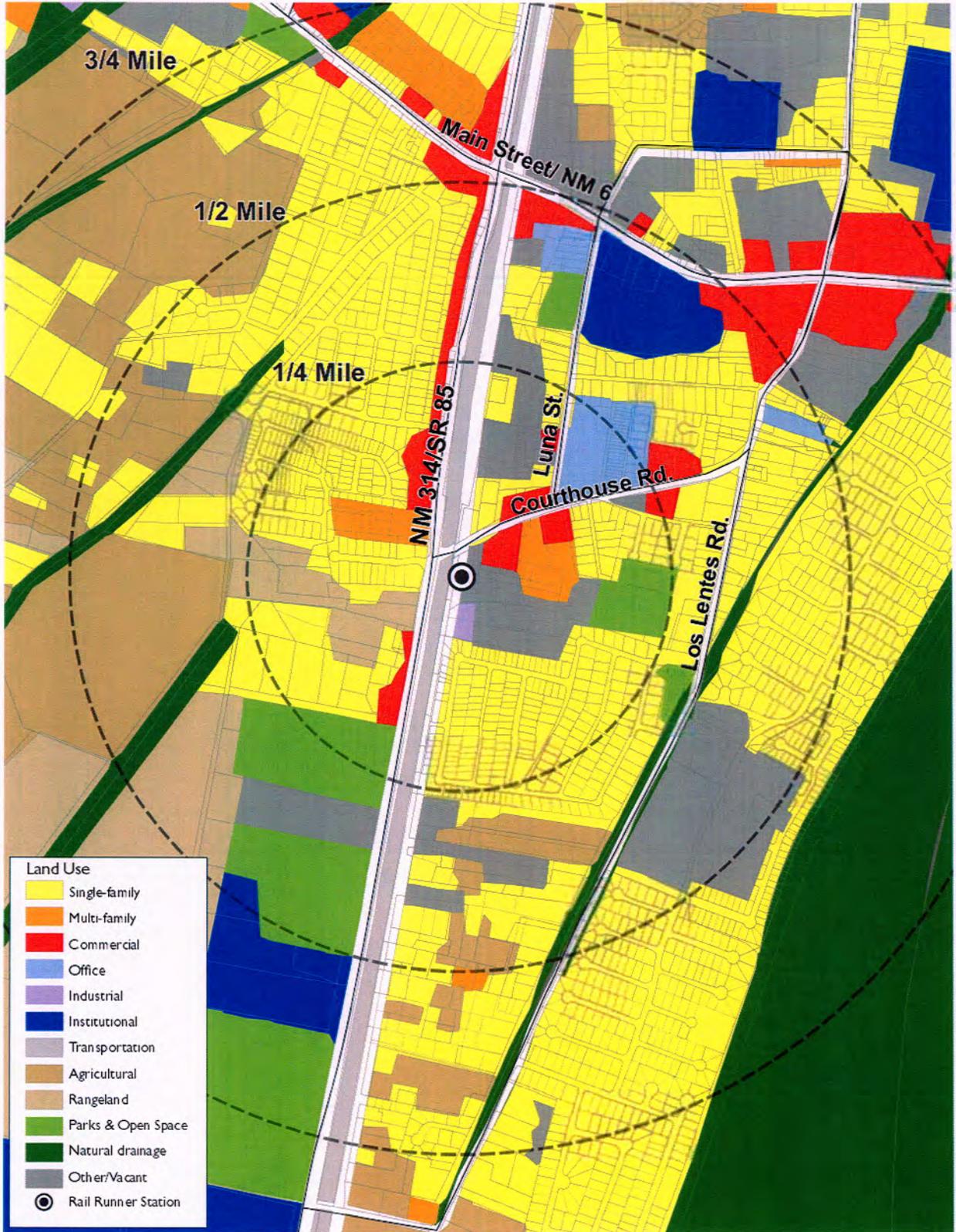


Figure 2: Existing Land Uses in Los Lunas.

Transit Oriented Development

To advance this vision, land use, transportation improvements, and development in the station area should be consistent with the principles of Transit-Oriented Development. TOD seeks to realize the synergies between transportation and land use to encourage vibrant new development around major transportation investments. TOD seeks to support larger transportation amenities, such as the Los Lunas Rail Runner station, by connecting ridership with local transportation networks. Meanwhile, it seeks to take advantage of and further this increased level of activity by providing a high level of services, amenities, and housing in a compact pedestrian-oriented manner. The principles important to the realization of TOD include:

- Integration of land use and transportation – especially connection of housing and transit;
- Human-scaled environments that encourage walking, bicycling, and transit use;
- Highly interconnected street network;
- Building and public realm design scaled to pedestrians;
- Dynamic mix of land uses; and,
- Compact development

TOD focuses on the creation of a “node” of activity around which land uses and transportation are organized. Typically, these uses are developed in a compact manner to allow for more variety and amenity within a walkable distance from residential neighborhoods and transit connections. High interconnectivity of streets and diversity of transportation options make real walking distances shorter. A variety of land uses, engaging storefronts, a high-level of architectural detail, and street amenities create a diversity of activities, sights, and possibilities. Auto-oriented amenities such as parking, driveways, and large-scale signage are restrained, allowing automobiles to function within the area, but not overwhelm it.



In addition to improving many commuters connection to their jobs in nearby employment centers like Albuquerque, the station area can be a catalyst for economic growth within Los Lunas.



Compact mixed-use development around the station will create a vibrant destination that is active and attractive to people throughout the day, on workdays and weekends.

Circulation Goals and Objectives

Goal: Improve the circulation system in Los Lunas by providing transportation choice and enhanced connectivity through improved transportation within and around the station area.

