

| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM |   |   |  |
|---|---|---|--|
| 1   | Control Num. (new projects assigned by MPO):  | MPO Rec#:   | Lead Agency: Village of Los Lunas  |
| 2   | Project Title:  | Camelot Blvd Improvements   |  |
| 3   | Beg. Terminus (southernmost/westernmost pt):  | Southernmost point of Camelot Blvd  |  |
| 4   | End Terminus (northernmost/easternmost pt):   | Intersection of NM6 and Camelot Blvd  |  |
| 5   | Project Description/Scope of Work:  | Resurfacing Camelot Blvd to accommodate increase in traffic volume in anticipation of future connection to Sichler Rd/Morris Rd. Bike lanes and turn bays will be added.  |  |
| 6   | Existing Total Estimated Project Cost in TIP:   | Revised Total Estimated Project Cost (if changing OR new project):  | \$1,920,000  |
| 7   | What is the reason for the TIP revision?<br>check all that apply  | <input type="checkbox"/> -New funds avail. <input checked="" type="checkbox"/> -New Project <input type="checkbox"/> -Design Cost Increase/Decrease <input type="checkbox"/> -ROW Cost Revision<br><input type="checkbox"/> -PS&E Cost Est. <input type="checkbox"/> -Letting Adjustment <input type="checkbox"/> -FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> -Env. Doc. Cost Revision<br><input type="checkbox"/> -Termini Change <input type="checkbox"/> -Scope Revisions <input type="checkbox"/> -Construction Cost change based on PE or Design Document |  |
| 8   | Enter the most recent estimated or actual project development completion dates (month/year)                   | Environmental Document: FY 2019<br>Preliminary Engineering: FY 2019<br>Design: FY 2019<br>Right-of-Way: FY 2020<br>Estimated Letting Date: FY 2020<br>Project Completion: FY 2020   | <b>To Be Completed by MPO Staff</b><br><input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP?<br><input type="checkbox"/> -Is this project CMAQ Eligible?<br><input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive?<br><input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"?<br>Date Submission Received: |
| 9   | Check if this is an ongoing project: <input type="checkbox"/> (TDM, bike/ped educ. prog., Bus Purchase, etc.) |   |  |

◀ Enter termini ONLY for new projects OR to change existing terminus  
 ◀ Enter termini ONLY for new projects OR to change existing terminus  
 ◀ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

**Please Read!**

**STOP** Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which:

- which add a project to the TIP.

**STOP** Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:

- split an existing TIP project into two or more projects OR
- combine two or more projects into one project OR
- for any proposal which changes the termini of a capacity project any length OR
- for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

| FORM B  |                    | Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM |          |       |                       |       |          |       |          |       |          | CN: 0 |          |           |           |         |          |       |
|---|--------------------|---|----------|-------|-----------------------|-------|----------|-------|----------|-------|----------|-------|----------|-----------|-----------|---------|----------|-------|
| Phase   | Work Type          | Fund Source   | FFY 2014 |       | FFY 2015              |       | FFY 2016 |       | FFY 2017 |       | FFY 2018 |       | FFY 2019 |           | FFY 2020  |         | FFY 2021 |       |
|   |                    |   | Prog Amt | Match | Prog Amt              | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match     | Prog Amt  | Match   | Prog Amt | Match |
| Scoping/Env. Doc.                                     |                    | TIP Amt   |          |       |                       |       |          |       |          |       |          |       | 165,070  | 28,130    |           |         |          |       |
|   |                    | +Prop Rev   |          |       |                       |       |          |       |          |       |          |       |          |           |           |         |          |       |
|   |                    | =Result   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 165,070  | 28,130    | 0         | 0       | 0        | 0     |
|   |                    | Resulting Amt.  | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 165,070  | 28,130    | 0         | 0       | 0        | 0     |
| PE & Design   |                    | TIP Amt   |          |       |                       |       |          |       |          |       |          |       | 385,164  | 65,636    |           |         |          |       |
|   |                    | +Prop Rev   |          |       |                       |       |          |       |          |       |          |       |          |           |           |         |          |       |
|   |                    | =Result   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 385,164  | 65,636    | 0         | 0       | 0        | 0     |
|   |                    | Resulting Amt.  | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 385,164  | 65,636    | 0         | 0       | 0        | 0     |
| Utilities   |                    | TIP Amt   |          |       |                       |       |          |       |          |       |          |       |          |           | 42,720    | 7,280   |          |       |
|   |                    | +Prop Rev   |          |       |                       |       |          |       |          |       |          |       |          |           |           |         |          |       |
|   |                    | =Result   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 42,720    | 7,280   | 0        | 0     |
|   |                    | Resulting Amt.  | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 42,720    | 7,280   | 0        | 0     |
| Right-of-Way  |                    | TIP Amt   |          |       |                       |       |          |       |          |       |          |       |          |           |           |         |          |       |
|   |                    | +Prop Rev   |          |       |                       |       |          |       |          |       |          |       |          |           |           |         |          |       |
|   |                    | =Result   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 0         | 0       | 0        | 0     |
|   |                    | Resulting Amt.  | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 0         | 0       | 0        | 0     |
| Construction/Implementation                           |                    | TIP Amt   |          |       |                       |       |          |       |          |       |          |       |          |           | 1,922,400 | 327,600 |          |       |
|   |                    | +Prop Rev   |          |       |                       |       |          |       |          |       |          |       |          |           |           |         |          |       |
|   |                    | =Result   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 1,922,400 | 327,600 | 0        | 0     |
|   |                    | Resulting Amt.  | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 1,922,400 | 327,600 | 0        | 0     |
| Est. Let. Month Year                                  | Current Prog. Amt. | 0   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0         | 0         | 0       | 0        |       |
|   | Resulting Amt.     | 0   | 0        | 0     | 0                     | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 1,922,400 | 327,600   | 0       | 0        |       |
| Existing 4 Year Total Amount Programmed in TIP:       |                    |   | 0        |       | Diff. Prop.-Existing= |       | 0        |       |          |       |          |       |          |           |           |         |          |       |
| Resulting 4 Year Total Amount Programmed as Proposed: |                    |   | 0        |       | Percent Change:       |       | #DIV/0!  |       |          |       |          |       |          |           |           |         |          |       |

# FORM C: ADDENDUM for TIP PROJECT PROPOSALS

8 Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.  
**Also complete Forms A and B for all TIP proposals.**

] Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: **TBD** Control Number: **TBD** Project Title: **Camelot Blvd Improvements**

## STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Los Lunas** Department: **[REDACTED]**  
 Address: **660 Main St** Address Line 2: **P.O. Box 1209**  
 City: **Los Lunas** State: **NM** Zip: **87031**  
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**  
 Telephone: **(505) 352-3584** Ext: **[REDACTED]** Fax: **(505) 352-3591** Email: **jaramillom@loslunasnm.gov**

## STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

**Project Geographic Location Information:** **Attach a map showing the location or route of the project.**

County: **Valencia** Municipality/Jurisdiction: **Los Lunas Village**  
 NM Senate District: **30** NM House District: **8**

### Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road  
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

|   |   |
|---|---|
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built                | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped   |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed            | <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped |
| <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf. | <input checked="" type="checkbox"/> - check if bicycle and/or pedestrian elements are included  |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders              | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails   |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians                | <input checked="" type="checkbox"/> -1 <input type="checkbox"/> -2 = number of new bike lanes (1 for each side)   |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges                     | <input type="checkbox"/> - length (linear feet) of new bike path bridge(s)  |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges               | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)                                       |

### ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration                     |
| <input type="checkbox"/> -RWIS pavement sensors   | <input type="checkbox"/> -Traffic signal pre-emption            | <input type="checkbox"/> -Message Signs                       |
| <input type="checkbox"/> -Video imaging and/or CCTV   | <input type="checkbox"/> -Traffic signal prioritization         | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring   | <input type="checkbox"/> -Traffic signal upgrade                | <input type="checkbox"/> -Other: <b>[REDACTED]</b>            |
|   | <input type="checkbox"/> -Fiberoptic cable and/or connection    |   |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or [Nmasek@mrcog-nm.gov](mailto:Nmasek@mrcog-nm.gov)

If "yes", who will be the contact person for data collection? Name: **[REDACTED]**  
 Off. Phone: **(505) ###-####** Ext: **[REDACTED]** email: **[REDACTED]**

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

## STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

**Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:**

- |  |   |
|--|---|
| <input type="checkbox"/> - Capacity  | <input type="checkbox"/> - Freight Movement                                       |
| <input type="checkbox"/> - Roadway Efficiency Improvements                       | <input type="checkbox"/> - Safety Improvements                                    |
| <input checked="" type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems)              | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped)                    |
|  | <input type="checkbox"/> - Other: <b>[REDACTED]</b>                               |

Describe the project's purpose. **The purpose of this project is to resurface Camelot Blvd to allow for higher traffic volumes due to the future connection with Morris Rd.**

### Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) **% = 100**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

**Safety Improvement Assessment Information:**

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?  
If yes, briefly state the strategies: **Deceleration lanes, Improve condition of roadways**

**Congestion Management Process (CMP) Assessment Information:**

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?  
If yes, briefly state the strategies: **Deceleration lanes**

**Land Use Conformity Information:**

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Los Lunas Transportation Study Phases I and II: Rancho Valencia Subdivision Masterplan**

If yes, please note the page/chapter/section number(s) of the plan(s)? **Appendix A of Phase II**

Explain how the project will fulfill the plan priority or recommendation. **The study recommended a set of improvements to increasing capacity at NM6 and NM314. The Rancho Valencia Subdivision included this improvement because of the historical preservation and right-of-way issues at the NM6/NM314 intersection. In order to accommodate the traffic that will consequently by-pass that intersection, Camelot Blvd will need a stonger pavement section.**

**Intermodal Connectivity Information (check ALL boxes that apply):**

Will this project provide a *direct* connection to any of the following?

- |   |  |
|---|--|
| <input type="checkbox"/> - ATC (Alvarado Transportation Center) | <input type="checkbox"/> - Other ABQ Ride P&R: <b>      </b>                             |
| <input type="checkbox"/> - Northwest Transit Center             | <input type="checkbox"/> - Any New Mexico Rail Runner Express Station                    |
| <input type="checkbox"/> - Southwest Mesa Transit Center        | <input type="checkbox"/> - Any New Mexico Park & Ride Facility                           |
| <input type="checkbox"/> - Tramway & Montgomery Park & Ride     | <input type="checkbox"/> - La Plazuela de Sandoval Park & Ride Facility                  |
| <input type="checkbox"/> - Tramway & Central Park & Ride        | <input type="checkbox"/> - Other Rio Metro P&R: <b>      </b>                            |
| <input type="checkbox"/> - Uptown Transit Center                | <input type="checkbox"/> - Albuquerque International Sunport, DE II Airport or Alexander |

Will this project construct or improve any of the following transit facilities?

- |  |  |
|--|--|
| <input type="checkbox"/> - Improvements to an Existing Transit Station | <input type="checkbox"/> - New Transit Service to a Park & Ride Facility   |
| <input type="checkbox"/> - Expanded Park & Ride Facility               | <input type="checkbox"/> - New Transit Service to a NM Rail Runner Station |
| <input type="checkbox"/> - New Park & Ride Facility or Transit Station | <input type="checkbox"/> - Other: <b>      </b>                            |

Does this project incorporate any of the following transit related features?

- |  |  |
|--|--|
| <input type="checkbox"/> - New Bus Shelters                    | <input type="checkbox"/> - New Dedicated Lane for Transit                  |
| <input type="checkbox"/> - New Queue-Jump Lane for Buses       | <input type="checkbox"/> - New Transit Service to a NM Rail Runner Station |
| <input type="checkbox"/> - New Signal Prioritization Locations | <input type="checkbox"/> - Other: <b>      </b>                            |

Does this project incorporate any of the following bicycle & pedestrian features?

- |  |  |
|--|--|
| <input type="checkbox"/> - New Bike Lanes                            | <input type="checkbox"/> - Widened Sidewalks or Bike Lanes or Multi-Use Path                           |
| <input type="checkbox"/> - New Bike or Multi-Use Trail               | <input checked="" type="checkbox"/> - Compliance to ADA standards ( <i>where it was noncompliant</i> ) |
| <input type="checkbox"/> - New Sidewalks (where none existed before) | <input checked="" type="checkbox"/> - Other New B/P features: <b>Redesign ex. bike la</b>              |

**Freight Movement Assessment:**

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)  
If yes, please describe and identify the strategies:

**Air Quality Information for Transit projects:**

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

- |  |
|--|
| <input type="checkbox"/> -Yes <input checked="" type="checkbox"/> -No Is this a park & ride lot? If yes, for approximately how many parking spaces? <b>      </b>  |
| <input type="checkbox"/> -Yes <input checked="" type="checkbox"/> -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service. <b>      </b> |

**Air Quality Information for Bicycle/Pedestrian projects:**

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?  
**NM 314**

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. %

If providing a different percentage, what is the source of that percentage?

#### **STEP C.4 – QUALITATIVE INFORMATION**

**Regional Significance:** Describe, if applicable, the regional/metropolitan significance of this project. The major cause for peak hour congestion in Los Lunas is the capacity issue at the intersection of NM6 and NM314. Many residents from the county use this thoroughfare to cross the river or reach the interstate. Approximately 30% of the AWDT on NM 6 are regional travelers, meaning a good portion of the congestion comes from residents outside of Los Lunas. The future plan of connecting Camelot Blvd and Sichler Rd will relieve some of this congestion by providing an alternate route through Los Lunas. Camelot Blvd was built for residential traffic and will need to be resurfaced with a stronger pavement section to accommodate the new traffic volumes. The current traffic volume for Camelot Blvd is 4400 (AWDT) and for NM 6 (where Camelot meets NM 6) is 26,900 (AWDT).

**Local Significance:** Describe, if applicable, the value of this project to the local community. The current pavement section along Camelot Blvd is failing. Residents in the area have noticed large cracks and raveling of the roadway surface. An increase in traffic volume on the current pavement section would increase the deterioration of Camelot Blvd.

The bike lanes along Camelot Blvd were striped without prior design as a result of a tragic incident. A boy riding his bicycle along Camelot Blvd was struck by a truck and killed. The Village striped the bike lanes, but they need to be designed to the current standards. This project will design new bike lanes.

**Environmental Justice (EJ) & Minority Communities Significance:** Describe, if applicable, the impact and/or benefits of this project to EJ communities. The project is in a DASZ with 50.1%-75% range of minority population. The median household income ranges from 75.1%-100% of the MSA Average.

**Land Use Significance:** Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. Currently, the area is mainly used residential purposes, but there is land that could be developed as the city grows larger. This area is projected to grow more than 200% by 2035. Specifically, the vicinity at the southern end of Camelot is surrounded by commercially zoned lots. The increased traffic in this area when the Camelot/Sichler connection is complete, will require a stronger pavement section.

