



H U N I N G R A N C H
L O S L U N A S , N E W M E X I C O



HUNING RANCH

Area Plan

Adopted

March 8, 2007

Prepared For:

CURB SOUTH

Prepared By:

Consensus Planning, Inc.

302 8th Street NW / Albuquerque, NM 87102

Wilson and Company, Inc.

2600 American Road SE, Suite 100 / Rio Rancho, NM 87124

Easterling Consultants

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GND, LLC

5641 Paradise Blvd. NW / Albuquerque, NM 87114

HUNING RANCH AREA PLAN

A PLANNED UNIT DEVELOPMENT

LOS LUNAS, NEW MEXICO

Introduction

Huning Ranch is a 2,197-acre Planned Unit Development and master planned community at the base of the Cerro de Los Lunas. The property was once part of the San Clemente Land Grant of 1716, and has been owned by the Huning family for many decades. This project will contain residential neighborhoods/villas of varying densities and architectural designs, an age-restricted active-adult community, commercial services, an extensive trail and open space network, neighborhood and community parks, and religious facilities. This Area Plan strives to recognize the important history of the land through sensitive land treatment, aesthetically pleasing and environmentally appropriate design, amenities, and resource conservation. The Huning Ranch developer, Curb South, is committed to providing future residents and the Village of Los Lunas with a quality development that will enhance the Village economically and blend with Los Lunas' tranquil setting.

Huning Ranch has been annexed by the Village and approved as a Planned Unit Development with the establishment of SU zoning pursuant to the Los Lunas Zoning Ordinance. This document contains details of the Planned Unit Development, including development standards and land use descriptions. The Village of Los Lunas has approval authority for subsequent subdivisions and site plans within the Huning Ranch Area Plan.

Development of Huning Ranch will be phased over an approximate 8-10-year period. Detailed engineering and design work will accompany each phase as subdivisions are submitted to the Village for review.

Development Philosophy

The Village of Los Lunas occupies a special place within the Middle Rio Grande region. It contains areas that are crucial to the historical, cultural, and social fabric of the region. By virtue of its proximity to the Albuquerque Metropolitan Area, and its young growing population, it is positioned to be a

high growth area. Huning Ranch can help meet the future development needs of the Village. Huning Ranch offers opportunities for the Village to:

- expand its property tax and gross receipts tax base;
- expand customer base for local businesses and services;
- increase the diversity of residential product types;
- provide active-adult housing through a progressive mixed-use, age-restricted community;
- expand and enhance recreational, religious and educational facilities; and
- provide attractive neighborhoods to accommodate Village growth.

The Cerro de Los Lunas is the dominant landform adjacent to the Rio Grande valley. The protection of this majestic and symbolic landform, which provides Los Lunas residents and travelers along I-25 with a firm sense of place and visual interest, is critical to the success of this community. No building will take place on the Cerro above the 5,450-foot elevation line. A preliminary archaeological assessment has been conducted and has resulted in the identification of cultural resources on the cerro. These resources will be protected from development and left undisturbed as open space.

The developers seek the continuing approval and support of the Village and its residents. An explicit goal for Huning Ranch is that it not be a distant, separated satellite community of Los Lunas or Albuquerque. Rather, integration with, acceptance by, and involvement of the Village of Los Lunas is a desired outcome.

Open Space and Recreation

Huning Ranch will be designed and oriented with an open space and trail network that encourages active and passive recreation, and connectivity between neighborhoods, schools, and commercial areas. This open space and trail network is also supplemented with a large 47 acre community park, a community center site, private recreation centers in the active adult community, and neighborhood parks of varying sizes that will contribute greatly to recreational opportunities for current Los Lunas residents as well as future residents of

Huning Ranch. The trail system provides a direct connection to the 47-acre park and open space.

Recreational opportunities are enhanced by the pedestrian orientation of Huning Ranch. A recent homebuyer survey conducted by the Urban Land Institute showed that open space and trails rank high among prospective homebuyers. The design of streets, neighborhoods, and landscaping will be conducive to pedestrians and other non-vehicular modes of transportation. The active-adult community will incorporate grid street patterns, greenways, and trails that incorporate into a central park and recreation center. The progressive street design, along with mixed housing options, will enhance the community character and provide an inviting pedestrian environment that promotes active lifestyles and healthy communities. Curb South may work with another developer on the active-adult portion of the development.

The project team has met with the Village Administration to determine current recreational needs of the Village so that these park facilities can be designed and programmed to meet the recreational desires of Los Lunas residents. Three school sites, two elementaries and a middle school, are included in the development plan. Coordination with the Los Lunas School District will continue in order to ensure that the identified locations are appropriate as the area builds out. School locations are subject to change due to continuing input from the Los Lunas School District.