Objective C-1: Encourage the creation of a more connected street network in the vicinity of the station, as elaborated in Section V, to create alternative routes and avoid concentrating traffic on Highway 314 and Main Street.

Objective C-2: Apply the multi-modal access hierarchy for the station area elaborated in Section V to prioritize street improvements and mode-share priorities for multi-modal streets.

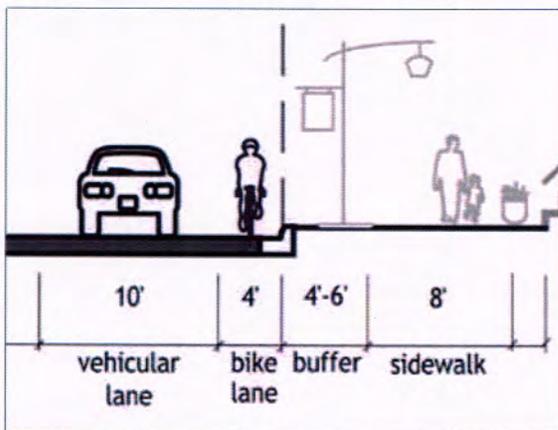
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Objective C-4: Improve pedestrian connections across intersections; especially Highway 314. Shorten crossing distance, improve crosswalk marking and signals, and heighten driver awareness of crossings to improve pedestrian safety and comfort.

Objective C-5: Provide continuous bike lanes on streets according to the recommendations in the proposed bicycle facility map on page 44.



Improved crossings are necessary on major auto-corridors such as NM314 to ensure that pedestrians can safely cross what is currently considered a major barrier.



Multi-modal streets that address the needs of all users are critical to a successful transportation network in Los Lunas.



Bike facilities, including not only safe routes on roadways but also parking, are important to making biking an attractive means of travel.



Long crossings and discontinuous sidewalks make many of the larger roads, such as Highway 314, uninviting for pedestrians.

High-quality bicycle facilities will also be important to support existing and future bicycle travel. Facilities such as bicycle routes, lanes, and paths should be used to create connections that are safe for bicyclists traveling within and to the station area. Within the station area, safe and convenient areas for secure bicycle parking should also be provided to encourage bicycle activity.

Additionally, the station area should be accessible for people who do not have a motor vehicle, choose not to use one, or are not capable of driving (such as certain groups of teens, seniors, and persons with disabilities) or who choose not to or are unable to ride a bicycle. Local bus service plays an important role in connecting people in this category to the station area. To achieve this objective, it will be critical to increase awareness of the existing Village's call and ride bus system. Moreover, following the direction of the Valencia County Mobility Plan, a fixed route system should be designed to serve emerging destinations within five miles of the station area.

Residents living in existing neighborhoods near the station also expressed the desire for convenient access to the station area. When constructing new transportation facilities it will be critical to maintain or improve connectivity with the neighborhoods near the station area wherever possible. Establishing safe pedestrian and bicycle connections between neighborhoods and the station area will be a primary objective in improving neighborhood access.

As the region develops, the NM 314 roadway corridor should not be a barrier to pedestrian and bicycle activity on either side of the station. In an effort to break down the barriers in the NM 314 corridor, parallel routes that provide people making regional trips with alternatives to traveling into the core station area need to be considered. Parallel roadways that would achieve this objective are proposed as part of the Valencia County Mobility Plan. The new routes would provide additional east-west connections to I-25 to help manage increased congestion in the NM 314 corridor, particularly at the intersection with Courthouse Road and the intersection with NM6.

In order to ensure implementation of the improvements detailed in this plan, a variety of local agencies will need to work together to make certain the concepts and details outlined in this section are adhered to as closely as possible. Section VI, Implementation, includes detail on implementation of these recommendations.



On street bicycle lanes in the station area

Bicycle Circulation

Bicycling is an important transportation mode in the station area as it offers inexpensive and convenient travel, particularly for shorter trips. Given the mixed use vision for the station area, bicycle travel could become an important alternative to some motor vehicle trips. The plan is based on the concepts and preliminary alignments identified in the Valencia County Mobility Plan. The proposed bicycle circulation plan will also be a valuable recreation amenity that could be used to promote active living in the station area. The following bicycle facilities will be used to create the bicycle network.