**Private Sector Involvement:** Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project.

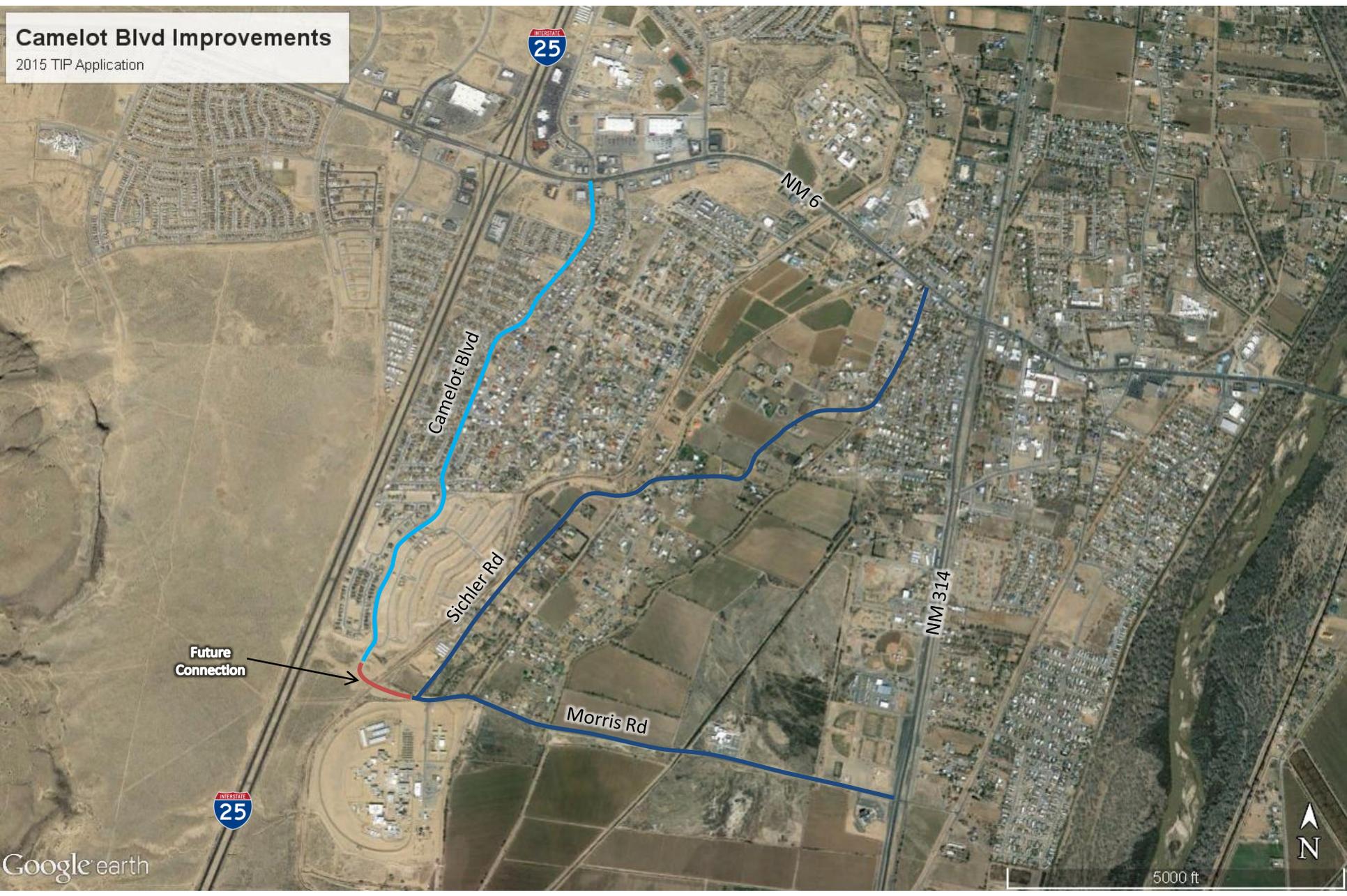
#### **STEP C.5 – (Optional) ADDITIONAL INFORMATION – please provide any other information pertinent to this project.**

(Supplemental documentation may also be submitted separately with this application.)

Figure A: Vicinity Map

### Camelot Blvd Improvements

2015 TIP Application



Future Connection

Camelot Blvd

Sichler Rd

Morris Rd

NM 6

NM 314



5000 ft

**Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

1 Control Num. (new projects assigned by MPO): MPO Rec#: Lead Agency: Village of Los Lunas **Form A**

2 Project Title: Desert Willow & NM 6 Intersection Improvements

3 Beg. Terminus (southernmost/westernmost pt): 100' west and 300' north of the intersection

4 End Terminus (northernmost/easternmost pt): 500' east and 300' south of the intersection (along Sun Ranch Village Rd)

5 Project Description/Scope of Work: This project will include the reconstruction of the entire intersection including new turn bays, ADA facilities, sidewalks, curb & gutter and updated signals and timing phases for the approaches.

6 Existing Total Estimated Project Cost in TIP: Revised Total Estimated Project Cost (if changing OR new project): \$1,000,000

7 What is the reason for the TIP revision?  -New funds avail.  -New Project  -Design Cost Increase/Decrease  -ROW Cost Revision  
 -PS&E Cost Est.  -Letting Adjustment  -FTA or TTP funding adjusted to actual award amount  -Env. Doc. Cost Revision  
 -Termini Change  -Scope Revisions  -Construction Cost change based on PE or Design Document

8 Enter the most recent estimated or actual project development completion dates (month/year) ▶

Environmental Document: FY2019  
Preliminary Engineering: FY2019  
Design: FY2019  
Right-of-Way: FY2020  
Estimated Letting Date: FY2020  
Project Completion: FY2020

Check if this is an ongoing project:  (TDM, bike/ped educ prog., Bus Purchase, etc.)

**To Be Completed by MPO Staff**

-Is this project a TCM (Transp. Control Measure) in a SIP?  
 -Is this project CMAQ Eligible?  
 -Has project been in 1st 2 years of TIP and is inactive?  
 -Has project been in 1st 2 years of TIP with "rollovers"?

Date Submission Received:

-TIP Amendment  -TIP Admin. Mod.

◀ Enter termini ONLY for new projects OR to change existing terminus  
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**FORM B** Project: Desert Willow & NM 6 Intersection Improvements CN: 0

**Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

| Phase                       | Work Type          | Fund Source    | FFY 2014  |       | FFY 2015 |       | FFY 2016 |       | FFY 2017 |       | FFY 2018              |       | FFY 2019 |         | FFY 2020 |       | FFY 2021 |       |   |
|-----------------------------|--------------------|----------------|---|-------|----------|-------|----------|-------|----------|-------|-----------------------|-------|----------|---------|----------|-------|----------|-------|---|
|                             |                    |                | Prog Amt  | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt              | Match | Prog Amt | Match   | Prog Amt | Match | Prog Amt | Match |   |
| Scoping/Env. Doc.           | Environmental      | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          | 12,816  | 2,184    |       |          |       |   |
|                             |                    | =Result        | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 12,816  | 2,184    | 0     | 0        | 0     | 0 |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 12,816  | 2,184    | 0     | 0        | 0     | 0 |
| PE & Design                 | Design             | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          | 170,880 | 29,120   |       |          |       |   |
|                             |                    | =Result        | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 170,880 | 29,120   | 0     | 0        | 0     | 0 |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 170,880 | 29,120   | 0     | 0        | 0     | 0 |
| Utilities                   | Relocation         | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          | 8,544   | 1,456    |       |          |       |   |
|                             |                    | =Result        | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 8,544   | 1,456    | 0     | 0        | 0     | 0 |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 8,544   | 1,456    | 0     | 0        | 0     | 0 |
| Right-of-Way                | Acquisition        | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          | 42,720  | 7,280    |       |          |       |   |
|                             |                    | =Result        | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 42,720  | 7,280    | 0     | 0        | 0     | 0 |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 42,720  | 7,280    | 0     | 0        | 0     | 0 |
| Construction/Implementation | Construction       | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          | 619,440 | 105,560  |       |          |       |   |
|                             |                    | =Result        | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 619,440 | 105,560  | 0     | 0        | 0     | 0 |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 619,440 | 105,560  | 0     | 0        | 0     | 0 |
|                             |                    | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | =Result        | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 0       | 0        | 0     | 0        | 0     | 0 |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 0       | 0        | 0     | 0        | 0     | 0 |
|                             |                    | TIP Amt        |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
|                             |                    | +Prop Rev      |   |       |          |       |          |       |          |       |                       |       |          |         |          |       |          |       |   |
| =Result                     | 0                  | 0              | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 0       | 0        | 0     | 0        |       |   |
| Resulting Amt.              | 0                  | 0              | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 0       | 0        | 0     | 0        |       |   |
| Est. Let. Month             | Current Prog. Amt. | 0              | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 0        | 0       | 0        | 0     | 0        | 0     |   |
| Year ▼                      | Resulting Amt.     | 0              | 0   | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0     | 619,440  | 105,560 | 0        | 0     | 0        | 0     |   |
|                             |                    |                | Existing 4 Year Total Amount Programmed in TIP:       |       |          |       | 0        |       |          |       | Diff. Prop.-Existing= |       |          |         | 0        |       |          |       |   |
|                             |                    |                | Resulting 4 Year Total Amount Programmed as Proposed: |       |          |       | 0        |       |          |       | Percent Change:       |       |          |         | #DIV/0!  |       |          |       |   |

| Phase                       | Work Type          | Fund Source    | FFY 2020  |       | FFY 2021 |       |                       |  |         |  |
|-----------------------------|--------------------|----------------|---|-------|----------|-------|-----------------------|--|---------|--|
|                             |                    |                | Prog Amt  | Match | Prog Amt | Match |                       |  |         |  |
| Scoping/Env. Doc.           | Environmental      | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
|                             |                    | =Result        | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     |                       |  |         |  |
| PE & Design                 | Design             | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
|                             |                    | =Result        | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     |                       |  |         |  |
| Utilities                   | Relocation         | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
|                             |                    | =Result        | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     |                       |  |         |  |
| Right-of-Way                | Acquisition        | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
|                             |                    | =Result        | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     |                       |  |         |  |
| Construction/Implementation | Construction       | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
|                             |                    | =Result        | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
|                             |                    | =Result        | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | Resulting Amt. | 0   | 0     | 0        | 0     |                       |  |         |  |
|                             |                    | TIP Amt        |   |       |          |       |                       |  |         |  |
|                             |                    | +Prop Rev      |   |       |          |       |                       |  |         |  |
| =Result                     | 0                  | 0              | 0   | 0     |          |       |                       |  |         |  |
| Resulting Amt.              | 0                  | 0              | 0   | 0     |          |       |                       |  |         |  |
| Est. Let. Month             | Current Prog. Amt. | 0              | 0   | 0     | 0        |       |                       |  |         |  |
| Year ▼                      | Resulting Amt.     | 0              | 0   | 0     | 0        |       |                       |  |         |  |
|                             |                    |                | Existing 4 Year Total Amount Programmed in TIP:       |       | 0        |       | Diff. Prop.-Existing= |  | 0       |  |
|                             |                    |                | Resulting 4 Year Total Amount Programmed as Proposed: |       | 0        |       | Percent Change:       |  | #DIV/0! |  |

# FORM C: ADDENDUM for TIP PROJECT PROPOSALS

**STOP** Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.  
**Also complete Forms A and B for all TIP proposals.**

**?** Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **Desert Willow & NM 6 Intersection Improvements**

## STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Los Lunas** Department: **Community Services**  
 Address: **660 Main St.** Address Line 2: [redacted]  
 City: **Los Lunas** State: **NM** Zip: **87031**  
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**  
 Telephone: **(505) 352-3584** Ext: [redacted] Fax: **(505) 352-3591** Email: **jaramillom@loslunasnm.gov**

## STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

### Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Valencia** Municipality/Jurisdiction: **Los Lunas Village**  
 NM Senate District: **29** NM House District: **7**

### Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road  
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

-1 -2 -3 -4 =number of new lanes to be built  
-1 -2 -3 -4 =number of lanes to be reconstructed  
-1 -2 -3 -4 =number of lanes to be rehab/resurf.  
-1 -2 -3 -4 =number of new/reconstr. shoulders  
-1 -2 -3 -4 =number of new/reconstr. medians  
-1 -2 -3 -4 =number of new interchanges  
-1 -2 -3 -4 =num. of new grade separ./bridges

-1 -2 =number of medians to be landscaped  
-1 -2 -3 -4 =number of outer sides to be landscaped  
 - check if bicycle and/or pedestrian elements are included  
-1 -2 =num. of new bike/ped separate trails  
-1 -2 = number of new bike lanes (1 for each side)  
 - length (linear feet) of new bike path bridge(s)  
-1 -2 =num. of new or reconstructed sidewalks (1 for each side)

### ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration                     |
| <input type="checkbox"/> -RWIS pavement sensors   | <input type="checkbox"/> -Traffic signal pre-emption            | <input type="checkbox"/> -Message Signs                       |
| <input type="checkbox"/> -Video imaging and/or CCTV   | <input type="checkbox"/> -Traffic signal prioritization         | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring   | <input checked="" type="checkbox"/> -Traffic signal upgrade     | <input type="checkbox"/> -Other: [redacted]                   |
|   | <input type="checkbox"/> -Fiberoptic cable and/or connection    |   |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or [Nmasek@mrcog-nm.gov](mailto:Nmasek@mrcog-nm.gov)

If "yes", who will be the contact person for data collection? Name: [redacted]  
 Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

## STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

### Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- |   |   |
|---|---|
| <input type="checkbox"/> - Capacity                                   | <input type="checkbox"/> - Freight Movement                                       |
| <input checked="" type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements                                    |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems)   | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped)                    |
|   | <input type="checkbox"/> - Other: [redacted]                                      |

Describe the project's purpose. **By the year 2020 the intersection is expected to fail due to projected growth west of I-25.**

**The purpose of this project is to increase the capacity of the intersection.**

### Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **75**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

**Safety Improvement Assessment Information:**

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **Intersection Geometry Changes**

**Acceleration/deceleration lanes**

**Safety Edges - paved shoulders**

**Pedestrian Crossing Improvements - median refuges, signals/sensors, protected pedestrian intersection crossing**

**Congestion Management Process (CMP) Assessment Information:**

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **Expanded Traffic Signal Timing and Coordination**

**Traffic Signal Equipment Modernization and Surveillance**

**Intersection turn lanes (new or improved)**

**Land Use Conformity Information:**

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Village of Los Lunas**

**Transportation Study Phase II**

If yes, please note the page/chapter/section number(s) of the plan(s)? **NM 6 Improvements Tab**

Explain how the project will fulfill the plan priority or recommendation. **The Report shows that the intersection will fail by the year 2020 by restricting flows on NM 6 through traffic. The intersection improvements were anticipated to start in the year 2015 to prevent the failure of the intersection in the near future.**

**Intermodal Connectivity Information (check ALL boxes that apply):**

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)

- Northwest Transit Center

- Southwest Mesa Transit Center

- Tramway & Montgomery Park & Ride

- Tramway & Central Park & Ride

- Uptown Transit Center

- Other ABQ Ride P&R:

- Any New Mexico Rail Runner Express Station

- Any New Mexico Park & Ride Facility

- La Plazuela de Sandoval Park & Ride Facility

- Other Rio Metro P&R:

- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station

- Expanded Park & Ride Facility

- New Park & Ride Facility or Transit Station

- New Transit Service to a Park & Ride Facility

- New Transit Service to a NM Rail Runner Station

- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters

- New Queue-Jump Lane for Buses

- New Signal Prioritization Locations

- New Dedicated Lane for Transit

- New Transit Service to a NM Rail Runner Station

- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes

- New Bike or Multi-Use Trail

- New Sidewalks (where none existed before)

- Widened Sidewalks or Bike Lanes or Multi-Use Path

- Compliance to ADA standards (where it was noncompliant)

- Other New B/P features:

**Freight Movement Assessment:**

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies:

**Air Quality Information for Transit projects:**

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here.  %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

**Air Quality Information for Bicycle/Pedestrian projects:**

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

**NM 6**

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here.  %

If providing a different percentage, what is the source of that percentage?  

STEP C.4 – QUALITATIVE INFORMATION

**Regional Significance:** Describe, if applicable, the regional/metropolitan significance of this project. Desert Willow and NM 6 is an intersection only .25 miles from the I25 & NM 6 interchange. Desert willow provides access to goods and services that many people may take advantage of while traveling on Interstate 25 (road trip rest breaks or just the every day commute on the interstate).

**Local Significance:** Describe, if applicable, the value of this project to the local community. Many locals travel through this intersection to go to the local Walmart or other nearby restaurants. There are also multiple subdivisions in the area that all travel through the intersection during peak hours for their commute to Albuquerque. With the existing capacity mixed with even more subdivisions projected to erect in the near future, the Village and all the locals West of I25 would greatly benefit from intersection improvements.