Residential Neighborhood Character

Each residential neighborhood/villa will have a unique identity that will be established through tailored development standards, subsequent design guidelines administered through the established Huning Ranch Owner's Association, Inc., and signage parameters. This approach will enable Huning Ranch to carve out its own identities and niches within the overall context of the Village of Los Lunas, thereby avoiding the generic, sterile, cookie cutter appearance found in subdivisions elsewhere. Huning Ranch will address all aspects of the housing market, from the first-time homebuyer, to premium upper end homes, to mixed density neighborhoods, to age-restricted senior citizen neighborhoods. Multiple homebuilders will typically be active at Huning Ranch during most

phases, including small local builders in addition to larger national homebuilders. The residential areas will vary by density as well, providing maximum opportunities for housing choices for Los Lunas residents.

Review and Approvals

An internal Huning Ranch Architectural Control Committee (HRACC) was established within the Master Declaration of Covenants, Conditions, Restrictions, and Easements for Huning Ranch. Additional restrictions may be established through supplemental declarations for each new subdivision or community. The Village of Los Lunas will also review and approve subdivisions and site plans to ensure that proposals conform to the development standards as outlined in this Planned Unit Development package and other Village regulations.

Features of Huning Ranch and their Impacts on Los Lunas

Population

It is projected that an approximate population of 18,750 people will reside in Huning Ranch once build-out is achieved.

Land Uses

The area plan graphic for Huning Ranch is shown on the following page. This plan shows the location of all the land use areas anticipated within the Ranch. The table that follows includes the different land uses proposed for Huning Ranch, including acreage and percentage shares of the entire 2,197 acres. A balance among land uses is desired so that residents can live, play, shop, attend school or religious facilities, and work without driving long distances. This full complement of land uses will be developed in distinct architectural styles identifying the various neighborhoods, and with varying densities.

Los Morros Business Park is located directly across Highway 6 and is expected to continue to develop with a variety of commercial and manufacturing enterprises that could potentially employ many future Huning Ranch residents. Los Morros Business Park already includes several large employers and a regional shopping facility to complement the uses planned at Huning Ranch.

IR
HUNTING RANCH
 LOS LUMAS, NEW MEXICO

COMMUNITY FACILITIES PLAN

- Schools
- Community Center
- Proposed Police Station
- Proposed Fire Station
- Public Parks
- Open Space
- Toilets / Showers
- Trailhead
- Prime Areas

Prepared for:
Curb South
 3140 San Francisco NE / Albuquerque, NM 87109

Prepared by:
Consensus Planning, Inc.
 302 English Street NW / Albuquerque, NM 87102

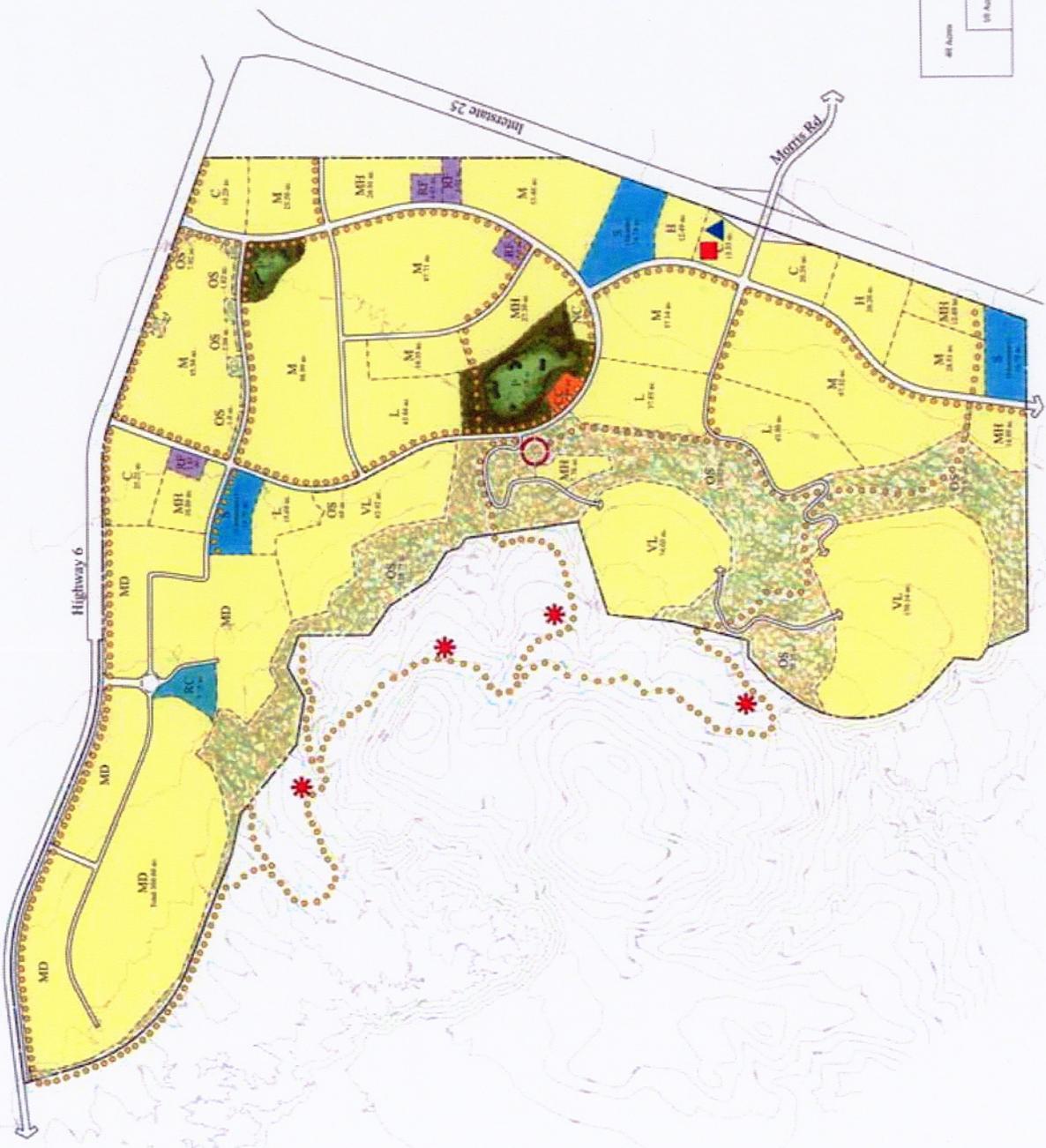
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Scale 1" = 400'
 0 200 400 800
 Feet
 January 30, 2007