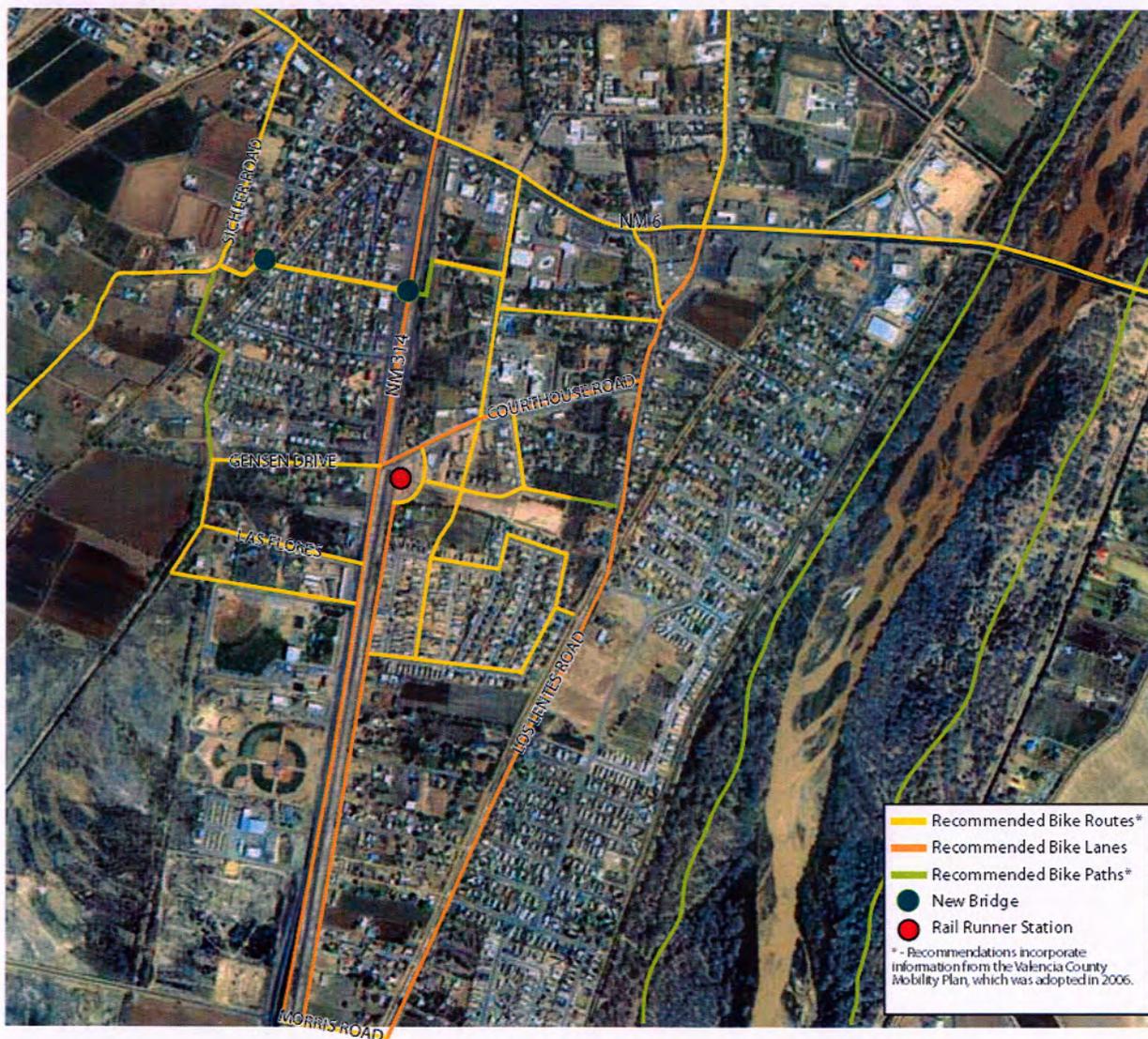
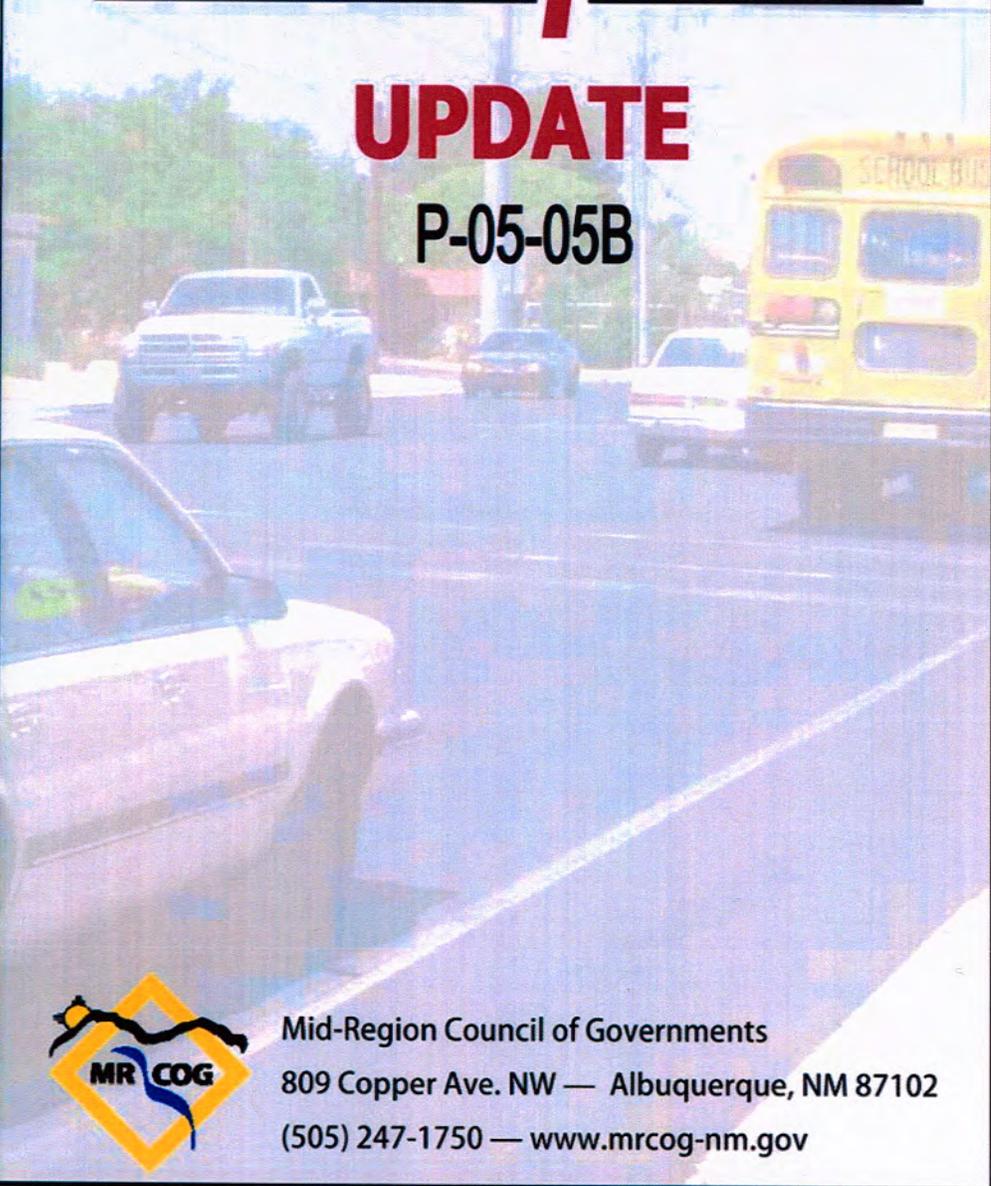