**Environmental Justice (EJ) & Minority Communities Significance:** Describe, if applicable, the impact and/or benefits of this project to EJ communities. 50.1% - 75% minority & >100% MHI Vs. CIA

**Land Use Significance:** Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. Improving the intersection of Desert Willow and NM 6 would greatly benefit any future commercial sales in the area as well as encourage additional subdivisions to develop in Los Morros and Huning Ranch.

**Private Sector Involvement:** Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. No Private Sector Involvement

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**  
(Supplemental documentation may also be submitted separately with this application.)

VICINITY MAP



**Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

1 Control Num. (new projects assigned by MPO): MPO Rec#: Lead Agency: Village of Los Lunas **Form A**

2 Project Title: Don Pasqual Roadway Improvements

3 Beg. Terminus (southernmost/westernmost pt): the intersection of NM 6 (Main St.)

4 End Terminus (northernmost/easternmost pt): the intersection of Tondre Rd.

5 Project Description/Scope of Work: New asphalt, base, curb, gutter, sidewalks drainage improvements to the existing two lane facility.

6 Existing Total Estimated Project Cost in TIP: \$0 Revised Total Estimated Project Cost (if changing OR new project): \$1,300,000

7 What is the reason for the TIP revision?  New funds avail.  New Project  Design Cost Increase/Decrease  ROW Cost Revision  
 PS&E Cost Est.  Letting Adjustment  FTA or TIP funding adjusted to actual award amount  Env. Doc. Cost Revision  
 Termini Change  Scope Revisions  Construction Cost change based on PE or Design Document

8 Enter the most recent estimated or actual project development completion dates (month/year) ▶  
 Environmental Document: FY2019  
 Preliminary Engineering: FY2019  
 Design: FY2019  
 Right-of-Way: FY2020  
 Estimated Letting Date: FY2020  
 Project Completion: FY2020  
 Check if this is an ongoing project:  (TDM, bike/ped educ prog., Bus Purchase, etc.)

**To Be Completed by MPO Staff**  
 -Is this project a TCM (Transp. Control Measure) in a SIP?  
 -Is this project CMAQ Eligible?  
 -Has project been in 1st 2 years of TIP and is inactive?  
 -Has project been in 1st 2 years of TIP with "rollovers"?  
 Date Submission Received:  
 -TIP Amendment  -TIP Admin. Mod.

9 **Complete Form B (below) for All TIP proposals which revise funding.**

**Please Read!** **STOP** Complete **Form C: Addendum for TIP Project Proposals** in its entirety for proposals which:  
 ■ which add a project to the TIP.  
**STOP** Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:  
 ■ split an existing TIP project into two or more projects OR  
 ■ combine two or more projects into one project OR  
 ■ for any proposal which changes the termini of a capacity project any length OR  
 ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

◀ Enter termini **ONLY** for new projects **OR** to change existing terminus  
 ▶ Enter termini **ONLY** for new projects **OR** to change existing terminus  
 ▶ Enter Scope of Work **ONLY** for new projects **OR** to revise existing scope of work.

**FORM B** Project: Don Pasqual Roadway Improvements CN: 0

**Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

| Phase   | Work Type     | Fund Source        | FFY 2014 |       | FFY 2015 |       | FFY 2016 |       | FFY 2017 |       | FFY 2018 |       | FFY 2019 |         | FFY 2020 |         | FFY 2021 |       |   |   |
|---|---------------|--------------------|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|----------|---------|----------|---------|----------|-------|---|---|
|   |               |                    | Prog Amt | Match   | Prog Amt | Match   | Prog Amt | Match |   |   |
| Scoping/Env. Doc.   | Environmental | TIP Amt            |          |       |          |       |          |       |          |       |          |       |          | 17,088  | 2,912    |         |          |       |   |   |
|   |               | +Prop Rev          |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |
|   |               | =Result            | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 17,088   | 2,912   | 0        | 0     | 0 | 0 |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 17,088   | 2,912   | 0        | 0     | 0 | 0 |
| PE & Design   | Design        | TIP Amt            |          |       |          |       |          |       |          |       |          |       |          | 256,320 | 43,680   |         |          |       |   |   |
|   |               | +Prop Rev          |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |
|   |               | =Result            | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 256,320  | 43,680  | 0        | 0     | 0 | 0 |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 256,320  | 43,680  | 0        | 0     | 0 | 0 |
| Utilities   | Relocation    | TIP Amt            |          |       |          |       |          |       |          |       |          |       |          |         |          | 12,816  | 2,184    |       |   |   |
|   |               | +Prop Rev          |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |
|   |               | =Result            | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 12,816   | 2,184   | 0        | 0     | 0 | 0 |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 12,816   | 2,184   | 0        | 0     | 0 | 0 |
| Right-of-Way  | Acquisition   | TIP Amt            |          |       |          |       |          |       |          |       |          |       |          |         |          | 4,272   | 728      |       |   |   |
|   |               | +Prop Rev          |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |
|   |               | =Result            | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 4,272    | 728     | 0        | 0     | 0 | 0 |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 4,272    | 728     | 0        | 0     | 0 | 0 |
| Construction/Implementation   | Construction  | TIP Amt            |          |       |          |       |          |       |          |       |          |       |          |         |          | 820,224 | 139,776  |       |   |   |
|   |               | +Prop Rev          |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |
|   |               | =Result            | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 820,224  | 139,776 | 0        | 0     | 0 | 0 |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 820,224  | 139,776 | 0        | 0     | 0 | 0 |
| Est. Let. Month   |               | Current Prog. Amt. | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0        | 0     | 0 |   |
| Year  |               | Resulting Amt.     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 820,224  | 139,776 | 0        | 0     | 0 | 0 |
| Existing 4 Year Total Amount Programmed in TIP: 0 Diff. Prop.-Existing= 0       |               |                    |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |
| Resulting 4 Year Total Amount Programmed as Proposed: 0 Percent Change: #DIV/0! |               |                    |          |       |          |       |          |       |          |       |          |       |          |         |          |         |          |       |   |   |

| Phase   | Work Type     | Fund Source        | FFY 2020 |       | FFY 2021 |       |
|---|---------------|--------------------|----------|-------|----------|-------|
|   |               |                    | Prog Amt | Match | Prog Amt | Match |
| Scoping/Env. Doc.   | Environmental | TIP Amt            |          |       |          |       |
|   |               | +Prop Rev          |          |       |          |       |
|   |               | =Result            | 0        | 0     | 0        | 0     |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     |
| PE & Design   | Design        | TIP Amt            |          |       |          |       |
|   |               | +Prop Rev          |          |       |          |       |
|   |               | =Result            | 0        | 0     | 0        | 0     |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     |
| Utilities   | Relocation    | TIP Amt            |          |       |          |       |
|   |               | +Prop Rev          |          |       |          |       |
|   |               | =Result            | 0        | 0     | 0        | 0     |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     |
| Right-of-Way  | Acquisition   | TIP Amt            |          |       |          |       |
|   |               | +Prop Rev          |          |       |          |       |
|   |               | =Result            | 0        | 0     | 0        | 0     |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     |
| Construction/Implementation   | Construction  | TIP Amt            |          |       |          |       |
|   |               | +Prop Rev          |          |       |          |       |
|   |               | =Result            | 0        | 0     | 0        | 0     |
|   |               | Resulting Amt.     | 0        | 0     | 0        | 0     |
| Est. Let. Month   |               | Current Prog. Amt. | 0        | 0     | 0        | 0     |
| Year  |               | Resulting Amt.     | 0        | 0     | 0        | 0     |
| Existing 4 Year Total Amount Programmed in TIP: 0 Diff. Prop.-Existing= 0       |               |                    |          |       |          |       |
| Resulting 4 Year Total Amount Programmed as Proposed: 0 Percent Change: #DIV/0! |               |                    |          |       |          |       |

# FORM C: ADDENDUM for TIP PROJECT PROPOSALS

**STOP** Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.  
**Also complete Forms A and B for all TIP proposals.**

**?** Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **Don Pasqual Roadway Improvements**

## STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Los Lunas** Department: **Community Services**  
 Address: **660 Main St.** Address Line 2: [redacted]  
 City: **Los Lunas** State: **NM** Zip: **87031**  
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**  
 Telephone: **(505) 352-3584** Ext: [redacted] Fax: **(505) 352-3591** Email: **jaramillom@loslunasnm.gov**

## STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

**Project Geographic Location Information:** **Attach a map showing the location or route of the project.**

County: **Valencia** Municipality/Jurisdiction: **Los Lunas Village**  
 NM Senate District: **29** NM House District: **7**

### Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

- What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road  
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes
- |   |   |
|---|---|
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new lanes to be built                | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =number of medians to be landscaped   |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be reconstructed            | <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of outer sides to be landscaped |
| <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf. | <input checked="" type="checkbox"/> - check if bicycle and/or pedestrian elements are included  |
| <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. shoulders   | <input type="checkbox"/> -1 <input type="checkbox"/> -2 =num. of new bike/ped separate trails   |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new/reconstr. medians                | <input type="checkbox"/> -1 <input type="checkbox"/> -2 = number of new bike lanes (1 for each side)  |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of new interchanges                     | [redacted] - length (linear feet) of new bike path bridge(s)  |
| <input type="checkbox"/> -1 <input type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =num. of new grade separ./bridges               | <input type="checkbox"/> -1 <input checked="" type="checkbox"/> -2 =num. of new or reconstructed sidewalks (1 for each side)                            |

### ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration                     |
| <input type="checkbox"/> -RWIS pavement sensors   | <input type="checkbox"/> -Traffic signal pre-emption            | <input type="checkbox"/> -Message Signs                       |
| <input type="checkbox"/> -Video imaging and/or CCTV   | <input type="checkbox"/> -Traffic signal prioritization         | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring   | <input type="checkbox"/> -Traffic signal upgrade                | <input type="checkbox"/> -Other: [redacted]                   |
|   | <input type="checkbox"/> -Fiber optic cable and/or connection   |   |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or [Nmasek@mrcog-nm.gov](mailto:Nmasek@mrcog-nm.gov)

If "yes", who will be the contact person for data collection? Name: [redacted]

Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

## STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

**Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:**

- |  |   |
|--|---|
| <input type="checkbox"/> - Capacity  | <input type="checkbox"/> - Freight Movement                                       |
| <input type="checkbox"/> - Roadway Efficiency Improvements                       | <input type="checkbox"/> - Safety Improvements                                    |
| <input checked="" type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems)              | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped)                    |
|  | <input type="checkbox"/> - Other: [redacted]                                      |

Describe the project's purpose. **The purpose of this project is to reconstruct Don Pasqual Rd. with new sidewalks, ADA improvements, drainage improvements, access management, and related ramp removals.**

### Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **40**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

**Safety Improvement Assessment Information:**

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **Corridor Access Management - Consolidating or eliminating existing driveways and entrances Safety Edges - (paved shoulders)**

**Congestion Management Process (CMP) Assessment Information:**

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **Access Management Roadway Signage Improvements**

**Land Use Conformity Information:**

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Valencia County Mobility Plan**

If yes, please note the page/chapter/section number(s) of the plan(s)? **Table 17 pg 52**

Explain how the project will fulfill the plan priority or recommendation. **The plan suggests \$750k dollars for Los Lunas sidewalk improvements Village wide which is a lard portion of this project.**

**Intermodal Connectivity Information (check ALL boxes that apply):**

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R: [redacted]
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R: [redacted]
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other: [redacted]

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other: [redacted]

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (where it was noncompliant)
- Other New B/P features: [redacted]

**Freight Movement Assessment:**

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG) If yes, please describe and identify the strategies: [redacted]

**Air Quality Information for Transit projects:**

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. [redacted] %

If providing a different percentage, what is the source of that percentage? [redacted]

- Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces? [redacted]
- Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service. [redacted]

**Air Quality Information for Bicycle/Pedestrian projects:**

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility? **NM 314**

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. [redacted] %

If providing a different percentage, what is the source of that percentage? [redacted]

STEP C.4 – QUALITATIVE INFORMATION

**Regional Significance:** Describe, if applicable, the regional/metropolitan significance of this project. **Don Pasqual Rd. is a collector which provides access to Village Hall, school facilities, and a dense residential neighborhood. Don Pasqual Rd. to Tondre Rd acts as a NM-6 & NM-314 bypass route.**

**Local Significance:** Describe, if applicable, the value of this project to the local community. **The local elementary school will benefit greatly from this project as well as the surrounding neighborhoods by improving sidewalks for the children and parents to walk to and from school. Citizens will also have pedestrian access to NM-6 where there are numerous restaurants, shops and medical facilities.**

**Environmental Justice (EJ) & Minority Communities Significance:** Describe, if applicable, the impact and/or benefits of this project to EJ communities. **50.1% - 75% minority & >100% MHI Vs. CIA**

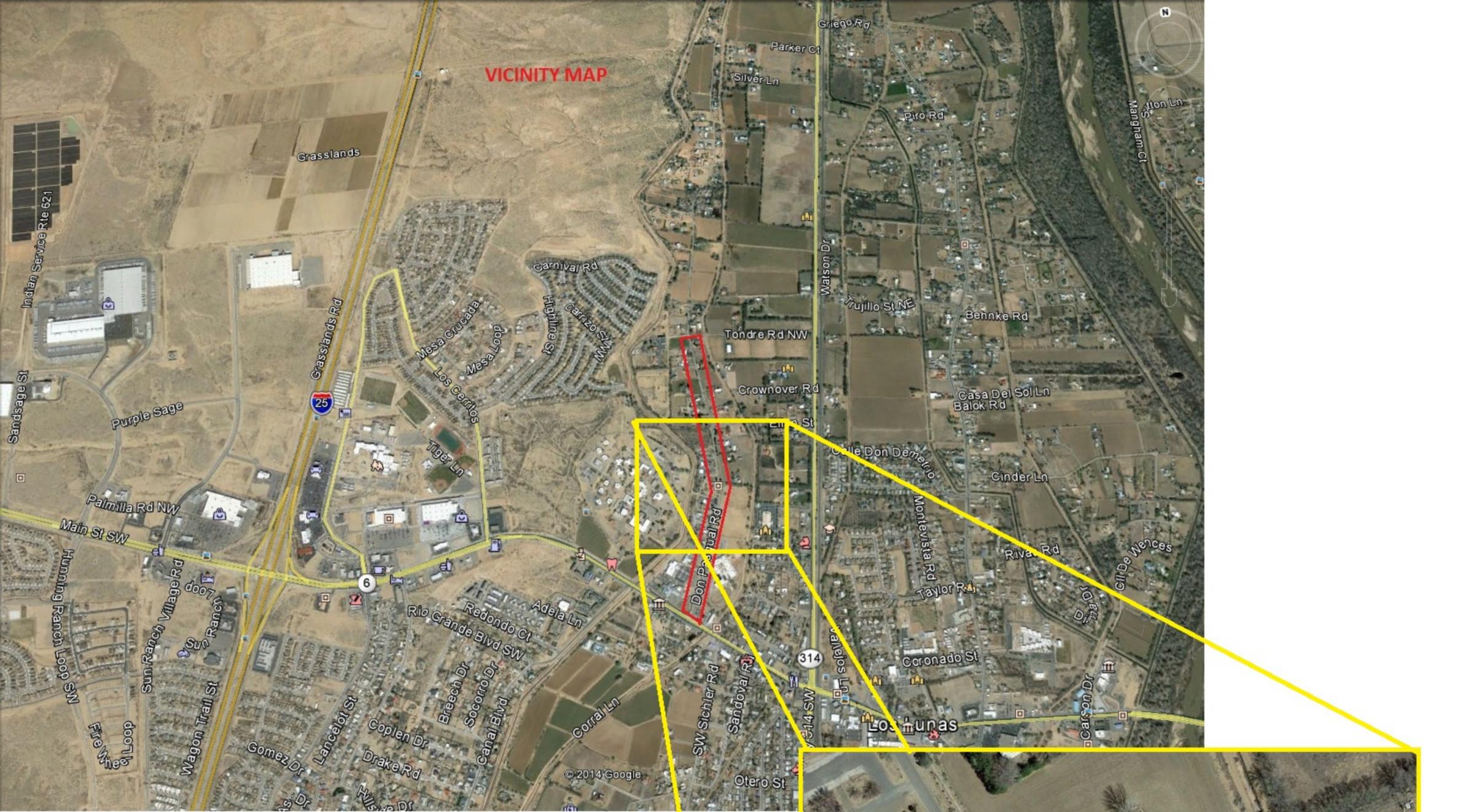
**Land Use Significance:** Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **N/A**

**Private Sector Involvement:** Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **No Private Sector Involvement**

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**

(Supplemental documentation may also be submitted separately with this application.)