Consensus
 Planning, Inc.

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:	Huning Ranch Park Improvements	
3	Beg. Terminus (southernmost/westernmost pt):	Huning Ranch Loop east (0.30 miles south of NM 6)	
4	End Terminus (northernmost/easternmost pt):	Huning Ranch Loop east (0.25 miles south of NM 6)	
5	Project Description/Scope of Work:	Adding a parking lot to Huning Ranch Park for trail and park users.	
6	Existing Total Estimated Project Cost in TIP:	Revised Total Estimated Project Cost (if changing OR new project):	\$586,000
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 <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 <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 2016 Preliminary Engineering: FY 2016 Design: FY 2016 Right-of-Way: FY 2017 Estimated Letting Date: FY 2017 Project Completion: FY 2017	To Be Completed by MPO Staff <input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP? <input type="checkbox"/> -Is this project CMAQ Eligible? <input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive? <input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"? 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: #REF1 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					32,296	5,504										
		+Prop Rev																
		=Result	0	0	0	0	32,296	5,504	0	0	0	0	0	0	0	0	0	0
		Resulting Amt.	0	0	0	0	32,296	5,504	0	0	0	0	0	0	0	0	0	0
PE & Design		TIP Amt					75,358	12,842										
		+Prop Rev																
		=Result	0	0	0	0	75,358	12,842	0	0	0	0	0	0	0	0	0	0
		Resulting Amt.	0	0	0	0	75,358	12,842	0	0	0	0	0	0	0	0	0	0
Utilities		TIP Amt							8,544	1,456								
		+Prop Rev																
		=Result	0	0	0	0	0	0	8,544	1,456	0	0	0	0	0	0	0	0
		Resulting Amt.	0	0	0	0	0	0	8,544	1,456	0	0	0	0	0	0	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							384,480	65,520								
		+Prop Rev																
		=Result	0	0	0	0	0	0	384,480	65,520	0	0	0	0	0	0	0	0
		Resulting Amt.	0	0	0	0	0	0	384,480	65,520	0	0	0	0	0	0	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	0	0	0	
Existing 4 Year Total Amount Programmed in TIP:			0		Diff. Prop.-Existing=		586,000											
Resulting 4 Year Total Amount Programmed as Proposed:			586,000		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: **Huning Ranch Park 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:
 City: **Los Lunas** State: **NM** Zip: **87031**
 Contact Person: **Michael Jaramillo** Title: **Director of Community Services**
 Telephone: **(505) 839-3840** Ext: Fax: **(505) 352-3580** 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 type="checkbox"/> -2 <input type="checkbox"/> -3 <input type="checkbox"/> -4 =number of lanes to be rehab/resurf.	<input 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 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: |
| | <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

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 checked="" type="checkbox"/> - Other: Recreational Trails/Park |

Describe the project's purpose. **The purposed of this project is to provide additional parking for the increased number of park and trail users as the Huning Ranch Park expands.**

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.) **% = 0**

-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: **Off-street parking**

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)? **Huning Ranch Area Plan**

If yes, please note the page/chapter/section number(s) of the plan(s)? **pg. 1&2: Recreation**

Explain how the project will fulfill the plan priority or recommendation. **The future plan of the Huning Ranch area is to create a large system of recreational trails and parks covering approximately 47-acres. With the future expansion, increased capacity for parking is a necessity.**

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: [redacted] |
| <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: [redacted] |
| <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: [redacted] |