Figure 8: Recommended Bicycle Network

Valencia County Mobility Plan

UPDATE

P-05-05B



Mid-Region Council of Governments
809 Copper Ave. NW — Albuquerque, NM 87102
(505) 247-1750 — www.mrcog-nm.gov

VALENCIA COUNTY MOBILITY PLAN UPDATE

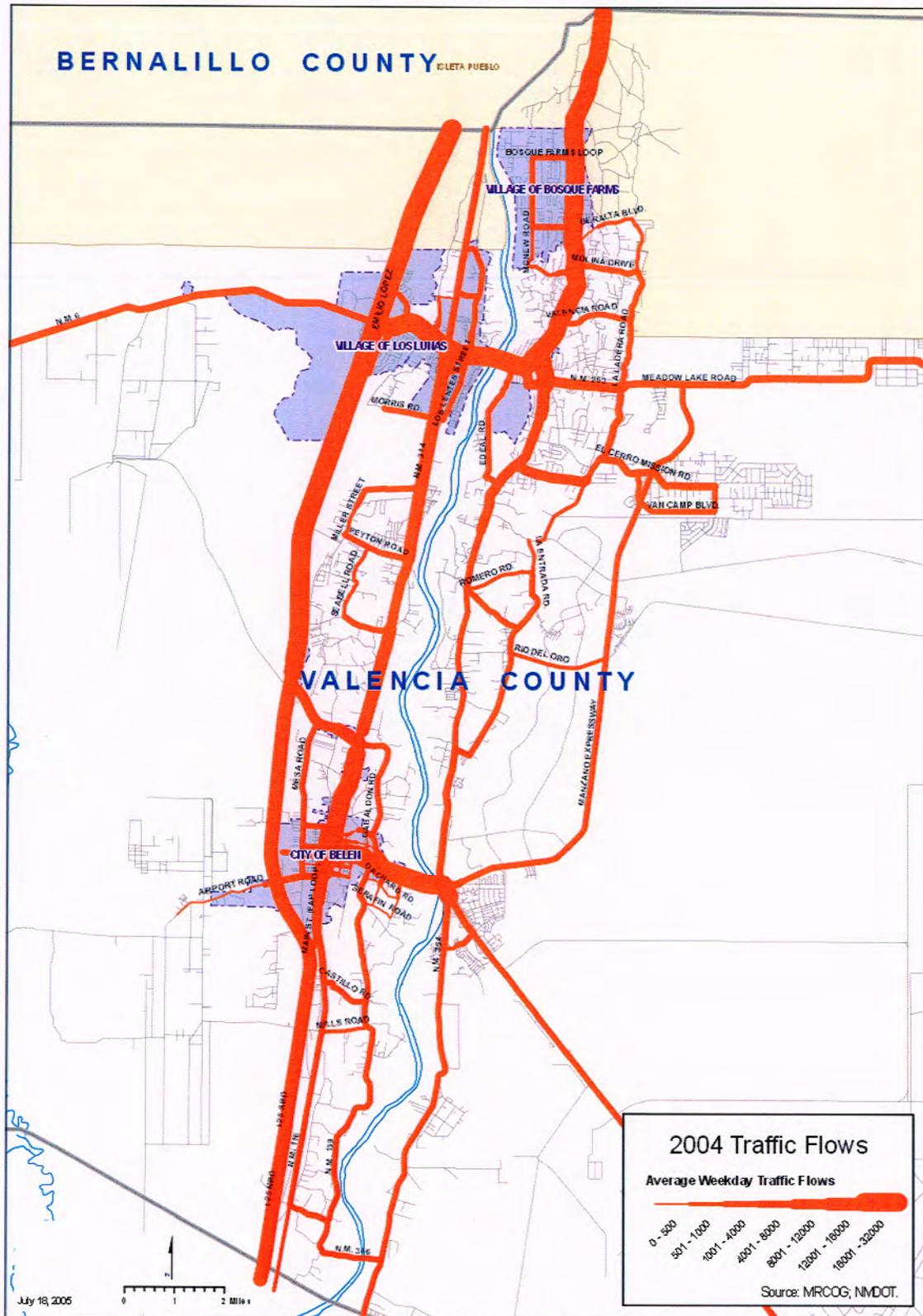


Figure 6. Traffic Flow Levels – 2004

LONG RANGE TRANSPORTATION PLAN

PROPOSED TRANSPORTATION SYSTEMS

An effective transportation system must include a variety of ways to get around—motorized vehicles, air and rail, public transportation, bicycle and pedestrian and equestrian uses. This draft Plan addresses each of these modes and provides suggestions about ways they can be integrated to provide for the most effective use of each.