**The Village recently upgraded pedestrian facilities around village hall. This project will tie into those improvements, providing pedestrian access to NM-6.**



**Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

1 Control Num. (new projects assigned by MPO): MPO Rec#: Lead Agency: Village of Los Lunas **Form A**

2 Project Title: I25 and NM 6 Beautification Phase III

3 Beg. Terminus (southernmost/westernmost pt): 1000' south & west of the intersection

4 End Terminus (northernmost/easternmost pt): 1000' north & east of the intersection

5 Project Description/Scope of Work: Phase III of the beautification will entail landscaping the I25 center median and the outside perimeter of the interchange.

6 Existing Total Estimated Project Cost in TIP: \$0 Revised Total Estimated Project Cost (if changing OR new project): \$1,700,000

7 What is the reason for the TIP revision?  -New funds avail.  -New Project  -Design Cost Increase/Decrease  -ROW Cost Revision  
 -PS&E Cost Est.  -Letting Adjustment  -FTA or TTP funding adjusted to actual award amount  -Env. Doc. Cost Revision  
 -Termini Change  -Scope Revisions  -Construction Cost change based on PE or Design Document

8 Enter the most recent estimated or actual project development completion dates (month/year) ▶  
 Environmental Document: FY2019  
 Preliminary Engineering: FY2019  
 Design: FY2019  
 Right-of-Way: FY2020  
 Estimated Letting Date: FY2020  
 Project Completion: FY2020  
 Check if this is an ongoing project:  (TDM, bike/ped educ prog., Bus Purchase, etc.)

**To Be Completed by MPO Staff**  
 -Is this project a TCM (Transp. Control Measure) in a SIP?  
 -Is this project CMAQ Eligible?  
 -Has project been in 1st 2 years of TIP and is inactive?  
 -Has project been in 1st 2 years of TIP with "followers"?  
 Date Submission Received:   
 -TIP Amendment  -TIP Admin. Mod.

9 **Complete Form B (below) for All TIP proposals which revise funding.**

**Please Read!** **STOP** Complete **Form C: Addendum for TIP Project Proposals** in its entirety for proposals which:  
 ■ which add a project to the TIP.

**STOP** Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:  
 ■ split an existing TIP project into two or more projects OR  
 ■ combine two or more projects into one project OR  
 ■ for any proposal which changes the termini of a capacity project any length OR  
 ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

◀ Enter termini **ONLY** for new projects **OR** to change existing terminus  
 ▶ Enter termini **ONLY** for new projects **OR** to change existing terminus  
 ▶ Enter Scope of Work **ONLY** for new projects **OR** to revise existing scope of work.

**FORM B** Project: I25 and NM 6 Beautification Phase III CN: 0

**Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM**

| Phase                       | Work Type     | Fund Source  | FFY 2014 |                | FFY 2015 |       | FFY 2016 |       | FFY 2017 |       | FFY 2018 |       | FFY 2019 |         | FFY 2020  |           | FFY 2021 |       |   |
|-----------------------------|---------------|--|----------|----------------|----------|-------|----------|-------|----------|-------|----------|-------|----------|---------|-----------|-----------|----------|-------|---|
|                             |               |  | Prog Amt | Match          | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match | Prog Amt | Match   | Prog Amt  | Match     | Prog Amt | Match |   |
| Scoping/Env. Doc.           | Environmental | TIP Amt  |          |                |          |       |          |       |          |       |          |       | 42,720   | 7,280   |           |           |          |       |   |
|                             |               | +Prop Rev  |          |                |          |       |          |       |          |       |          |       |          |         |           |           |          |       |   |
|                             |               | =Result  | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 42,720  | 7,280     | 0         | 0        | 0     | 0 |
|                             |               | Current Prog. Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     | 0 |
|                             |               | Resulting Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 42,720   | 7,280   | 0         | 0         | 0        | 0     |   |
| PE & Design                 | Design        | TIP Amt  |          |                |          |       |          |       |          |       |          |       | 128,160  | 21,840  |           |           |          |       |   |
|                             |               | +Prop Rev  |          |                |          |       |          |       |          |       |          |       |          |         |           |           |          |       |   |
|                             |               | =Result  | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 128,160 | 21,840    | 0         | 0        | 0     | 0 |
|                             |               | Current Prog. Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     | 0 |
|                             |               | Resulting Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 128,160  | 21,840  | 0         | 0         | 0        | 0     |   |
| Utilities                   | Relocation    | TIP Amt  |          |                |          |       |          |       |          |       |          |       |          |         | 8,544     | 1,456     |          |       |   |
|                             |               | +Prop Rev  |          |                |          |       |          |       |          |       |          |       |          |         |           |           |          |       |   |
|                             |               | =Result  | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 8,544     | 1,456     | 0        | 0     |   |
|                             |               | Current Prog. Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     | 0 |
|                             |               | Resulting Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 8,544   | 1,456     | 0         | 0        |       |   |
| Right-of-Way                | Acquisition   | TIP Amt  |          |                |          |       |          |       |          |       |          |       |          |         | 0         | 0         |          |       |   |
|                             |               | +Prop Rev  |          |                |          |       |          |       |          |       |          |       |          |         |           |           |          |       |   |
|                             |               | =Result  | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     |   |
|                             |               | Current Prog. Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     | 0 |
|                             |               | Resulting Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     |   |
| Construction/Implementation | Construction  | TIP Amt  |          |                |          |       |          |       |          |       |          |       |          |         | 1,281,600 | 218,400   |          |       |   |
|                             |               | +Prop Rev  |          |                |          |       |          |       |          |       |          |       |          |         |           |           |          |       |   |
|                             |               | =Result  | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 1,281,600 | 218,400   | 0        | 0     |   |
|                             |               | Current Prog. Amt.   | 0        | 0              | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 0         | 0        | 0     | 0 |
|                             |               |  |          | Resulting Amt. | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 1,281,600 | 218,400  | 0     | 0 |
|                             |               | Est. Let. Month  |          | Resulting Amt. | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0       | 0         | 1,281,600 | 218,400  | 0     | 0 |
| Year ▼                      |               | Existing 4 Year Total Amount Programmed in TIP: 0 Diff. Prop.-Existing= 0<br>Resulting 4 Year Total Amount Programmed as Proposed: 0 Percent Change: #DIV/0! |          |                |          |       |          |       |          |       |          |       |          |         |           |           |          |       |   |

# FORM C: ADDENDUM for TIP PROJECT PROPOSALS

**STOP** Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.  
**Also complete Forms A and B for all TIP proposals.**

**?** Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **I25 and NM 6 Beautification Phase III**

## STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Los Lunas** Department: **Community Services**  
 Address: **660 Main St.** Address Line 2: [redacted]  
 City: **Los Lunas** State: **NM** Zip: **87031**  
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**  
 Telephone: **(505) 352-3584** Ext: [redacted] Fax: **(505) 352-3591** Email: **jaramillom@loslunasnm.gov**

## STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

**Project Geographic Location Information:** **Attach a map showing the location or route of the project.**

County: **Valencia** Municipality/Jurisdiction: **Los Lunas Village**  
 NM Senate District: **29** NM House District: **7**

### Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on?  -Interstate or Expressway  -Urban Arterial or Street  -Rural Road  
 -2  -3  -4  -5  -6  -7  -8  -9+ =number of existing thru traffic lanes

-1  -2  -3  -4 =number of new lanes to be built  -1  -2 =number of medians to be landscaped  
 -1  -2  -3  -4 =number of lanes to be reconstructed  -1  -2  -3  -4 =number of outer sides to be landscaped  
 -1  -2  -3  -4 =number of lanes to be rehab/resurf.  - check if bicycle and/or pedestrian elements are included  
 -1  -2  -3  -4 =number of new/reconstr. shoulders  -1  -2 =num. of new bike/ped separate trails  
 -1  -2  -3  -4 =number of new/reconstr. medians  -1  -2 = number of new bike lanes (1 for each side)  
 -1  -2  -3  -4 =number of new interchanges  - length (linear feet) of new bike path bridge(s)  
 -1  -2  -3  -4 =num. of new grade separ./bridges  -1  -2 =num. of new or reconstructed sidewalks (1 for each side)

### ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration                     |
| <input type="checkbox"/> -RWIS pavement sensors   | <input type="checkbox"/> -Traffic signal pre-emption            | <input type="checkbox"/> -Message Signs                       |
| <input type="checkbox"/> -Video imaging and/or CCTV   | <input type="checkbox"/> -Traffic signal prioritization         | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring   | <input type="checkbox"/> -Traffic signal upgrade                | <input type="checkbox"/> -Other: [redacted]                   |
|   | <input type="checkbox"/> -Fiber optic cable and/or connection   |   |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or [Nmasek@mrcog-nm.gov](mailto:Nmasek@mrcog-nm.gov)

If "yes", who will be the contact person for data collection? Name: [redacted]

Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture?  -Yes  -No

## STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

**Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:**

- |   |   |
|---|---|
| <input type="checkbox"/> - Capacity                                   | <input type="checkbox"/> - Freight Movement                                       |
| <input type="checkbox"/> - Roadway Efficiency Improvements            | <input type="checkbox"/> - Safety Improvements                                    |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems)   | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped)                    |
|   | <input checked="" type="checkbox"/> - Other: <b>Beautification</b>                |

Describe the project's purpose. **This is the last phase in the I25 & NM 6 Beautification project.**

### Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = [redacted]

-Yes  -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

**Safety Improvement Assessment Information:**

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: [redacted]

**Congestion Management Process (CMP) Assessment Information:**

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: [redacted]

**Land Use Conformity Information:**

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? [redacted]

If yes, please note the page/chapter/section number(s) of the plan(s)? [redacted]

Explain how the project will fulfill the plan priority or recommendation. [redacted]

**Intermodal Connectivity Information (check ALL boxes that apply):**

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R: [redacted]
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R: [redacted]
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other: [redacted]

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other: [redacted]

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (where it was noncompliant)
- Other New B/P features: [redacted]

**Freight Movement Assessment:**

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies: [redacted]

**Air Quality Information for Transit projects:**

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. [redacted] %

If providing a different percentage, what is the source of that percentage? [redacted]

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces? [redacted]

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service. [redacted]

**Air Quality Information for Bicycle/Pedestrian projects:**

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

N/A

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. [redacted] %

If providing a different percentage, what is the source of that percentage? [redacted]

STEP C.4 – QUALITATIVE INFORMATION

**Regional Significance:** Describe, if applicable, the regional/metropolitan significance of this project. **With the completion of the I-25 & NM-6 Interchange beautification project, there is an anticipated increase in tourism to the Los Lunas Metro area (Los Lunas, Valencia County, Tome hill, etc...).**

**Local Significance:** Describe, if applicable, the value of this project to the local community. **NM 6 is the Village of Los Lunas exit from Interstate 25. Landscaping the exit will have a positive reflection on the Village. In fact, the art, architecture and Village slogan/ logo "Small town, big possibilities" were all significantly supported by the community.**

**Environmental Justice (EJ) & Minority Communities Significance:** Describe, if applicable, the impact and/or benefits of this project to EJ communities. **50.1% - 75% minority & >100% MHI Vs. CIA**

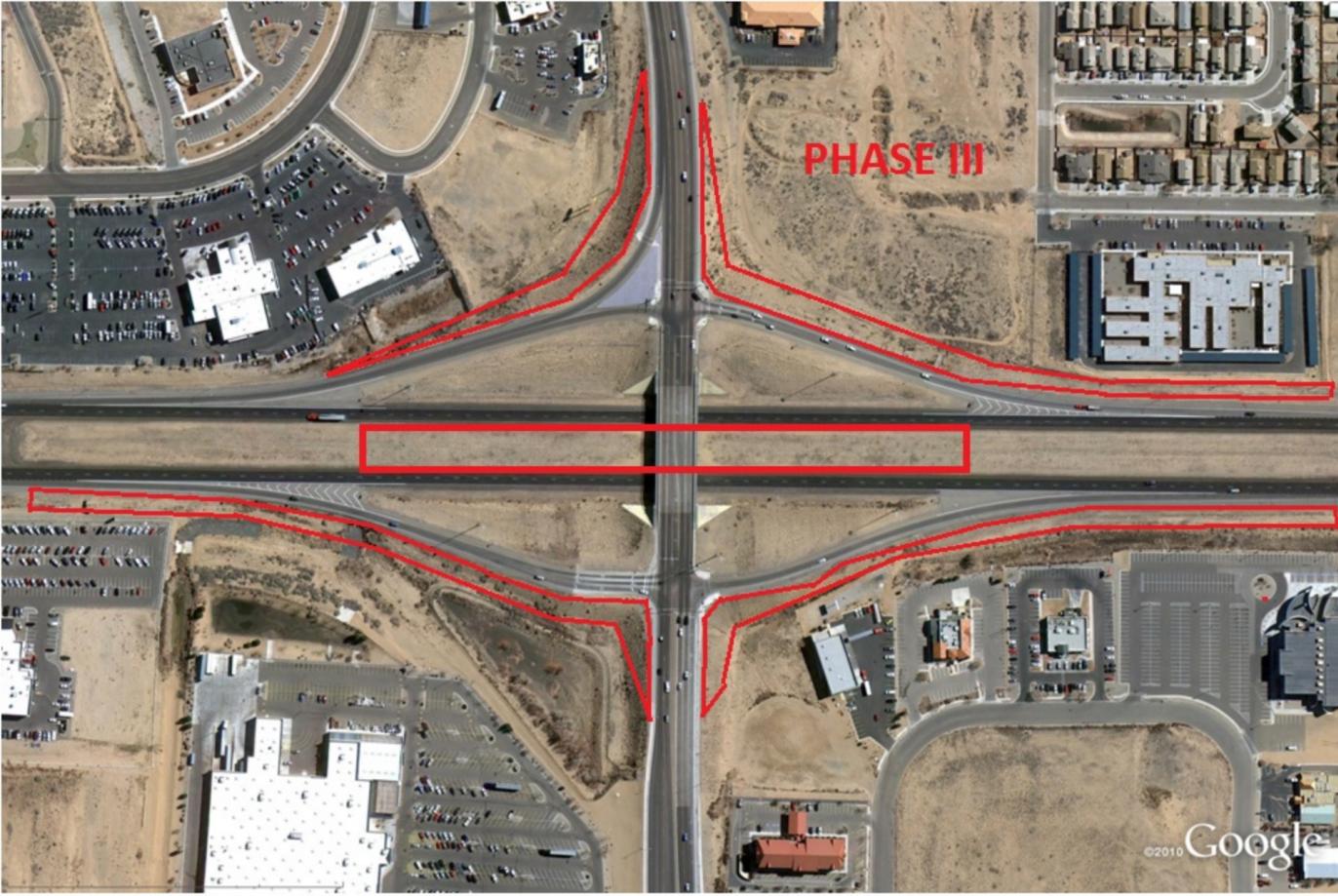
**Land Use Significance:** Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **The project will enhance the commercial land uses adjacent to the interchange.**