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: [redacted] |

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 type="checkbox"/> - 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 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. [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. **Huning Ranch Park is planned to become an outdoor recreational sports complex and the largest recreational area on the west side of Los Lunas. As a whole, the Huning Ranch area will become an active community with a "trail system providing a direct connection to the 47-acre park and open space", stated from the 2007 Huning Ranch Area Plan (pg.1-2). This invites the region increased opportunities for recreation and grow as a tourist attraction, as the planned trail connect to El Cerro Hill.**

Local Significance: Describe, if applicable, the value of this project to the local community. **With the addition of a parking lot, users of the park will likely stay away from parking along streets in the neighborhood, making residents feel safer and the neighborhood private. The Huning Ranch Area Plan show the intention of expanding the neighborhoods on the west side of I-25, meaning more users of the park and increased need for organized parking. Although the Activity Density for this area is low, the growth in this area is projected to grow >200% between 2008-2035.**

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. Increased parks and recreational activities tend to bring economic development.**

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. **This project is consistent with the Huning Ranch Area Plan in that expansion of the park would, consequently, lead to the expansion of trails and recreational activities throughout western Los Lunas.**

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.)



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:** Jubilee Recreational Trail Connection

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 #:** 2015/20

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

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.**

Currently, there is a gap between a recreational trail at the Jubilee subdivision and the Huning Ranch subdivision in west Los Lunas. This project aims to close the gap with a paved recreational trail. Lighting improvements will also be added to these trails.

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

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: -



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.*

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: Jubilee Recreational Trail Connection
- D. Project Category from section G (page 8) of the NM RTP Guide (enter only one number, from 1-5):
Category 2
- E. Enter the estimated number of people the proposed project will serve. 18,750
- F. Project Trail Length: 1500 ft
- G. Project Location: 1.10 miles from the NM6 and I-25 interchange. See 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 \$43,062
- FFY17 \$153,792
-

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 park covering an area of about 47-acres. This project makes a connection between two separate trails and increases the amount of opportunities for physical activity.

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

The communities of Huning Ranch and Jubilee have, historically, been highly involved in the projects around the neighborhood.

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.

This trail connection is an off-street recreational trail along NM 6 and it connects two other off-street trails together. Users tend to feel safer when the recreational trail is less likely to be encountered by a motor vehicle. The use of motorized vehicles on the path will be prohibited, making the only traffic conflicts between bicyclists and pedestrians.

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.

Connecting the trails in front of the Huning Ranch subdivision and the trails in front of the Jubilee subdivision will provide an increase in the amount of physical activity opportunities. The Jubilee residents will now have a non-motorized way of reaching the largest recreational park in west Los Lunas, which will eventually become a sports complex and civic activities hub. The connection also builds on to the recreational trail system covering approximately 47-acres of parks and open space, which is what is planned in the Huning Ranch Area Plan.

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.

This project encourages non-motorized activity in the area, reducing the amount of emissions in the neighborhoods. The trails will have natural landscaping and erosion control where excess runoff is expected to travel. Although the traffic volumes in this area do not cause much congestion, as the neighborhoods expand the traffic flows will rise and NM 6, in this area, is a two-lane road. Adding an opportunity for alternate modes of transportation will help reducing congestion in the future.

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.

Providing an alternate mode of transportation throughout the west side of Los Lunas will reduce the amount of emissions from motor vehicles and improve the air quality around the neighborhoods.

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

This connection between recreational trails increased the amount of physical activity opportunities within the neighborhood. The trail will allow Jubilee subdivision residents to have a non-motorized route to the Huning Ranch Park, which is planned to become a large sports complex and hub for civic and recreational activities.

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.

According to the Huning Ranch Area Plan, this area of Los Lunas will be home to and 47-acres of recreational trails, parks, and open space. This trail connection extends the existing trail network and adds to what will be the system of recreational trails.

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.

Maintenance of the trail connection will be the same as the surrounding trails for convenience and ease. The natural landscaping will keep the required maintenance minimal.

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.

This connection will allow more opportunities for use of the surrounding trails. The existing gap makes it hard for users of the Huning Ranch trail and the Jubilee trail to take advantage of the all the trails in west Los Lunas.

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.

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** NM 6 24. **Length (mi.):** 1.3
25. **Begin mile post/intersection:** 31.05 26. **End mile post/intersect.:** 32.31
27. **Directions from nearest major intersection or landmark:** From the I-25/NM6 Interchange, go west on NM 6 to the intersection of NM 6 and Huning Ranch Lp east (EOP). Continue on NM 6 for 1.3 miles to Jubilee Blvd (BOP).
28. **Google Maps link (see tutorial for help):** <https://goo.gl/maps/dXkQo>
29. **Roadway FHWA Functional Classification(s):** Minor Arterial
-

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	\$12,919	\$Amount	\$2,201	\$Amount	\$Amount	
32. Preliminary Engineering	\$6,459	\$Amount	\$1,101	\$Amount	\$Amount	
33. Design	\$23,684	\$Amount	\$4,036	\$Amount	\$Amount	
34. Right-Of-Way	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
35. Construction	\$153,792	\$Amount	\$26,208	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	\$230,400

* 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.**

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.