Multimodal Systems

The multimodal systems in this Plan include bicycle and pedestrian, equestrian, public transportation, and rail and aviation. Many of the issues of concern for the bicycle and pedestrian, equestrian, and public transportation systems overlap. These include security issues, surface conditions on multi-use trails and roadway shoulders, user conflicts, access to the informal acequia system, the lack of formal multi-use trails, and illegal disposal of trash. Much of the information available in this Plan about these issues resulted from discussions with the Equestrian community. However, the effect is multi-modal and addressing these concerns will have a positive impact for more than one portion of the community. These issues are discussed in detail in Appendix B. The recommendations in the Bicycle and Pedestrian and the Equestrian sections reflect this information.

Bicycle and Pedestrian

The Mobility Plan proposes a network of on-road bike routes and off-road multi-use trails (Figure 13). This network is intended to accommodate pedestrian and bicycle uses and includes the concept of a Bosque Trail. This proposal was developed in close coordination with the Rio Abajo Bicycle Alliance. It is intended to form an integral part of the transportation network in Valencia County, regardless of any final decisions regarding roadway options.

Figure 13 shows roadways that have been identified as existing routes. This map reflects information received from the Rio Abajo Bicycling Alliance about facilities they are currently using. The majority of these facilities do not have signs identifying them as bicycle routes. In addition, some of the “existing routes” shown on the map may be currently used by cyclists but they are not engineered for designation as existing routes. It is recommended that a study of these routes be completed to identify those facilities which can be safely signed as routes. This signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.

A bicycle/pedestrian path is an off-road trail that is usually paved and provides a less intense experience for the walker or bicyclist, as it does not involve potential conflicts with vehicular traffic.

The dirt track/connections identified in Figure 13 reflect ditch banks, graded roads or other non-paved facilities that are currently being used by the walking and bicycling community. They are identified here in order to facilitate conversations about ways to enhance these facilities for bicycle and pedestrian use and, if they are upgraded, to assure that provision will be made at that

VALENCIA COUNTY MOBILITY PLAN UPDATE

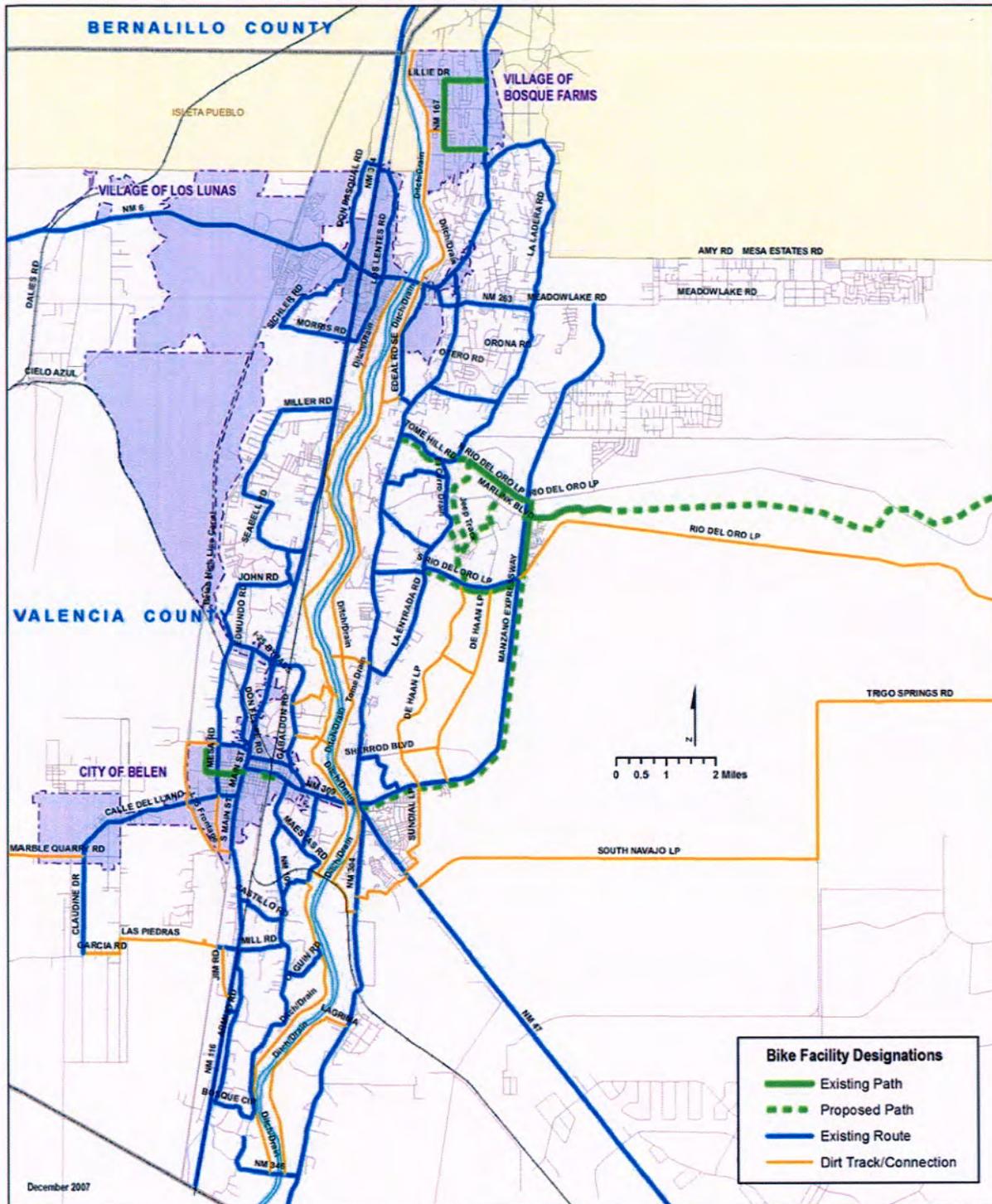


Figure 13. Proposed Bicycle/Pedestrian Facilities

time for continued use by bicyclists and pedestrians. Table 12 summarizes the number of miles of bicycle and pedestrian facilities identified in Figure 13.