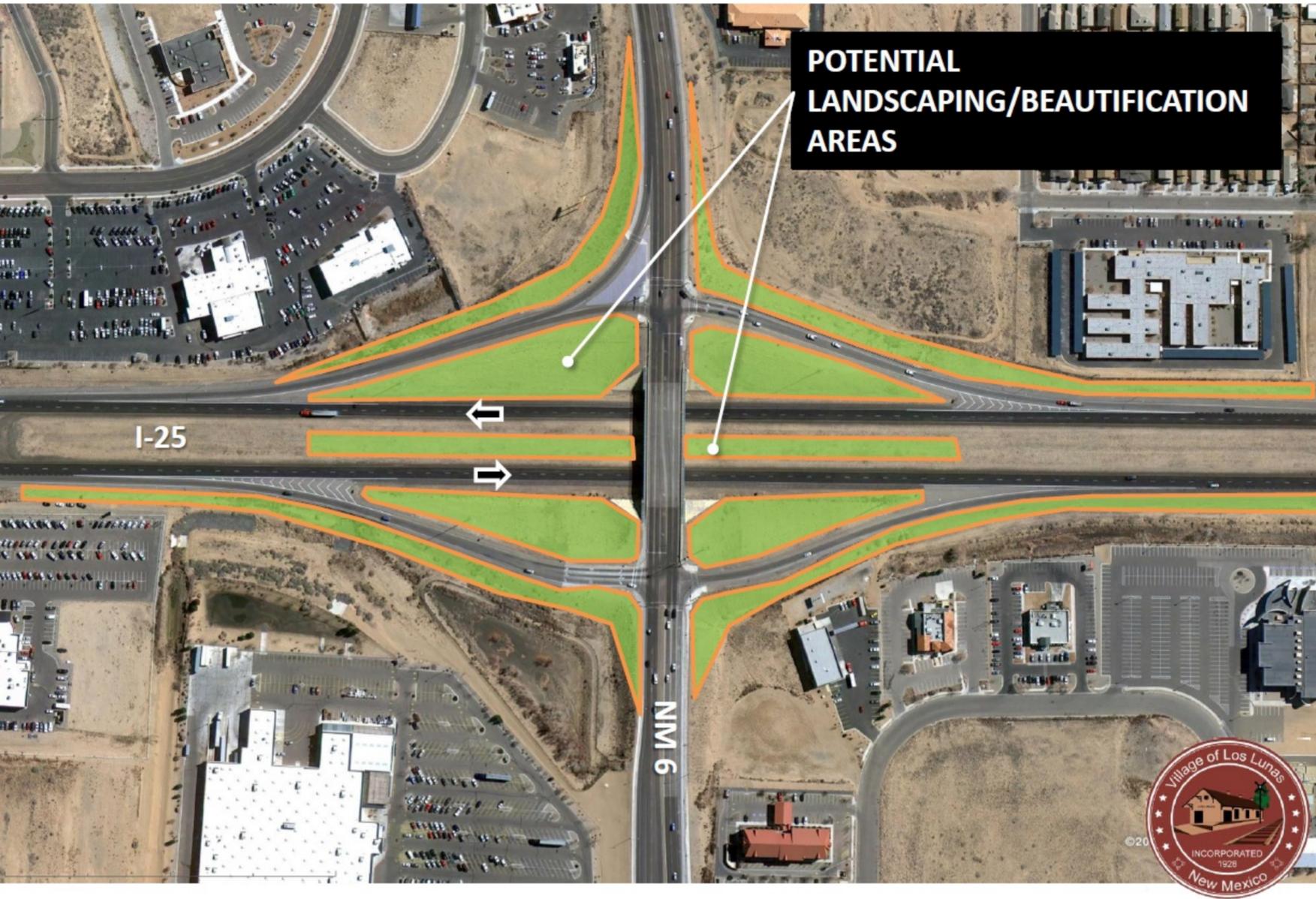
**Private Sector Involvement:** Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **No Private Sector Involvement**

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**

(Supplemental documentation may also be submitted separately with this application.)

**Phase two of the project is near completion which included the landscaping of the on and off ramp triangles for both directions of traffic. During the landscaping of phase one, medal workers have been building two large structures over 20ft tall to erect at the exit ramp locations for both directions. Phase three will complete the lanscaping of the interchange and thus complete this project for the Village of Los Lunas.**







| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM |  |  |   |
|---|--|--|---|
| 1   | Control Num. (new projects assigned by MPO):   | A300961  | MPO Rec#: 537-30  |
| 2   | Project Title:   | Los Lunas Corridor River Crossing ROW Acquisition - From I-25 to NM47  |   |
| 3   | Beg. Terminus (southernmost/westernmost pt):   |  |   |
| 4   | End Terminus (northernmost/easternmost pt):  |  |   |
| 5   | Project Description/Scope of Work:   |  |   |
| 6   | Existing Total Estimated Project Cost in TIP:  | \$914,794  | Revised Total Estimated Project Cost (if changing OR new project): \$1,000,000  |
| 7   | What is the reason for the TIP revision? check all that apply  | <input checked="" type="checkbox"/> New funds avail. <input type="checkbox"/> New Project <input type="checkbox"/> Design Cost Increase/Decrease <input type="checkbox"/> ROW Cost Revision<br><input type="checkbox"/> PS&E Cost Est. <input type="checkbox"/> Letting Adjustment <input type="checkbox"/> FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> Env. Doc. Cost Revision<br><input type="checkbox"/> Termini Change <input type="checkbox"/> Scope Revisions <input type="checkbox"/> Construction Cost change based on PE or Design Document |   |
| 8   | Enter the most recent estimated or actual project development completion dates (month/year)  | Environmental Document: FY2019<br>Preliminary Engineering: FY2019<br>Design: FY2019<br>Right-of-Way: FY2020<br>Estimated Letting Date: FY2020<br>Project Completion: FY2020  | <b>To Be Completed by MPO Staff</b><br><input type="checkbox"/> Is this project a TCM (Transp. Control Measure) in a SIP?<br><input type="checkbox"/> Is this project CMAQ Eligible?<br><input type="checkbox"/> Has project been in 1st 2 years of TIP and is inactive?<br><input type="checkbox"/> Has project been in 1st 2 years of TIP with "rollovers"?<br>Date Submission Received: _____<br><input type="checkbox"/> TIP Amendment <input type="checkbox"/> TIP Adm. Mod. |
| 9   | <input checked="" type="checkbox"/> Complete Form B (below) for All TIP proposals which revise funding.<br><input type="checkbox"/> (TDM, bike/ped educ prog., Bus Purchase, etc.) |  |   |

◀ Enter termini ONLY for new projects OR to change existing terminus  
 ◀ Enter termini ONLY for new projects OR to change existing terminus  
 ◀ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

**Please Read!** **STOP** Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which:  
 ■ which add a project to the TIP.

**STOP** Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:  
 ■ split an existing TIP project into two or more projects OR  
 ■ combine two or more projects into one project OR  
 ■ for any proposal which changes the termini of a capacity project any length OR  
 ■ for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

| FORM B  |             | Project: Los Lunas Corridor River Crossing ROW Acquisition - From I-25 to NM47 |                    |       |          |       |          |         |          |         |                       |         |          | CN: A300961 |          |       |          |       |
|---|-------------|--|--------------------|-------|----------|-------|----------|---------|----------|---------|-----------------------|---------|----------|-------------|----------|-------|----------|-------|
| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM |             |  |                    |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
| Phase   | Work Type   | Fund Source  | FFY 2014           |       | FFY 2015 |       | FFY 2016 |         | FFY 2017 |         | FFY 2018              |         | FFY 2019 |             | FFY 2020 |       | FFY 2021 |       |
|   |             |  | Prog Amt           | Match | Prog Amt | Match | Prog Amt | Match   | Prog Amt | Match   | Prog Amt              | Match   | Prog Amt | Match       | Prog Amt | Match | Prog Amt | Match |
| Scoping/Env. Doc.   |             |  | TIP Amt            |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | +Prop Rev          |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | =Result            | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Current Prog. Amt. | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Resulting Amt.     | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
| PE & Design   |             |  | TIP Amt            |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | +Prop Rev          |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | =Result            | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Current Prog. Amt. | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Resulting Amt.     | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
| Utilities   |             |  | TIP Amt            |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | +Prop Rev          |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | =Result            | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Current Prog. Amt. | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Resulting Amt.     | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
| Right-of-Way  | Acquisition |  | TIP Amt            |       |          |       |          |         | 781,600  | 133,194 |                       |         |          |             |          |       |          |       |
|   |             |  | +Prop Rev          |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | =Result            | 0     | 0        | 0     | 0        | 0       | 781,600  | 133,194 | 0                     | 0       | 854,400  | 145,600     | 0        | 0     | 0        | 0     |
|   |             |  | Current Prog. Amt. | 0     | 0        | 0     | 0        | 0       | 781,600  | 133,194 | 0                     | 0       | 854,400  | 145,600     | 0        | 0     | 0        | 0     |
|   |             |  | Resulting Amt.     | 0     | 0        | 0     | 0        | 781,600 | 133,194  | 0       | 0                     | 854,400 | 145,600  | 0           | 0        | 0     | 0        | 0     |
| Construction/Implementation   |             |  | TIP Amt            |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | +Prop Rev          |       |          |       |          |         |          |         |                       |         |          |             |          |       |          |       |
|   |             |  | =Result            | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Current Prog. Amt. | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
|   |             |  | Resulting Amt.     | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
| Est. Let. Month   |             |  | Current Prog. Amt. | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
| Year  |             |  | Resulting Amt.     | 0     | 0        | 0     | 0        | 0       | 0        | 0       | 0                     | 0       | 0        | 0           | 0        | 0     | 0        | 0     |
| Existing 4 Year Total Amount Programmed in TIP:   |             |  |                    |       |          |       |          |         |          | 914,794 | Diff. Prop.-Existing= |         | 0        |             |          |       |          |       |
| Resulting 4 Year Total Amount Programmed as Proposed:   |             |  |                    |       |          |       |          |         |          | 914,794 | Percent Change:       |         | 0.00%    |             |          |       |          |       |

# FORM C: ADDENDUM for TIP PROJECT PROPOSALS

**STOP** Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.  
**Also complete Forms A and B for all TIP proposals.**

**?** Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: **A30096** Control Number: **537-30** Project Title: **Los Lunas Corridor River Crossing ROW Acquisition - From I-2**

## STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Los Lunas** Department: **Community Services**  
 Address: **660 Main St.** Address Line 2:   
 City: **Los Lunas** State: **NM** Zip: **87031**  
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**  
 Telephone: **(505) 352-3584** Ext:  Fax: **(505) 352-3591** Email: **jaramillom@loslunasnm.gov**

## STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

**Project Geographic Location Information:** **Attach a map showing the location or route of the project.**

County: **Valencia** Municipality/Jurisdiction: **Los Lunas Village**  
 NM Senate District: **29** NM House District: **7**

### Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road  
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

-1 -2 -3 -4 =number of new lanes to be built -1 -2 =number of medians to be landscaped  
-1 -2 -3 -4 =number of lanes to be reconstructed -1 -2 -3 -4 =number of outer sides to be landscaped  
-1 -2 -3 -4 =number of lanes to be rehab/resurf. - check if bicycle and/or pedestrian elements are included  
-1 -2 -3 -4 =number of new/reconstr. shoulders -1 -2 =num. of new bike/ped separate trails  
-1 -2 -3 -4 =number of new/reconstr. medians -1 -2 = number of new bike lanes (1 for each side)  
-1 -2 -3 -4 =number of new interchanges - length (linear feet) of new bike path bridge(s)  
-1 -2 -3 -4 =num. of new grade separ./bridges -1 -2 =num. of new or reconstructed sidewalks (1 for each side)

### ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration                     |
| <input type="checkbox"/> -RWIS pavement sensors   | <input type="checkbox"/> -Traffic signal pre-emption            | <input type="checkbox"/> -Message Signs                       |
| <input type="checkbox"/> -Video imaging and/or CCTV   | <input type="checkbox"/> -Traffic signal prioritization         | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring   | <input type="checkbox"/> -Traffic signal upgrade                | <input type="checkbox"/> -Other: <b></b>                      |
|   | <input type="checkbox"/> -Fiber optic cable and/or connection   |   |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or [Nmasek@mrcog-nm.gov](mailto:Nmasek@mrcog-nm.gov)

If "yes", who will be the contact person for data collection? Name:

Off. Phone: **(505) ###-####** Ext:  email:

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

## STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

**Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:**

- |   |   |
|---|---|
| <input type="checkbox"/> - Capacity                                   | <input type="checkbox"/> - Freight Movement                                       |
| <input type="checkbox"/> - Roadway Efficiency Improvements            | <input type="checkbox"/> - Safety Improvements                                    |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems)   | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped)                    |
|   | <input type="checkbox"/> - Other: <b></b>   |

Describe the project's purpose. **The purpose of this project is to continue funding for the acquisition of right of way for the Los Lunas East-West Corridor.**

### Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) **% = 5**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

**Safety Improvement Assessment Information:**

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?  
If yes, briefly state the strategies: [redacted]

**Congestion Management Process (CMP) Assessment Information:**

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?  
If yes, briefly state the strategies: [redacted]

**Land Use Conformity Information:**

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **Los Lunas Corridor Study**  
If yes, please note the page/chapter/section number(s) of the plan(s)? **entire document**  
Explain how the project will fulfill the plan priority or recommendation. **The corridor study shows the ROW acquisition required to build a new interchange and river crossing between I-25 and NM -47. The Morris Rd. alternative requires 20 million dollars in ROW purchases, so this application is just another step towards achieving that goal.**

**Intermodal Connectivity Information (check ALL boxes that apply):**

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)
- Northwest Transit Center
- Southwest Mesa Transit Center
- Tramway & Montgomery Park & Ride
- Tramway & Central Park & Ride
- Uptown Transit Center
- Other ABQ Ride P&R: [redacted]
- Any New Mexico Rail Runner Express Station
- Any New Mexico Park & Ride Facility
- La Plazuela de Sandoval Park & Ride Facility
- Other Rio Metro P&R: [redacted]
- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station
- Expanded Park & Ride Facility
- New Park & Ride Facility or Transit Station
- New Transit Service to a Park & Ride Facility
- New Transit Service to a NM Rail Runner Station
- Other: [redacted]

Does this project incorporate any of the following transit related features?