Figure A: Vicinity Map



Jubilee Recreational Trail

Proposed Connection

Huning Ranch Recreational Trail

Huning Ranch Lp west

Huning Ranch Lp east

NM 6

INTERSTATE 25

© 2014 Google

Google earth

1991

Imagery Date: 3/8/2014 34°49'04.52" N 106°46'34.42" W elev 5025 ft eye alt 15230 ft



H U N I N G R A N C H
L O S L U N A S , N E W M E X I C O



HUNING RANCH

Area Plan

Adopted

March 8, 2007

Prepared For:

CURB SOUTH

Prepared By:

Consensus Planning, Inc.

302 8th Street NW / Albuquerque, NM 87102

Wilson and Company, Inc.

2600 American Road SE, Suite 100 / Rio Rancho, NM 87124

Easterling Consultants

3613 NM 528 NW, Suite E-2 / Rio Rancho, NM 87124

GND, LLC

5641 Paradise Blvd. NW / Albuquerque, NM 87114

HUNING RANCH AREA PLAN

A PLANNED UNIT DEVELOPMENT

LOS LUNAS, NEW MEXICO

Introduction

Huning Ranch is a 2,197-acre Planned Unit Development and master planned community at the base of the Cerro de Los Lunas. The property was once part of the San Clemente Land Grant of 1716, and has been owned by the Huning family for many decades. This project will contain residential neighborhoods/villas of varying densities and architectural designs, an age-restricted active-adult community, commercial services, an extensive trail and open space network, neighborhood and community parks, and religious facilities. This Area Plan strives to recognize the important history of the land through sensitive land treatment, aesthetically pleasing and environmentally appropriate design, amenities, and resource conservation. The Huning Ranch developer, Curb South, is committed to providing future residents and the Village of Los Lunas with a quality development that will enhance the Village economically and blend with Los Lunas' tranquil setting.

Huning Ranch has been annexed by the Village and approved as a Planned Unit Development with the establishment of SU zoning pursuant to the Los Lunas Zoning Ordinance. This document contains details of the Planned Unit Development, including development standards and land use descriptions. The Village of Los Lunas has approval authority for subsequent subdivisions and site plans within the Huning Ranch Area Plan.

Development of Huning Ranch will be phased over an approximate 8-10-year period. Detailed engineering and design work will accompany each phase as subdivisions are submitted to the Village for review.

Development Philosophy

The Village of Los Lunas occupies a special place within the Middle Rio Grande region. It contains areas that are crucial to the historical, cultural, and social fabric of the region. By virtue of its proximity to the Albuquerque Metropolitan Area, and its young growing population, it is positioned to be a

high growth area. Huning Ranch can help meet the future development needs of the Village. Huning Ranch offers opportunities for the Village to:

- expand its property tax and gross receipts tax base;
- expand customer base for local businesses and services;
- increase the diversity of residential product types;
- provide active-adult housing through a progressive mixed-use, age-restricted community;
- expand and enhance recreational, religious and educational facilities; and
- provide attractive neighborhoods to accommodate Village growth.

The Cerro de Los Lunas is the dominant landform adjacent to the Rio Grande valley. The protection of this majestic and symbolic landform, which provides Los Lunas residents and travelers along I-25 with a firm sense of place and visual interest, is critical to the success of this community. No building will take place on the Cerro above the 5,450-foot elevation line. A preliminary archaeological assessment has been conducted and has resulted in the identification of cultural resources on the cerro. These resources will be protected from development and left undisturbed as open space.

The developers seek the continuing approval and support of the Village and its residents. An explicit goal for Huning Ranch is that it not be a distant, separated satellite community of Los Lunas or Albuquerque. Rather, integration with, acceptance by, and involvement of the Village of Los Lunas is a desired outcome.

Open Space and Recreation

Huning Ranch will be designed and oriented with an open space and trail network that encourages active and passive recreation, and connectivity between neighborhoods, schools, and commercial areas. This open space and trail network is also supplemented with a large 47 acre community park, a community center site, private recreation centers in the active adult community, and neighborhood parks of varying sizes that will contribute greatly to recreational opportunities for current Los Lunas residents as well as future residents of

Huning Ranch. The trail system provides a direct connection to the 47-acre park and open space.

Recreational opportunities are enhanced by the pedestrian orientation of Huning Ranch. A recent homebuyer survey conducted by the Urban Land Institute showed that open space and trails rank high among prospective homebuyers. The design of streets, neighborhoods, and landscaping will be conducive to pedestrians and other non-vehicular modes of transportation. The active-adult community will incorporate grid street patterns, greenways, and trails that incorporate into a central park and recreation center. The progressive street design, along with mixed housing options, will enhance the community character and provide an inviting pedestrian environment that promotes active lifestyles and healthy communities. Curb South may work with another developer on the active-adult portion of the development.