2035 MTP

P-11-01



**COMPLETE
DOCUMENT
AND APPENDICES**

Mid-Region Metropolitan Planning Organization



C. Reducing Emissions and Addressing Climate Change

The federal transportation reauthorization bill is likely to include provisions for greenhouse gas emission reduction requirements, and there have also been efforts to bring an energy and climate change bill before Congress. It is therefore reasonable to expect that greenhouse gas emissions reductions strategies will become a requirement for MPOs either through the passage of energy and climate change-related legislation or federal surface transportation legislation—or both. To date, there is currently no federal, state or regional requirement for MPOs to develop greenhouse gas reduction strategies or even to monitor greenhouse gas levels. However, there have been recent steps taken at the federal, state and local levels that are in the meantime helping to address climate change.

Federal Actions

- The U.S. Environmental Protection Agency in May 2009 proposed regulations that would establish new volume standards for the amounts of renewable fuels that must be used in transportation fuels each year.
- In April 2010, the U.S. Department of Transportation and the U.S. Environmental Protection Agency announced a greenhouse gas and fuel economy program for cars and light-duty trucks that would result in a combined fleet average standard of 35.5 miles per gallon by model year 2016 (the current car and light-truck fleets in the U.S. have fuel economies of 22.4 and 18 miles per gallon, respectively, and the fleet that entered the market as of 2008 had an average fuel economy of 30 miles per gallon).
- In October 2010, the U.S. Environmental Protection Agency and U.S. Department of Transportation announced the first national standards aimed at increasing fuel efficiency and reducing greenhouse gas emissions for heavy duty trucks and buses (although heavy trucks make up only 7.5 percent of vehicle miles traveled, nationally they produce 35 percent of on-road transportation emissions).
- In May 2010, President Obama directed the Department of Energy to provide increased support for the deployment of advanced vehicles, including electric vehicles, and directed the Environmental Protection Agency to reduce non-greenhouse gas pollutants from vehicles.

State and Local Actions

- New Mexico instituted a goal of reducing emissions 75 percent below 2000 levels by the year 2050.
- The New Mexico Environmental Improvement Board and the Albuquerque-Bernalillo County Air Quality Control Board adopted emissions standards for new motor vehicles (the Clean Car Rule) in 2007. These regulations will go into effect in model year 2016.
- Ex-Governor Richardson issued an Executive Order to reduce emissions associated with energy use and transportation in state government operations.

- The New Mexico Department of Transportation is “committed to the principle of an environmentally responsible transportation system” as stated in the Department’s Guiding Principles.
- The City of Albuquerque has developed a *Climate Action Plan*. One of the strategies listed in the plan is to engage jurisdictions in a coordinated planning effort to develop a regional land use and climate performance strategy. The plan also calls for MRMPO to be a stakeholder in Albuquerque’s efforts to become the most walkable and bicycle-friendly city and the city with the best transit service in the Southwest.

Future state-wide strategies may take several forms. *The New Mexico Climate Change Action Plan* recommended the following strategies in response to transportation-related greenhouse gas emissions: a State Clean Car program (being implemented); pay as you drive insurance, which would provide financial incentive for driving less by reducing insurance fees for those who drive less; alternative fuels use; transit-oriented development (TOD); intermodal freight initiatives; and lower speed limits.

MRMPO Actions

Actions that are currently being implemented or considered by MRMPO also play a role in reducing greenhouse gas emissions, even though that was not necessarily their primary or intended purpose. Examples of such actions include the Congestion Management Process-based Project Prioritization Process, which rewards alternate modes of transportation projects by making them more likely to receive federal funding; and complete streets, currently being considered by MRMPO, which promote more multi-modal transportation networks.

However, to date, MRMPO has not begun active work on greenhouse gas emission reduction strategies. With or without federal or state legislation requiring MRMPO to reduce greenhouse gas emissions, the creation of regional strategies for mitigating and adapting to climate change will be needed and will be pursued.

Strategies MRMPO will investigate include:

- Developing a greenhouse gas (or vehicle miles traveled, as a proxy) reduction target. A reduction target could set a fixed target (e.g., 20 percent reductions below 2000 levels), a per capita target (more fair for growing areas), or a target in relation to a projected future baseline.
- Evaluating the effects potential strategies would have on greenhouse gas emissions reduction efforts. For example, evaluating the effect different land use strategies would have on the vehicle miles traveled in the region.
- Developing policies and strategies related to the reduction of greenhouse gases through strategies such as land use development, user fees, transportation choices and technology.
- Making climate change more central to the MTP or incorporating climate change considerations into the Project Prioritization Process.