- New Bus Shelters
- New Queue-Jump Lane for Buses
- New Signal Prioritization Locations
- New Dedicated Lane for Transit
- New Transit Service to a NM Rail Runner Station
- Other: [redacted]

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes
- New Bike or Multi-Use Trail
- New Sidewalks (where none existed before)
- Widened Sidewalks or Bike Lanes or Multi-Use Path
- Compliance to ADA standards (*where it was noncompliant*)
- Other New B/P features: [redacted]

**Freight Movement Assessment:**

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)  
If yes, please describe and identify the strategies: [redacted]

**Air Quality Information for Transit projects:**

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here. [redacted] %

If providing a different percentage, what is the source of that percentage? [redacted]

- Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces? [redacted]
- Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service. [redacted]

**Air Quality Information for Bicycle/Pedestrian projects:**

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?  
[redacted]

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. [redacted] %

If providing a different percentage, what is the source of that percentage? [redacted]

**Regional Significance:** Describe, if applicable, the regional/metropolitan significance of this project. **This project, once fully funded, will have just as big of a regional significance as local significance. This project will add a new interstate exit to I-25 south of the Los Lunas Exit at NM 6. You will see MRCOG improvements for the queue exiting the interstate at NM 6 which will result in a better level of service for the FHWA and NMDOT facilities.**

**Local Significance:** Describe, if applicable, the value of this project to the local community. **This project will be the single most important project for the village when it comes to reducing the congestion on NM 6. NM 6 is currently the only road that crosses the Rio Grande through Los Lunas, so constructing a new road will alleviate much of this traffic.**

**Environmental Justice (EJ) & Minority Communities Significance:** Describe, if applicable, the impact and/or benefits of this project to EJ communities. **50.1% to 75% minority & 75.1% to >100% MHI Vs. CIA (depending on the side of NM 314)**

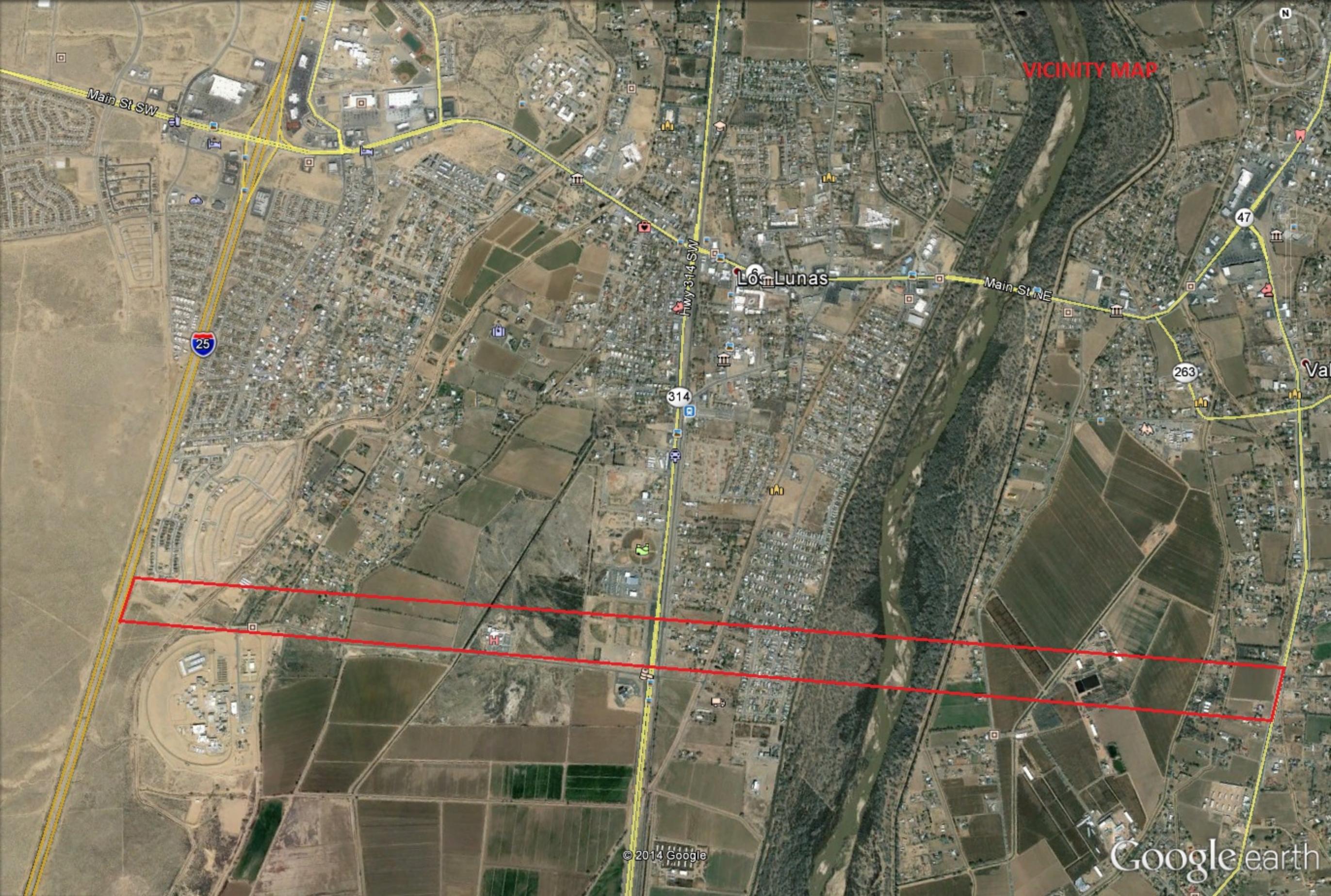
**Land Use Significance:** Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **There will be economic development along the alignment of the proposed East-West corridor.**

**Private Sector Involvement:** Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **Some of the land needed for the interchange at I-25 will be donated.**

STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.**  
(Supplemental documentation may also be submitted separately with this application.)

**Although the purchase of right of way does not address many of the sections above in the technical assessment categories, the overall project, once funded, will more than compensate. Attached is a exhibit that shows economic development as a result of the corridor project.**

VICINITY MAP



Log Lunas

25

314

263

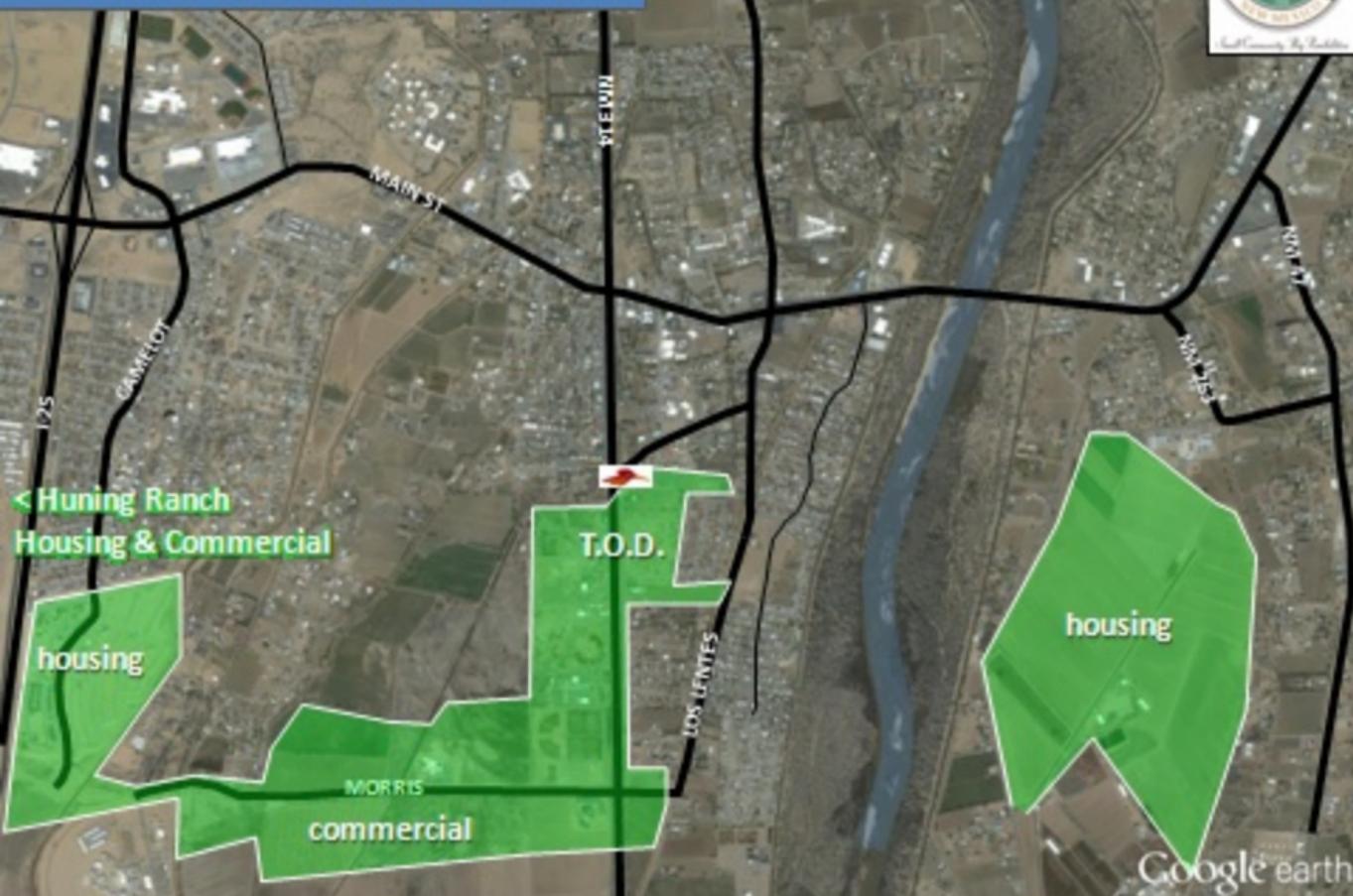
47

Main St NE

Main St SW

Hwy 314 SW

# Economic Development



| Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM |   |   |  |
|---|---|---|--|
| 1   | Control Num. (new projects assigned by MPO):  | MPO Rec#:   | Lead Agency: Village of Los Lunas <b>Form A</b>  |
| 2   | Project Title:  | Luna St. Intersection Improvements  |  |
| 3   | Beg. Terminus (southernmost/westernmost pt):  | 100' south and 300' east of NM 6 (Main st) intersection   |  |
| 4   | End Terminus (northernmost/easternmost pt):   | 100' north and 300' west of NM 6 (Main st) intersection   |  |
| 5   | Project Description/Scope of Work:  | This project will include the reconstruction of the entire intersection including new turn bays, ADA facilities, sidewalks, curb & gutter and updated signals and timing phases for the approaches.   |  |
| 6   | Existing Total Estimated Project Cost in TIP:   | \$0   | Revised Total Estimated Project Cost (if changing OR new project): \$1,000,000   |
| 7   | What is the reason for the TIP revision? check all that apply   | <input type="checkbox"/> -New funds avail. <input checked="" type="checkbox"/> -New Project <input type="checkbox"/> -Design Cost Increase/Decrease <input type="checkbox"/> -ROW Cost Revision<br><input type="checkbox"/> -PS&E Cost Est. <input type="checkbox"/> -Letting Adjustment <input type="checkbox"/> -FTA or TTP funding adjusted to actual award amount <input type="checkbox"/> -Env. Doc. Cost Revision<br><input type="checkbox"/> -Termini Change <input type="checkbox"/> -Scope Revisions <input type="checkbox"/> -Construction Cost change based on PE or Design Document |  |
| 8   | Enter the most recent estimated or actual project development completion dates (month/year)                   | Environmental Document: FY2019<br>Preliminary Engineering: FY2019<br>Design: FY2019<br>Right-of-Way: FY2020<br>Estimated Letting Date: FY2020<br>Project Completion: FY2020   | <b>To Be Completed by MPO Staff</b><br><input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP?<br><input type="checkbox"/> -Is this project CMAQ Eligible?<br><input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive?<br><input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"?<br>Date Submission Received: |
| 9   | Check if this is an ongoing project: <input type="checkbox"/> (TDM, bike/ped educ. prog., Bus Purchase, etc.) |   |  |

◀ Enter termini ONLY for new projects OR to change existing terminus  
 ◀ Enter termini ONLY for new projects OR to change existing terminus  
 ◀ Enter Scope of Work ONLY for new projects OR to revise existing scope of work.

**Please Read!**

**STOP** Complete Form C: Addendum for TIP Project Proposals in its entirety for proposals which:

- which add a project to the TIP.

**STOP** Complete Form C but only steps C.1 and C.2 for TIP revision proposals which:

- split an existing TIP project into two or more projects OR
- combine two or more projects into one project OR
- for any proposal which changes the termini of a capacity project any length OR
- for any proposal which changes the termini of any project beyond the termini noted in the Env. Doc.

| FORM B  |                    | Transportation Improvement Program (TIP) Revisions: Mid-Region Metropolitan Planning Organization - Albuquerque, NM |          |       |          |       |          |       |          |       |                       | Project: Luna St. intersection improvements CN: 0 |          |         |          |         |          |       |   |
|---|--------------------|---|----------|-------|----------|-------|----------|-------|----------|-------|-----------------------|---|----------|---------|----------|---------|----------|-------|---|
| Phase   | Work Type          | Fund Source   | FFY 2014 |       | FFY 2015 |       | FFY 2016 |       | FFY 2017 |       | FFY 2018              |   | FFY 2019 |         | FFY 2020 |         | FFY 2021 |       |   |
|   |                    |   | Prog Amt | Match | Prog Amt              | Match   | Prog Amt | Match   | Prog Amt | Match   | Prog Amt | Match |   |
| Scoping/Env. Doc.                                     | Environmental      | TIP Amt   |          |       |          |       |          |       |          |       |                       |   | 12,816   | 2,184   |          |         |          |       |   |
|   |                    | +Prop Rev   |          |       |          |       |          |       |          |       |                       |   |          |         |          |         |          |       |   |
|   |                    | =Result   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 12,816  | 2,184    | 0       | 0        | 0     | 0 |
|   |                    | Resulting Amt.  | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 12,816  | 2,184    | 0       | 0        | 0     | 0 |
| PE & Design   | Design             | TIP Amt   |          |       |          |       |          |       |          |       |                       |   | 170,880  | 29,120  |          |         |          |       |   |
|   |                    | +Prop Rev   |          |       |          |       |          |       |          |       |                       |   |          |         |          |         |          |       |   |
|   |                    | =Result   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 170,880 | 29,120   | 0       | 0        | 0     | 0 |
|   |                    | Resulting Amt.  | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 170,880 | 29,120   | 0       | 0        | 0     | 0 |
| Utilities   | Relocation         | TIP Amt   |          |       |          |       |          |       |          |       |                       |   |          |         | 8,544    | 1,456   |          |       |   |
|   |                    | +Prop Rev   |          |       |          |       |          |       |          |       |                       |   |          |         |          |         |          |       |   |
|   |                    | =Result   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 8,544   | 1,456    | 0     | 0 |
|   |                    | Resulting Amt.  | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 8,544   | 1,456    | 0     | 0 |
| Right-of-Way  | Acquisition        | TIP Amt   |          |       |          |       |          |       |          |       |                       |   |          |         | 42,720   | 7,280   |          |       |   |
|   |                    | +Prop Rev   |          |       |          |       |          |       |          |       |                       |   |          |         |          |         |          |       |   |
|   |                    | =Result   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 42,720  | 7,280    | 0     | 0 |
|   |                    | Resulting Amt.  | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 42,720  | 7,280    | 0     | 0 |
| Construction/Implementation                           | Construction       | TIP Amt   |          |       |          |       |          |       |          |       |                       |   |          |         | 619,440  | 105,560 |          |       |   |
|   |                    | +Prop Rev   |          |       |          |       |          |       |          |       |                       |   |          |         |          |         |          |       |   |
|   |                    | =Result   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 619,440 | 105,560  | 0     | 0 |
|   |                    | Resulting Amt.  | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 619,440 | 105,560  | 0     | 0 |
| Est. Let. Month Year                                  | Current Prog. Amt. |   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 0        | 0       | 0        | 0     |   |
| Resulting Amt.  |                    | 0   | 0        | 0     | 0        | 0     | 0        | 0     | 0        | 0     | 0                     | 0   | 0        | 0       | 619,440  | 105,560 | 0        | 0     |   |
| Existing 4 Year Total Amount Programmed in TIP:       |                    |   |          |       |          |       |          |       |          | 0     | Diff. Prop.-Existing= |   | 0        |         |          |         |          |       |   |
| Resulting 4 Year Total Amount Programmed as Proposed: |                    |   |          |       |          |       |          |       |          | 0     | Percent Change:       |   | #DIV/0!  |         |          |         |          |       |   |

# FORM C: ADDENDUM for TIP PROJECT PROPOSALS

**STOP** Complete *Form C: Addendum for TIP Project Proposals* **in its entirety** for proposals which add a project to the TIP, and during the development of a new TIP, for those proposals requesting additional funding to an existing TIP project. Complete only Steps C.1 and C.2 for TIP revision proposals which split an existing project into two or more projects; combine two or more existing projects into one project; or for any proposal which changes the termini of a capacity project any length OR beyond the termini in the environmental document.  
**Also complete Forms A and B for all TIP proposals.**

**?** Goal references refer to the *Project Prioritization Process Guidebook (PPPG)*.

MPO ID#: [redacted] Control Number: [redacted] Project Title: **Luna St. Intersection Improvements**