The project team has met with the Village Administration to determine current recreational needs of the Village so that these park facilities can be designed and programmed to meet the recreational desires of Los Lunas residents. Three school sites, two elementaries and a middle school, are included in the development plan. Coordination with the Los Lunas School District will continue in order to ensure that the identified locations are appropriate as the area builds out. School locations are subject to change due to continuing input from the Los Lunas School District.

Residential Neighborhood Character

Each residential neighborhood/villa will have a unique identity that will be established through tailored development standards, subsequent design guidelines administered through the established Huning Ranch Owner's Association, Inc., and signage parameters. This approach will enable Huning Ranch to carve out its own identities and niches within the overall context of the Village of Los Lunas, thereby avoiding the generic, sterile, cookie cutter appearance found in subdivisions elsewhere. Huning Ranch will address all aspects of the housing market, from the first-time homebuyer, to premium upper end homes, to mixed density neighborhoods, to age-restricted senior citizen neighborhoods. Multiple homebuilders will typically be active at Huning Ranch during most

phases, including small local builders in addition to larger national homebuilders. The residential areas will vary by density as well, providing maximum opportunities for housing choices for Los Lunas residents.

Review and Approvals

An internal Huning Ranch Architectural Control Committee (HRACC) was established within the Master Declaration of Covenants, Conditions, Restrictions, and Easements for Huning Ranch. Additional restrictions may be established through supplemental declarations for each new subdivision or community. The Village of Los Lunas will also review and approve subdivisions and site plans to ensure that proposals conform to the development standards as outlined in this Planned Unit Development package and other Village regulations.

Features of Huning Ranch and their Impacts on Los Lunas

Population

It is projected that an approximate population of 18,750 people will reside in Huning Ranch once build-out is achieved.

Land Uses

The area plan graphic for Huning Ranch is shown on the following page. This plan shows the location of all the land use areas anticipated within the Ranch. The table that follows includes the different land uses proposed for Huning Ranch, including acreage and percentage shares of the entire 2,197 acres. A balance among land uses is desired so that residents can live, play, shop, attend school or religious facilities, and work without driving long distances. This full complement of land uses will be developed in distinct architectural styles identifying the various neighborhoods, and with varying densities.

Los Morros Business Park is located directly across Highway 6 and is expected to continue to develop with a variety of commercial and manufacturing enterprises that could potentially employ many future Huning Ranch residents. Los Morros Business Park already includes several large employers and a regional shopping facility to complement the uses planned at Huning Ranch.

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:	Jubilee Recreational Trail Connection	
3	Beg. Terminus (southernmost/westernmost pt):	NM 6 milepost	
4	End Terminus (northernmost/easternmost pt):	NM 6 milepost	
5	Project Description/Scope of Work:	Construct a recreational trail connection from the Jubilee subdivision trail to the Huning Ranch subdivision trail.	
6	Existing Total Estimated Project Cost in TIP:	Revised Total Estimated Project Cost (if changing OR new project):	\$230,400
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 <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 <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 2016 Preliminary Engineering: FY 2016 Design: FY 2016 Right-of-Way: FY 2017 Estimated Letting Date: FY 2017 Project Completion: FY 2017	To Be Completed by MPO Staff <input type="checkbox"/> -Is this project a TCM (Transp. Control Measure) in a SIP? <input type="checkbox"/> -Is this project CMAQ Eligible? <input type="checkbox"/> -Has project been in 1st 2 years of TIP and is inactive? <input type="checkbox"/> -Has project been in 1st 2 years of TIP with "rollovers"? 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					12,919	2,201											
		+Prop Rev																	
		=Result	0	0	0	0	12,919	2,201	0	0	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	12,919	2,201	0	0	0	0	0	0	0	0	0	0	
PE & Design		TIP Amt					30,143	5,137											
		+Prop Rev																	
		=Result	0	0	0	0	30,143	5,137	0	0	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	30,143	5,137	0	0	0	0	0	0	0	0	0	0	
Utilities		TIP Amt							17,088	2,912									
		+Prop Rev																	
		=Result	0	0	0	0	0	0	17,088	2,912	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	0	0	17,088	2,912	0	0	0	0	0	0	0	0	
Right-of-Way		TIP Amt							0	0									
		+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							136,704	23,296									
		+Prop Rev																	
		=Result	0	0	0	0	0	0	136,704	23,296	0	0	0	0	0	0	0	0	
		Resulting Amt.	0	0	0	0	0	0	136,704	23,296	0	0	0	0	0	0	0	0	
Est. Let. Month Year		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	136,704	23,296	0	0	0	0	0	0	0	0		
		Existing 4 Year Total Amount Programmed in TIP:		0		Diff. Prop.-Existing=		230,400											
		Resulting 4 Year Total Amount Programmed as Proposed:		230,400		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: **Jubilee Recreational Trail Connection**

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

Lead Agency: **Village of Los Lunas** Department: **Community Services**
 Address: **660 Main St** Address Line 2: **PO Box 1209**
 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: **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 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 checked="" 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	<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: |
| | <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

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 checked="" type="checkbox"/> - Alternate Modes (includes Bike/Ped) |
| | <input type="checkbox"/> - Other: |