Infrastructure Capital Improvement Plan FY 2013-2017

Los Lunas Project Summary

| Rank | Project Title | Top 5 Rank | Category | Funding Sources | 2013 | 2014 | 2015 | 2016 | 2017 | Total |
|---------|--|------------|----------------------------------|----------------------|-----------|-----------|---------|---------|---------|-----------|
| 2013-01 | WWTP Capacity Expansion Cassettes | 1 | Wastewater | LGRANT SGRANT | 2,300,000 | 0 | 0 | 0 | 0 | 2,300,000 |
| 2013-02 | Westside Fire Substation | 2 | Fire | SGRANT LFUNDS | 4,450,000 | 0 | 0 | 0 | 0 | 4,450,000 |
| 2013-03 | Eastern Water Lp (E of Rio Grande) | 3 | Water Supply | LGRANT | 2,200,000 | 0 | 0 | 0 | 0 | 2,200,000 |
| 2013-04 | Morris Rd Extension | 4 | Hiways/Roads/Streets/ Bridges | SGRANT | 1,974,650 | 0 | 0 | 0 | 0 | 1,974,650 |
| 2013-05 | NM314 Reconstruction South | 5 | Hiways/Roads/Streets/ Bridges | SGRANT SLOAN | 2,000,000 | 1,500,000 | 0 | 0 | 0 | 3,500,000 |
| 2013-06 | Railroad Crossing Quiet Zones | | Other | SGRANT LGRANT | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| 2013-07 | Huning Ranch Park | | Public Parks (local) | LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |
| 2013-08 | Transportation Building Phase III | | Adm/Service Facilities (local) | FGRANT LGRANT LFUNDS | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| 2013-09 | El Cerro de Los Lunas (Open space) | | Public Parks (local) | LGRANT LFUNDS | 125,000 | 50,000 | 50,000 | 50,000 | 0 | 275,000 |
| 2013-10 | South Station Parking | | Other | SGRANT | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| 2013-11 | Sports Complex Improvements (30 acres) | | Public Parks (local) | LFUNDS | 300,000 | 300,000 | 500,000 | 500,000 | 0 | 1,600,000 |
| 2013-12 | River Park | | Public Parks (local) | LGRANT | 300,000 | 0 | 0 | 0 | 0 | 300,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|---------------------------------------|----------------------------------|---------------|-----------|---------|---------|---------|---------|-----------|
| 2013-13 | Valley View Park | Public Parks (local) | LFUNDS | 50,000 | 10,000 | 0 | 0 | 0 | 60,000 |
| 2013-14 | Buena Vista Park | Public Parks (local) | LFUNDS | 50,000 | 15,000 | 0 | 0 | 0 | 65,000 |
| 2013-15 | Street Repair and Replace | Hiways/Roads/Streets/ Bridges | SGRANT | 150,000 | 150,000 | 150,000 | 0 | 0 | 450,000 |
| 2013-16 | Daniel Fernandez Park Improvements | Public Parks (local) | LFUNDS | 100,000 | 100,000 | 100,000 | 80,000 | 0 | 380,000 |
| 2013-17 | Neighborhood Park | Public Parks (local) | LFUNDS | 25,000 | 35,000 | 0 | 0 | 0 | 60,000 |
| 2013-18 | Los Cerritos Park | Public Parks (local) | LFUNDS | 25,000 | 35,000 | 0 | 0 | 0 | 60,000 |
| 2013-19 | Parks Warehouse | Public Parks (local) | LFUNDS | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 2013-20 | Village Sidewalk Program | Hiways/Roads/Streets/ Bridges | LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |
| 2013-21 | East Station Parking | Other | SGRANT | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| 2013-22 | Recycle Center Storage Cover | Solid Waste | SGRANT | 1,200,000 | 0 | 0 | 0 | 0 | 1,200,000 |
| 2013-23 | Heritage Park | Public Parks (local) | LFUNDS | 50,000 | 40,000 | 70,000 | 50,000 | 0 | 210,000 |
| 2013-24 | Enchantment Little League | Public Parks (local) | LFUNDS | 50,000 | 50,000 | 50,000 | 100,000 | 100,000 | 350,000 |
| 2013-25 | San Antonio Park | Public Parks (local) | LFUNDS | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| 2013-26 | Senior Center Los Lunas Expansion | Senior Facilities | LGRANT | 686,500 | 0 | 0 | 0 | 0 | 686,500 |
| 2013-27 | NM 6 Intersection Improvements | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 2,100,000 | 50,000 | 50,000 | 50,000 | 50,000 | 2,300,000 |
| 2013-28 | MAP Funding Carson Drive | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|---|-----------------------------------|---------------|---------|-----------|-----------|---------|-----------|-----------|
| 2013-29 | COOP Funding | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,000,000 |
| 2013-30 | NM 314 Gap Project | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 2013-31 | Camelot Drive (TIP-Pedestrian, Landscape) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 800,000 | 500,000 | 0 | 0 | 0 | 1,300,000 |
| 2013-32 | Village Right-Away Improvements | Hiways/Roads/Streets/ Bridges | LFUNDS | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 |
| 2013-33 | Village Maintenance Improvements | Hiways/Roads/Streets/ Bridges | LFUNDS | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 |
| 2014-01 | Municipal Court/Police Dept. Building Improvements | Adm/Service Facilities (local) | SGRANT | 0 | 650,000 | 0 | 0 | 0 | 650,000 |
| 2014-02 | Street Overlays | Hiways/Roads/Streets/ Bridges | SGRANT | 0 | 250,000 | 250,000 | 250,000 | 250,000 | 1,000,000 |
| 2014-03 | Batting Cage/Putt Putt Golf | Public Parks (local) | LFUNDS | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| 2014-04 | Los Morros Industrial Park Offsite Drainage | Storm/Surface Water Control | SGRANT | 0 | 745,000 | 0 | 0 | 0 | 745,000 |