## STEP C.1 – LEAD AGENCY (PROJECT SPONSOR) INFORMATION

Lead Agency: **Village of Los Lunas** Department: **Community Services**  
 Address: **660 Main St.** Address Line 2: [redacted]  
 City: **Los Lunas** State: **NM** Zip: **87031**  
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**  
 Telephone: **(505) 352-3584** Ext: [redacted] Fax: **(505) 352-3591** Email: **jaramillom@loslunasnm.gov**

## STEP C.2 – ADDITIONAL PROJECT INFORMATION (there are drop-down menus for "County" & "Municipality/Jurisdiction")

### Project Geographic Location Information: **Attach a map showing the location or route of the project.**

County: **Valencia** Municipality/Jurisdiction: **Los Lunas Village**  
 NM Senate District: **29** NM House District: **7**

### Roadway and Bike/Ped Project - Work Characteristics (fill in ALL pertinent information):

What Kind of Roadway is this project on? -Interstate or Expressway -Urban Arterial or Street -Rural Road  
-2 -3 -4 -5 -6 -7 -8 -9+ =number of existing thru traffic lanes

-1 -2 -3 -4 =number of new lanes to be built  
-1 -2 -3 -4 =number of lanes to be reconstructed  
-1 -2 -3 -4 =number of lanes to be rehab/resurf.  
-1 -2 -3 -4 =number of new/reconstr. shoulders  
-1 -2 -3 -4 =number of new/reconstr. medians  
-1 -2 -3 -4 =number of new interchanges  
-1 -2 -3 -4 =num. of new grade separ./bridges

-1 -2 =number of medians to be landscaped  
-1 -2 -3 -4 =number of outer sides to be landscaped  
 - check if bicycle and/or pedestrian elements are included  
-1 -2 =num. of new bike/ped separate trails  
-1 -2 = number of new bike lanes (1 for each side)  
 - length (linear feet) of new bike path bridge(s)  
-1 -2 =num. of new or reconstructed sidewalks (1 for each side)

### ITS - Will this project include any of the following (check ALL boxes that apply):

This is NOT an inclusive or comprehensive list of ITS Architecture project elements, only common ones

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> -Traffic monitoring sensors such as in-pavement loops/acoustic sensors | <input type="checkbox"/> -Traffic signal installation or coord. | <input type="checkbox"/> -ITS integration                     |
| <input type="checkbox"/> -RWIS pavement sensors  | <input type="checkbox"/> -Traffic signal pre-emption            | <input type="checkbox"/> -Message Signs                       |
| <input type="checkbox"/> -Video imaging and/or CCTV  | <input type="checkbox"/> -Traffic signal prioritization         | <input type="checkbox"/> -Transit stops/Rail stations/Airport |
| <input type="checkbox"/> -Remote traffic monitoring  | <input checked="" type="checkbox"/> -Traffic signal upgrade     | <input type="checkbox"/> -Other: [redacted]                   |
|  | <input type="checkbox"/> -Fiberoptic cable and/or connection    |   |

If you checked any box the project most likely will need to be included in the Albuquerque Metropolitan Planning Area ITS Regional Architecture and New Mexico Statewide ITS Architecture before any Federal funds can be expended for any ITS component project element. For information, contact Nathan Masek at (505) 724-3620 or [Nmasek@mrcog-nm.gov](mailto:Nmasek@mrcog-nm.gov)

If "yes", who will be the contact person for data collection? Name: [redacted]  
 Off. Phone: **(505) ###-####** Ext: [redacted] email: [redacted]

If "yes", after contacting the ITS coordinator, is this project included/being added to the ITS Architecture? -Yes -No

## STEP C.3 – PPP – PROJECT PRIORITIZATION PROCESS – TECHNICAL ASSESSMENT INFORMATION

### Project Purpose Type for Technical Assessment (check only ONE box) to categorize the main purpose of the project:

- |   |   |
|---|---|
| <input type="checkbox"/> - Capacity                                   | <input type="checkbox"/> - Freight Movement                                       |
| <input checked="" type="checkbox"/> - Roadway Efficiency Improvements | <input type="checkbox"/> - Safety Improvements                                    |
| <input type="checkbox"/> - Preservation/Maintenance of Infrastructure | <input type="checkbox"/> - Transit (Commuter Rail, Park & Ride, Vehicle Purchase) |
| <input type="checkbox"/> - ITS (Intelligent Transportation Systems)   | <input type="checkbox"/> - Alternate Modes (includes Bike/Ped)                    |
|   | <input type="checkbox"/> - Other: [redacted]                                      |

Describe the project's purpose. **The purpose of this project is the reconstruct and redesign the intersection to accommodate the extensive growth in traffic volumes at the intersection. Improvement of the pedestrian facilities are included considering this intersection is along three school routes.**

### Preservation of Existing Infrastructure: (refer to Goal I. D. of the PPPG)

What percentage of the project is dedicated to preservation of the existing infrastructure? (Reconstruction, rehabilitation, resurfacing, bridge replacement/rehab., vehicle replacement, transit buildings repairs, etc.) % = **80**

-Yes -No Is there a bridge included in this project that is on the NMDOT deficient bridge list that will have those deficiencies addressed to remove the bridge from the deficient bridge listing?

**Safety Improvement Assessment Information:**

-Yes -No Does this project include any "safety strategy" identified in Goal I. B. of the PPPG?

If yes, briefly state the strategies: **Intersection Geometry changes (e.g. reduce crossing distances, change turn radii)**

**acceleration / deceleration lanes**

**safety edges (paved shoulders)**

**Congestion Management Process (CMP) Assessment Information:**

-Yes -No Will this project include any "CMP/Performance strategy" identified in Goal II. F. of the PPPG?

If yes, briefly state the strategies: **expanded traffic signal timing and coordination**

**Traffic signal equipment modernization and surveillance**

**Roadway Signage Improvements**

**Intersection turn lanes (New and Improved)**

**Land Use Conformity Information:**

-Yes -No Does this project pursue a specific priority or recommendation (not a general strategy) in the most specific adopted land use plan for the project area? (see Goal III. C. of the PPPG) If yes, which plan(s)? **2035 MTP**

If yes, please note the page/chapter/section number(s) of the plan(s)? **various**

Explain how the project will fulfill the plan priority or recommendation. **The addition of turn bays on NM-6 mitigates congestion for traffic traveling EB or WB on NM-6 which is a result of using congestion management processes as stated in the CMP toolkit**

**Intermodal Connectivity Information (check ALL boxes that apply):**

Will this project provide a *direct* connection to any of the following?

- ATC (Alvarado Transportation Center)

- Northwest Transit Center

- Southwest Mesa Transit Center

- Tramway & Montgomery Park & Ride

- Tramway & Central Park & Ride

- Uptown Transit Center

- Other ABQ Ride P&R:

- Any New Mexico Rail Runner Express Station

- Any New Mexico Park & Ride Facility

- La Plazuela de Sandoval Park & Ride Facility

- Other Rio Metro P&R:

- Albuquerque International Sunport, DE II Airport or Alexander

Will this project construct or improve any of the following transit facilities?

- Improvements to an Existing Transit Station

- Expanded Park & Ride Facility

- New Park & Ride Facility or Transit Station

- New Transit Service to a Park & Ride Facility

- New Transit Service to a NM Rail Runner Station

- Other:

Does this project incorporate any of the following transit related features?

- New Bus Shelters

- New Queue-Jump Lane for Buses

- New Signal Prioritization Locations

- New Dedicated Lane for Transit

- New Transit Service to a NM Rail Runner Station

- Other:

Does this project incorporate any of the following bicycle & pedestrian features?

- New Bike Lanes

- New Bike or Multi-Use Trail

- New Sidewalks (where none existed before)

- Widened Sidewalks or Bike Lanes or Multi-Use Path

- Compliance to ADA standards (*where it was noncompliant*)

- Other New B/P features:

**Freight Movement Assessment:**

-Yes -No Will this project specifically involve or benefit freight movement (truck or rail)? (see Goal III.B. of PPPG)

If yes, please describe and identify the strategies:

**Air Quality Information for Transit projects:**

For the PPP, MPO staff will use the standard regional transit mode share percentage unless your agency provides a different percentage. Enter percentage here.  %

If providing a different percentage, what is the source of that percentage?

-Yes -No Is this a park & ride lot? If yes, for approximately how many parking spaces?

-Yes -No Is this project an expansion of transit service? If yes, describe the proposed increase in transit service frequency (headways) and geographic area(s) to be served by the expanded service.

**Air Quality Information for Bicycle/Pedestrian projects:**

What is the closest "Principal Arterial" that approximately parallels the proposed bicycle/pedestrian facility?

**NM 314**

For the PPP, MPO staff will use the standard regional bicycle/pedestrian mode share percentage to calculate the expected mode shift from vehicle to bike/ped unless your agency provides a different percentage. Enter percentage here. [redacted] %  
If providing a different percentage, what is the source of that percentage? [redacted]

#### STEP C.4 – QUALITATIVE INFORMATION

**Regional Significance:** Describe, if applicable, the regional/metropolitan significance of this project. **NM 6 at this intersection carries a lot of local traffic as well as regional traffic. People traveling to Belen, Bosque Farms, and Peralta all take this route to and from Interstate 25. Improving the Level of Service of this intersection is crucial to improving regional traffic.**

**Local Significance:** Describe, if applicable, the value of this project to the local community. **Similar to the paragraph above, NM 6 is the most important road for the residents of Los Lunas. Improving the Intersection of Luna St. and NM 6 will greatly benefit all NM-6 drivers. Solomon Luna High School is located at the corner of this intersection, so improving the pedestrian facilities at the intersection would be a huge step the keeping children safe.**

**Environmental Justice (EJ) & Minority Communities Significance:** Describe, if applicable, the impact and/or benefits of this project to EJ communities. **50.1% - 75% minority & >100% MHI Vs. CIA**

**Land Use Significance:** Describe, if applicable, any land use changes likely to result from this project. This can include any development likely to occur as a direct result of the project. **N/A**

**Private Sector Involvement:** Explain, if applicable, any private sector involvement in the development and/or implementation of this project. Be sure any costs to be paid by a private developer are included in the funding chart for this project. **No Private Sector Involvement**

#### STEP C.5 – (Optional) ADDITIONAL INFORMATION – **please provide any other information pertinent to this project.** (Supplemental documentation may also be submitted separately with this application.)

**Improvements to the intersection are already in the 30% design stage. Attached is a PDF titled "H101-20\_segment 3-1" to show you the design efforts.**

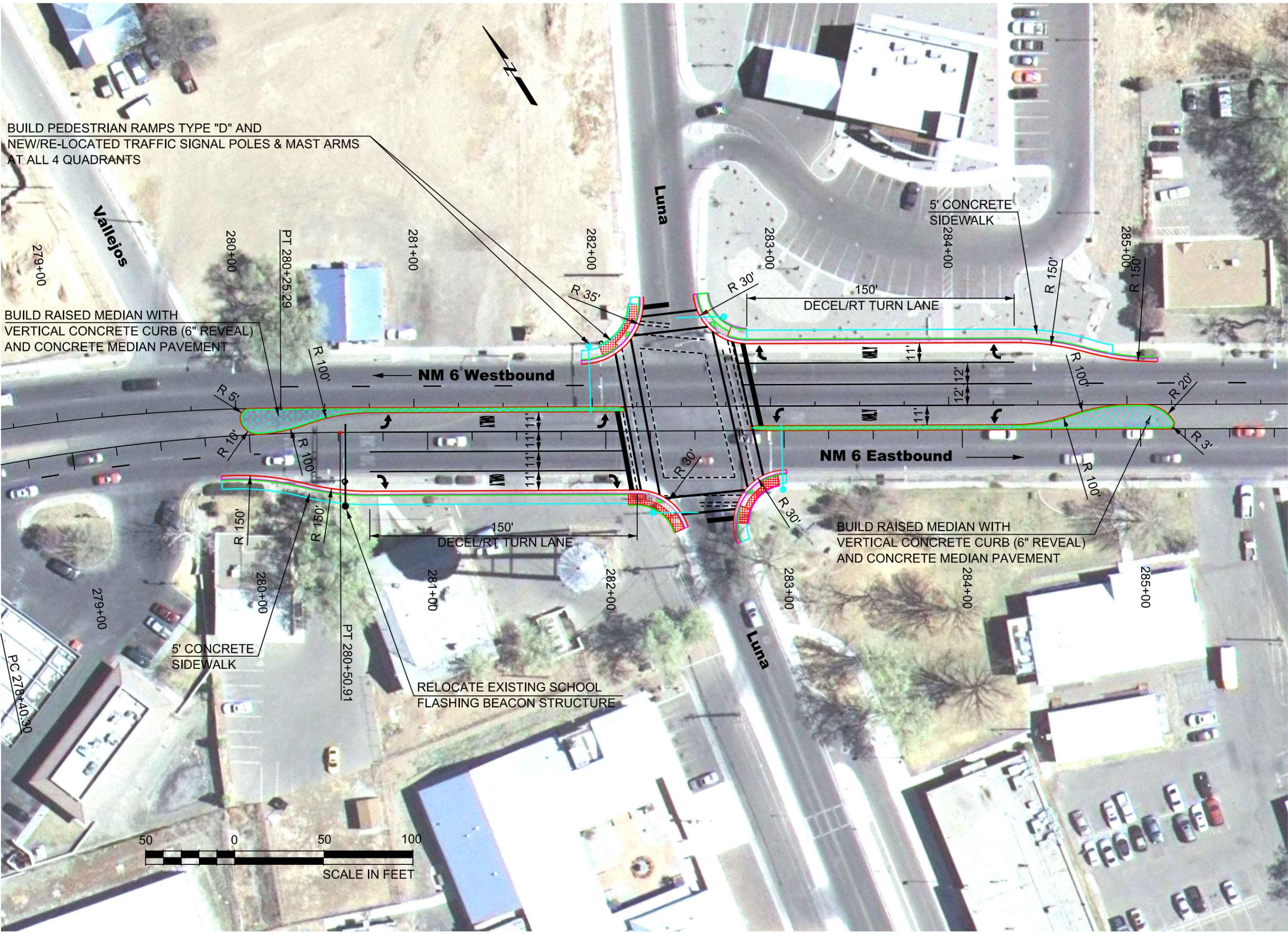


BUILD PEDESTRIAN RAMPS TYPE "D" AND  
NEW/RE-LOCATED TRAFFIC SIGNAL POLES & MAST ARMS  
AT ALL 4 QUADRANTS

BUILD RAISED MEDIAN WITH  
VERTICAL CONCRETE CURB (6" REVEAL)  
AND CONCRETE MEDIAN PAVEMENT

BUILD RAISED MEDIAN WITH  
VERTICAL CONCRETE CURB (6" REVEAL)  
AND CONCRETE MEDIAN PAVEMENT

RELOCATE EXISTING SCHOOL  
FLASHING BEACON STRUCTURE





## **PROJECT IDENTIFICATION FORM (PIF)**

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** November 14, 2014                      2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No.    **If phased:** -
4. **Sponsoring public entity:** Village of Los Lunas    5. **Project Name:** Huning Ranch Parking Lot  
*Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.*
- 
6. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 2015/007
7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.  
**If yes, which document (MTP/SLRP/TTP/etc.):** Huning Ranch Area Plan, 2007
8. **Is the project in the TIP/STIP?** No. **If yes, year(s):** -    **Control #:** -
9. **Is the project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):** -  
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*
- 
10. **County:** Valencia    11. **US Congressional District:** 2
12. **New Mexico House District:** 8                              13. **New Mexico Senate District:** 30
- 
14. **Contact Person and/or PDE:** Ray Chavez, P.E.
15. **Address:** 7500 Pan American Freeway NE, Building B, Albuquerque, NM 87109
16. **Phone:** (505) 798-6708    17. **Fax:** -    18. **E-mail:** ray.chavez2@state.nm.us
19. **MPO or RTPO:** Mid-Region RTPO                      20. **NMDOT District #:** 3
- 

### **Project Description**

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

Huning Ranch Park is a 3200 square foot outdoor recreation area in west Los Lunas. The proposed project adds a parking lot to this rapidly growing area for users of the park, future sports complex, and a number of multiuse trails throughout the neighborhood.