Describe the project's purpose. **To connect the existing recreational trail near the Jubilee subdivision to the recreational trail near the Huning Ranch subdivision**

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.) % =

-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: **Off street bike/ped facilities, lighting improvements**

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: **Off street bike/ped facilities**

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)? **Huning Ranch Area Plan**
If yes, please note the page/chapter/section number(s) of the plan(s)? **pg. 1&2**
Explain how the project will fulfill the plan priority or recommendation. **The future plan of the Huning Ranch area is to create a large system of recreational trails and parks covering approximately 47-acres. This project provides a connection to another recreational trail, increasing the system of trails.**

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: |
| <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: |
| <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: |

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: |

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 checked="" 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 type="checkbox"/> - 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?

- | |
|--|
| <input type="checkbox"/> -Yes <input checked="" type="checkbox"/> -No Is this a park & ride lot? If yes, for approximately how many parking spaces? |
| <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. |

Air Quality Information for Bicycle/Pedestrian projects:

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

NM6

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 large system of trails described in the Huning Ranch Area Plan will benefit the west side of Los Lunas as it continues to expand. The recreational activities will bring residents from east Los Lunas to the area and act as a tourist attraction for the rest of Valencia County.**

Local Significance: Describe, if applicable, the value of this project to the local community. **For the residents of the local subdivisions, this provides opportunities for physical exercise and recreational activities, thus improving the overall quality of life in the area. People are likely to buy houses in the expanding subdivisions when there is an extensive plan for recreational trails and parks nearby. Although the Activity Density for this area is low, the growth in this area is projected to be >200% by 2035.**

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. An increase in parks and recreational activities historically bring economic development to the region.**

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. **This project is consistent with the Huning Ranch Area Plan (2007) with the connection and expansion of trail. The area plan describes a 47-acre park and open space region that includes an extensive recreational trail system, which the Jubilee Recreational Trail would be part of.**

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. **[Redacted]**

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.)

[Redacted]

Project Details (fill out where applicable)

23. Route # (or Street) Name: N/A 24. Length (mi.): 5
25. Begin mile post/intersection: N/A 26. End mile post/intersect.: N/A
27. Directions from nearest major intersection or landmark: From the intersection of NM 6 and NM 314: head east on NM 6 till you cross the Rio Grande. Once you cross the Rio Grande you will see the Los Lunas River Park on the south side of NM 6. This is the mid point of the trail system.
28. Google Maps link (see tutorial for help): <http://goo.gl/maps/reAWA>
29. Roadway FHWA Functional Classification(s): Local

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s).
Which program(s)? Enter 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	\$Amount	42,720	7,280	\$Amount	\$Amount	
32. Preliminary Engineering	\$Amount	106,800	18,200	\$Amount	\$Amount	
33. Design	\$Amount	4,272	728	\$Amount	\$Amount	
34. Right-Of-Way	\$Amount	0	0	\$Amount	\$Amount	
35. Construction	\$Amount	598,080	101,920	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	880,000

* 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: October 2013
38. Right of Way: N/A
39. Design: Under Way
40. Environmental Certification**: to be started
41. Utility Clearances: N/A

42. ITS Clearances: N/A

43. Railroad Clearances: N/A

44. Other Clearances: N/A

** 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.**

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.*

Basic Project Information

A. Date of Submittal: November 14th 2014

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

C. Project Name: Riverside Recreational Trail

D. *Project Category from section G (page 8) of the NM RTP Guide (enter only one number, from 1-5):*
Category 2

E. *Enter the estimated number of people the proposed project will serve.* 15,300

F. *Project Trail Length:* 5 miles

G. *Project Location:* Bosque East of the Rio Grande & north and south of NM 6 (River park).

H. If located within an RTPO area, was the project recommended by the District Representative via the PFF process? No, approved through MRMPO ranking

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 \$180,000

FFY17 \$700,000

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

2035 Village of Los Lunas Comprehensive Plan: The goals of the project are as follows: 1. incorporate the Rio Grande Bosque into the Village's open space plan and preserve it within the Los Lunas area for recreational purposes. 2. Develop open space for the establishment of pedestrian/ equestrian trails that parallel the MRGCD irrigation and drainage facilities.

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

List the partners and indicate how their commitments will contribute to the project.

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.

There will be signs and maps at the trail heads and various locations to provide direction and rules of use of the trails.(including allowable access and what type of traffic might be expected to be in the area; from pedestrians to equestrian and even vehicles). Vehicles using the path will be restricted to posted speed limits of 5MPH.

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.

These trails along the Bosque will improve the community health as a result of infrastructure for recreational bicycling, walking, and horseback riding. This trail system will have access to parks and local residences for convenience, as well as lookouts to the Rio Grande which is culturally and historically significant. One of the goals for the trails project is to provide a wide variety of recreational and educational opportunities to residents of all ages as well as to provide diversified parks and recreational facilities and services throughout the Village in areas convenient to residential developments.