| 2014-05 | Edeal Road Utility Improvements | Wastewater | SGRANT LFUNDS | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 |
| 2014-06 | Eastside Recycle Center | Solid Waste | SGRANT LFUNDS | 0 | 100,000 | 0 | 0 | 0 | 100,000 |
| 2014-07 | Sludge Site Improvements | Wastewater | SGRANT | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 2014-08 | Westside Firestation Furniture and Equipment | Public Safety Equipment/Bldgs | SLOAN LFUNDS | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| 2014-09 | Convention Center Los Lunas | Convention Facilities | LBONDS | 0 | 2,500,000 | 2,500,000 | 0 | 2,500,000 | 7,500,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|--|-----------------------------------|---------------|---|-----------|------------|---------|---|------------|
| 2014-10 | Landfill/Compost Study | Solid Waste | SGRANT LGRANT | 0 | 313,500 | 0 | 0 | 0 | 313,500 |
| 2014-11 | I-25/Hwy 6 Interchange Enhancement | Hiways/Roads/Streets/ Bridges | FGRANT | 0 | 400,000 | 2,000,000 | 0 | 0 | 2,400,000 |
| 2014-12 | DF Youth Center Improvements | Public Parks (local) | LFUNDS | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| 2014-13 | NM 314 West (3312) Courthouse- Morris | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 700,000 | 0 | 0 | 0 | 700,000 |
| 2014-14 | NM 314 East (3310) NM6-Griego | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 1,000,000 | 500,000 | 0 | 0 | 1,500,000 |
| 2014-15 | Courthouse (TIP Funding) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 800,000 | 0 | 0 | 0 | 800,000 |
| 2014-16 | Los Cerritos to NM 6 (Road Improvements) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 400,000 | 400,000 | 400,000 | 0 | 1,200,000 |
| 2014-17 | Castillo Street (Road Improvements) | Hiways/Roads/Streets/ Bridges | LGRANT LFUNDS | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 2015-01 | I25 Interchange and Bridge Construction | Hiways/Roads/Streets/ Bridges | SGRANT LGRANT | 0 | 0 | 70,000,000 | 0 | 0 | 70,000,000 |
| 2015-02 | Landfill Purchase/Construct | Solid Waste | SLOAN LGRANT | 0 | 0 | 4,600,000 | 0 | 0 | 4,600,000 |
| 2015-03 | Chavez Lift Station | Wastewater | LGRANT LFUNDS | 0 | 0 | 1,022,095 | 0 | 0 | 1,022,095 |
| 2015-04 | Los Lentos Road SE (Huning Lateral to Morris) | Hiways/Roads/Streets/ Bridges | LFUNDS | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |
| 2015-05 | North Station Parking | Other | SGRANT | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 2015-06 | Property Acquisition | Adm/Service Facilities (local) | FGRANT | 0 | 0 | 2,000,000 | 0 | 0 | 2,000,000 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|---------|---|-----------------------------------|---------------|---|---|-----------|-----------|-----------|------------|
| 2015-07 | Downtown Water Tank Improvements | Water Supply | LGRANT LFUNDS | 0 | 0 | 500,000 | 0 | 0 | 500,000 |
| 2015-08 | Well #7 | Water Supply | LGRANT LFUNDS | 0 | 0 | 1,389,918 | 0 | 0 | 1,389,918 |
| 2015-09 | NM314 Reconstruction North | Hiways/Roads/Streets/ Bridges | SGRANT | 0 | 0 | 2,078,000 | 0 | 0 | 2,078,000 |
| 2015-10 | Westside Sports Complex | Public Parks (local) | LGRANT LFUNDS | 0 | 0 | 5,000,000 | 5,000,000 | 0 | 10,000,000 |
| 2015-11 | Indoor Aquatic Center | Public Parks (local) | LBONDS | 0 | 0 | 7,000,000 | 0 | 0 | 7,000,000 |
| 2016-01 | Municipal Amphitheater | Public Parks (local) | LGRANT LFUNDS | 0 | 0 | 0 | 500,000 | 0 | 500,000 |
| 2016-02 | Westside Community Center | Public Parks (local) | LFUNDS LGRANT | 0 | 0 | 0 | 5,000,000 | 0 | 5,000,000 |
| 2016-03 | Sun Valley Drive | Hiways/Roads/Streets/ Bridges | LFUNDS | 0 | 0 | 0 | 400,000 | 400,000 | 800,000 |
| 2017-01 | Eastside Fire Substation | Fire | LGRANT | 0 | 0 | 0 | 0 | 500,000 | 500,000 |
| 2017-02 | Don Pasqual Land Acquisition | Adm/Service Facilities (local) | LBONDS | 0 | 0 | 0 | 0 | 750,000 | 750,000 |
| 2017-03 | Westside Line & Booster Pumps Phase I | Water Supply | SLOAN SGRANT | 0 | 0 | 0 | 0 | 817,763 | 817,763 |
| 2017-04 | Storm Water Management | Storm/Surface Water Control | SGRANT | 0 | 0 | 0 | 0 | 500,000 | 500,000 |
| 2017-05 | Northern Loop Corridor Construction | Hiways/Roads/Streets/ Bridges | SGRANT | 0 | 0 | 0 | 0 | 1,415,000 | 1,415,000 |
| 2017-06 | Wastewater Plant Exp Ph. III (+ Sludge Facilities) | Wastewater | SLOAN | 0 | 0 | 0 | 0 | 5,287,643 | 5,287,643 |
| 2017-07 | New Library Construction | Libraries | SGRANT LFUNDS | 0 | 0 | 0 | 0 | 6,379,103 | 6,379,103 |

Infrastructure Capital Improvement Plan FY 2013-2017

| | | | | | | | | | |
|--------------------|---|----------------------------------|--------|------------|-------------|-------------|---|---------|---------|
| 2017-08 | Radio Antenna Replacements/updates/and or repairs | Public Safety Equipment/Bldgs | LFUNDS | 0 | 0 | 0 | 0 | 150,000 | 150,000 |
| Grand Total | | | | 15,393,500 | 13,330,000 | 181,469,168 | | | |
| | | | | 29,036,150 | 103,660,016 | 20,049,508 | | | |