22. **Select an Improvement Type for the project: 44 Other**

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: 44 Other - Capacity for Neighborhood and Park parking

## Project Details (fill out where applicable)

23. **Route # (or Street) Name:** Huning Ranch Lp 24. **Length (mi.):** 0.07

25. **Begin mile post/intersection:** 0.24 miles south of NM 6      26. **End mile post/intersect.:** 0.30 miles south of NM 6

27. **Directions from nearest major intersection or landmark:** From I-25/NM6, head west on NM 6 and make the second left (Huning Ranch Lp). Head south on Huning Ranch Lp approximately 0.25 miles and the park is on the right.

28. **Google Maps link (see tutorial for help):** <https://goo.gl/maps/d10n0>

29. **Roadway FHWA Functional Classification(s):** Minor Collector

## Funding Information

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

**In the table below, please itemize the total project cost by type and funding source.**

|                             | Federal   | State    | Local*   | Tribal   | Other    |                  |
|-----------------------------|-----------|----------|----------|----------|----------|------------------|
| 31. Environmental/Planning  | \$32,296  | \$Amount | \$5,504  | \$Amount | \$Amount |                  |
| 32. Preliminary Engineering | \$16,148  | \$Amount | \$2,752  | \$Amount | \$Amount |                  |
| 33. Design                  | \$59,210  | \$Amount | \$10,090 | \$Amount | \$Amount |                  |
| 34. Right-Of-Way            | \$Amount  | \$Amount | \$Amount | \$Amount | \$Amount |                  |
| 35. Construction            | \$393,024 | \$Amount | \$66,976 | \$Amount | \$Amount | <b>Total</b>     |
| 36. Other Process           | \$Amount  | \$Amount | \$Amount | \$Amount | \$Amount | <b>\$586,000</b> |

\* 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.**

37. **Public Involvement:** To be started March, 2016

38. **Right of Way:** To be started March, 2016

39. **Design:** To be started March, 2016

40. **Environmental Certification\*\*:** To be started March, 2016

- 41. **Utility Clearances:** To be started March, 2016
- 42. **ITS Clearances:** To be started March, 2016
- 43. **Railroad Clearances:** To be started March, 2016
- 44. **Other Clearances:** To be started March, 2016

\*\* 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 Public Agency Handbook.**

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## 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 or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

- 45.  **Economic Vitality:** Type explanation.
  - 46.  **Safety for Motorized and Non-motorized Users:** Type explanation.
  - 47.  **Security for Motorized and Non-motorized Users:** Type explanation.
  - 48.  **Accessibility and Mobility of People and Freight:** Type explanation.
  - 49.  **Environment, Energy Conservation, Quality of Life:** Type explanation.
  - 50.  **Integration and Connectivity:** Type explanation.
  - 51.  **System Management and Operation:** Type explanation.
  - 52.  **System Preservation:** Type explanation.
- 

## REQUIRED DISTRIBUTION

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



## **RECREATIONAL TRAILS PROGRAM (RTP) APPLICATION**

**INSTRUCTIONS: Applicants are required to read through the FFY16/17 New Mexico RTP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, complete this RTP application form and submit both forms to your MPO/RTPO.**

### **Introduction**

As outlined in the FFY16/17 NM RTP Guide, this application will be completed by entities applying for RTP funds, and used by the Recreational Trails Advisory Board (RTAB) to score and rank projects submitted for RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding.

Please refer to the FFY16/17 New Mexico RTP Guide when filling out this application. The Guide provides information on the application questions, the overall RTP process, eligible entities, and eligible projects. *Before submitting an application, if within an RTPO area, applicants are required to complete the PFF process and must have District recommendation. If within an MPO area, please first consult with your MPO planner to ensure project feasibility and eligibility.*

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### **Basic Project Information**

A. Date of Submittal: November 14, 2014

B. Sponsoring entity and type (Non-profits must partner with a governmental entity): Village of Los Lunas

C. Project Name: Huning Ranch Park Improvements

D. Project Category from section G (page 8) of the NM RTP Guide (enter only one number, from 1-5):

Category 4

E. Enter the estimated number of people the proposed project will serve. 18,750

F. Project Trail Length: n/a

G. Project Location: In the Huning Ranch Subdivision in west Los Lunas. See attached vicinity map.

H. If located within an RTPO area, was the project recommended by the District Representative via the PFF process? n/a

I. Total amount of RTP funding requested (do not include local match or other sources of funding). Please indicate separate amounts for FFY16 (design and certifications) and FFY17 (construction):

FFY16 \$107,654

FFY17 \$393024

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### **Planning**

The Planning factor is intended to ensure that RTP projects are consistent with adopted plans and policies. If the RTP project is identified in an adopted local, regional or state plan, study or other document, this indicates a level of public involvement and support for the project. In addition to completing this section of the application, applicants must provide a copy of the title page of the plan and page(s) identifying the proposed RTP project(s) (do not attach the entire document). Proposed RTP

projects identified in plans receive 2 points per plan, with a maximum of 8 points available (meaning the project is listed in 4 documents). If your project is in an MPO area, the MTP may not be used to score planning points, as it is a minimum requirement that the project be consistent with the MTP. State or Federal natural resource or public land agency applications for maintenance projects that do not disturb new ground; purchase of equipment; educational programs; or construction projects located entirely within the agency's jurisdiction and not connected to a Federal-Aid transportation facility are expected to conform **at a minimum** with the agency's own Management Plan for an automatic 4 points. If the project involves a partnership with another entity and therefore also conforms to other entity plans, the projects may earn additional points accordingly, up to the established maximum of 8 points (meaning the project is listed in the agency's own Management Plan and 2 additional documents).

## Planning

This project is consistent with the Huning Ranch Area Plan adopted in 2007. The plan describes future plans for an extensive system of recreational trails and parks covering an area of about 47-acres. The system of trails and parks will attract Valencia County residents, many of which would commute to the parks and will require parking. The increased parking in this area will allow for the increasing number of users of the trails.

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## Partnerships

Partnerships are essential to the success of RTP projects and partners must indicate their level of commitment to the project. A commitment can include materials, staff time, volunteer labor or other resources. It is feasible that the commitment can count towards the required local match; however, this needs to be outlined in the application proposal. Each letter of commitment from a project partner is awarded 2 points per letter, with a maximum of 8 points available (meaning there are 4 letters).

## Partnerships

Historically, the Huning Ranch Homeowners Association has been highly involved in each project concerning the neighborhood. Although this project will be located on Village property, the Huning Ranch HOA will help contribute to the success of the project in ways including spreading awareness throughout the Village.

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## Additional Scoring Factors

Beyond planning and partnerships, RTP projects are evaluated on the following considerations, which are adapted from the "planning factors" outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 3 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.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal 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. Compatibility and Safety of Users**

*Most recreational trails will have a variety of uses, including, but not limited to bicycling, mountain biking, cross-country skiing, hiking/jogging/fitness, nature trail activities, equestrian, snowmobiling, and/or motorized uses such as motorcycle or OHV. Therefore, it is critical to encourage responsible use by different user groups. The project can include etiquette signage and pavement markings to encourage trail sharing by different types of users. Safety is also critical as users will not utilize a trail perceived as being unsafe. Examples of safety factors include lighting and in some case, a trail patrol program. Educational programs such as off-highway vehicle safety are also eligible projects.*

The system of trails throughout the neighborhood and through the park is designed to only accommodate non-motorized modes of transportation. Residents of Los Lunas from east of I-25 have to drive to the park to take advantage of the amenities and trails. Adding a parking lot will prevent parking on the street and throughout the neighborhood and would accommodate more visitors as the trails and parks grow. An organized and designated parking space make users more comfortable in a recreational environmental.

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### **2. Health and Quality of Life**

*One of the goals of the NMDOT RTP is to improve the health and quality of life for New Mexicans by increasing recreational opportunities within and around communities. Projects can provide a broad array of quality-of-life improvements, such as access to culturally or historically significant sites, or improved community health resulting from increased infrastructure for recreational bicycling and walking. Examples of such projects could include an urban trail that increases multi-modal access to a school, thus reducing motor vehicle congestion, improving air quality and providing opportunities for daily physical activity, which helps improve quality of life and overall community health. An example of a motorized project is a snowmobiling trail that provides recreational opportunities in winter months or a motocross track geared towards teenagers on the outskirts of a community.*

Adding a large parking lot to the Huning Ranch Park would allow residents who don't live near the park to take advantage of the many multi-use trails and other park amenities. Otherwise, the park seems more like a neighborhood park, rather than the outdoor sports complex that the Village wants it to be.

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### **3. Protection and Enhancement of the Environment**

*This factor emphasizes how RTP eligible projects can protect and enhance the environment, including the re-design, reconstruction, non-routine maintenance, or relocation of trails in order to mitigate and minimize impact to the natural environment. Projects may promote environmental conservation in diverse ways, from reducing motorized vehicle usage, to erosion control improvements. An example is construction of an OHV trail to minimize environmental impacts on other areas. An example of a non-motorized project is an urban trail that increases pedestrian and bicycle access to a school, thus reducing motor vehicle congestion, and improving air quality around the school.*

The proposed parking lot will be a base course surface, which would allow some infiltration of rainwater. Erosion control and natural landscaping will surround the parking lot.

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### **4. Protection and Enhancement of the Environment**

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

The infiltration of the parking lot will allow the park to harvest some of the rainwater and the rest will go to the pond onsite.

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

Keeping the vehicles off of the street and in away from residents, would make the community comfortable with the sports complex in the neighborhood. This would also provide organization of where the various multi-use trails start and stop.

*Please explain how your RTP 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.*

The Village is planning to make this park into an outdoor recreational sports complex and that will require additional parking onsite.

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## **5. Efficient System Management and Operation**

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

Providing a parking lot at this park will allow organization of vehicles when Los Lunas residents from east of I-25 want to enjoy the amenities at Huning Ranch Park. The parking lot will also provide a clear point where the park's and neighborhood's system of multiuse trails begins and ends. Since the parking lot will be similar to the small parking lot to the northwest, the maintenance will be similar for the Village. The addition of natural landscaping and erosion control on the project will help keep maintenance minimal.

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## **6. System Preservation**

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

The parking lot is meant to enhance the existing infrastructure allowing more people to enjoy the trails and park amenities. The trails and park amenities won't be changed with this project, but the parking lot will provide organization to the park and trail system.

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## **Application Submission**

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM RTP Guide for a list of contacts.

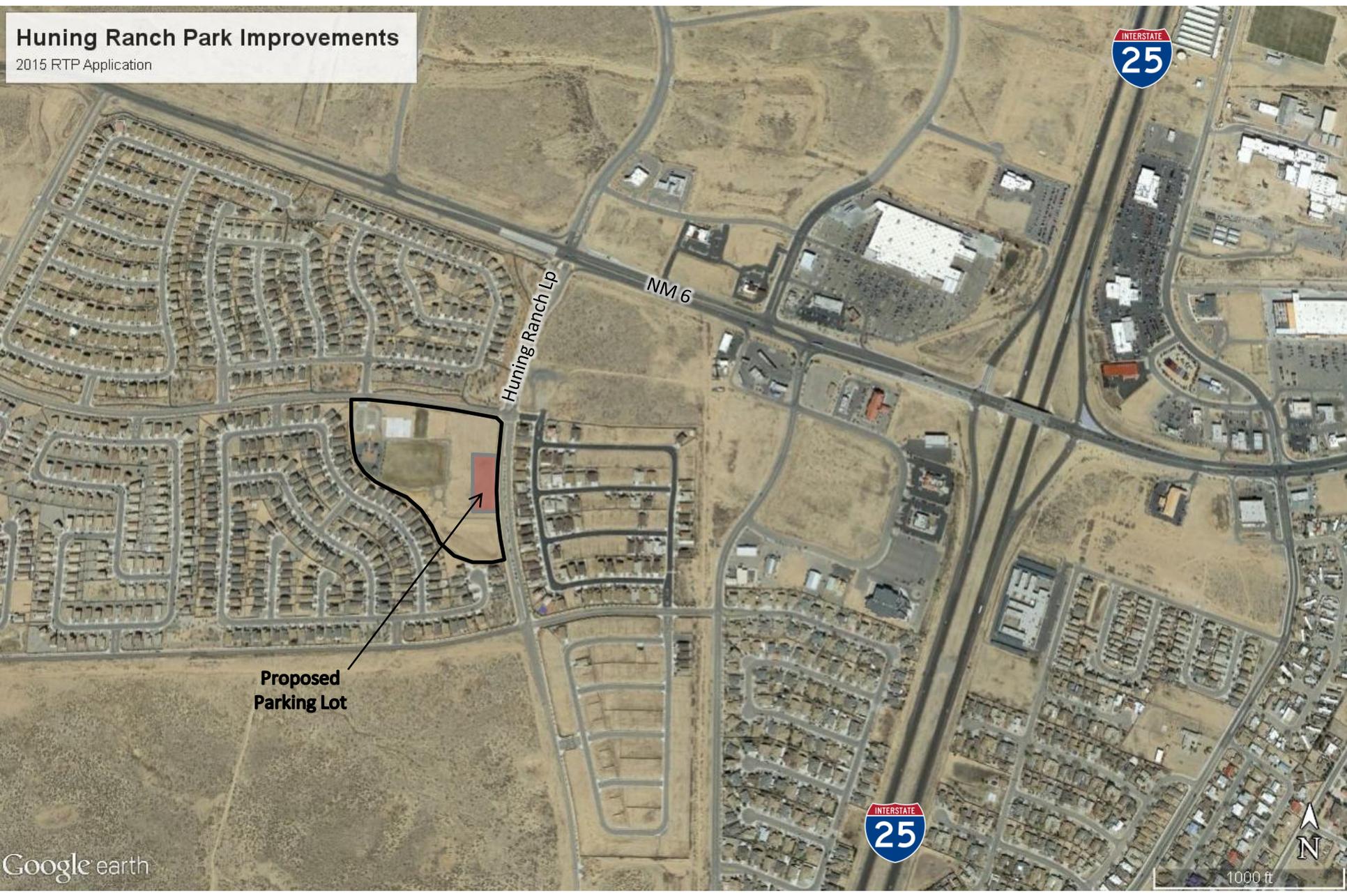
Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT RTP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM RTP Guide.)
4. Letter(s) of concurrence from the jurisdiction(s) with ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.

Figure A: Vicinity Map

# Huning Ranch Park Improvements

2015 RTP Application



Proposed  
Parking Lot



1000 ft

Figure B: Conceptual Map - August 1, 2008

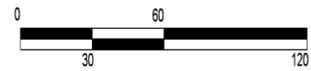
2701 MILES RD SE  
ALBUQUERQUE, NM 87106  
TEL: 505 242-5700  
FAX: 505 242-0673



MOLZEN-CORBIN  
& Associates  
ENGINEERS/ARCHITECTS/PLANNERS

KEYED NOTES

- 1.TENNIS COURTS
- 2.PARKING
- 3.BUS PARKING/LOADING
- 4.SPECIAL EVENT PARKING/LOADING
- 5.PAVED WALKING TRAIL & SERVICE ROAD
- 6.PICNIC TABLES
- 7.PAVILION
- 8.MULTI-PURPOSE FIELD
- 9.TURF GRASS
- 10.PARK LANDSCAPE
- 11.VOLLEYBALL COURTS
- 12.BASKETBALL COURTS
- 13.5-12 YEAR OLDS' PLAYGROUND
- 14.2-5 YEAR OLD'S PLAYGROUND
- 15.RESTROOM S
- 16.STORAGE
- 17.VIEWING MEADOW
- 18.ACCESS ROAD
- 19.RESIDENTIAL PLOTS
- 20.DRAINAGE POND



SCALE 1" = 60'

SUNDANCE MULTI-PURPOSE PARK  
LOS LUNAS, NEW MEXICO