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 multi-use trails will not be open to vehicle access except for conservancy district and fire fighting access. The trails will act as a fire break if the Bosque were to ever be engulfed in flames. In addition, citizens could take the multi-use paths between adjacent neighborhoods instead of driving vehicles which would help reduce the impact on the environment. Part of the trails project goals is to explore ways to preserve open space in sustainable areas.

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 trail is mainly for pedestrians, bicyclists, and horseback riders. These means of travel have zero emissions and also encourage physical activities among the communities.

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

These trails encourage physical activity, the preservation of nature (open space limits development in the area), and increase public park access.

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 2035 Comprehensive Plan discusses the purpose to the Bosque open space, which is to preserve the open space, develop the trail system, promote connectivity between parks, schools and neighborhoods, and maintain a high quality standard for existing and new parks.

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.

The trail project in the Bosque will be within the Villages open space, and will be maintained by their open space and parks divisions.

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.

There are existing dirt trails throughout the Bosque that will be reconstructed to the multipurpose trail standards such to reduce the overall project footprint. The village will not want to disturb existing vegetation if at all possible.

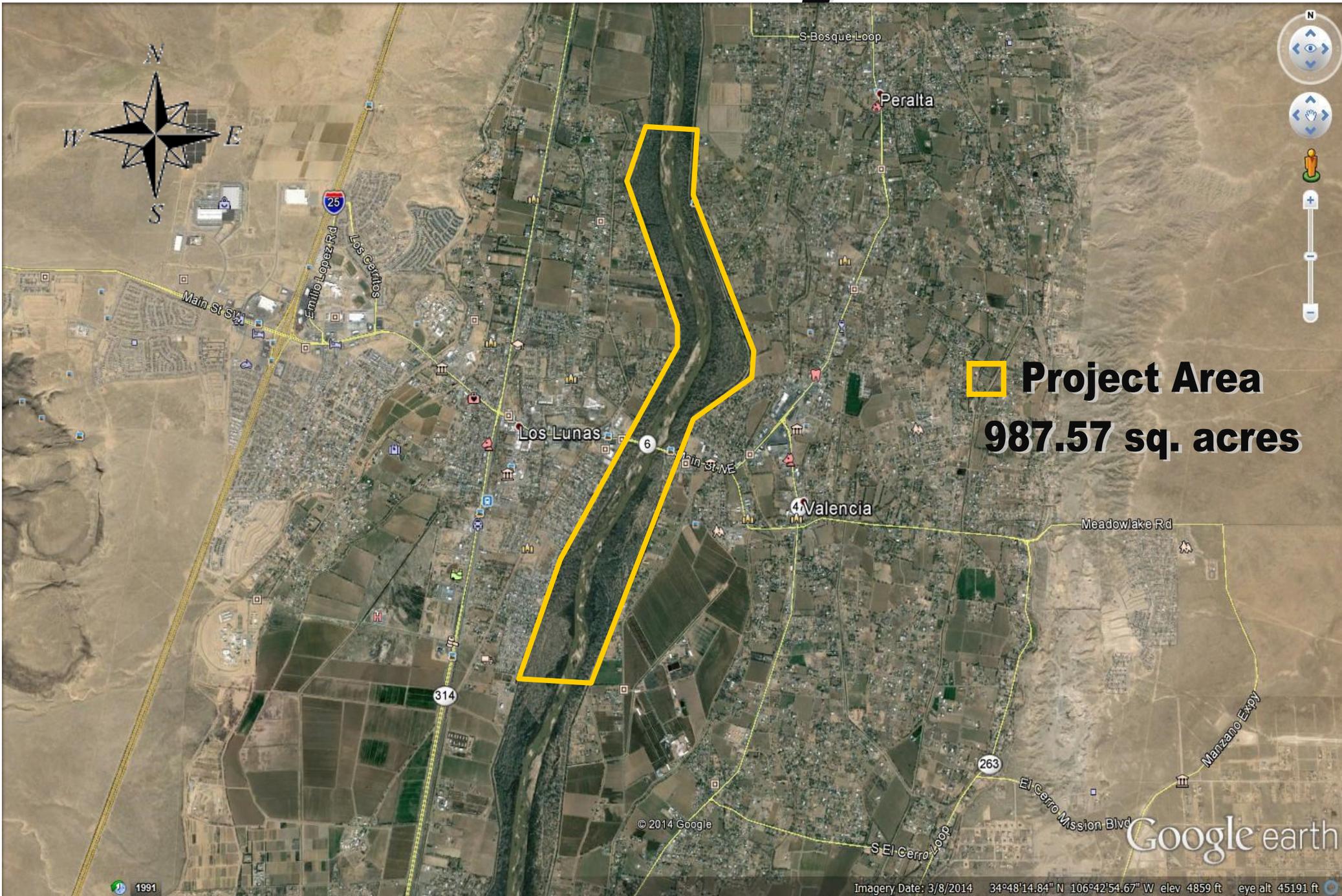
Application Submission

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:

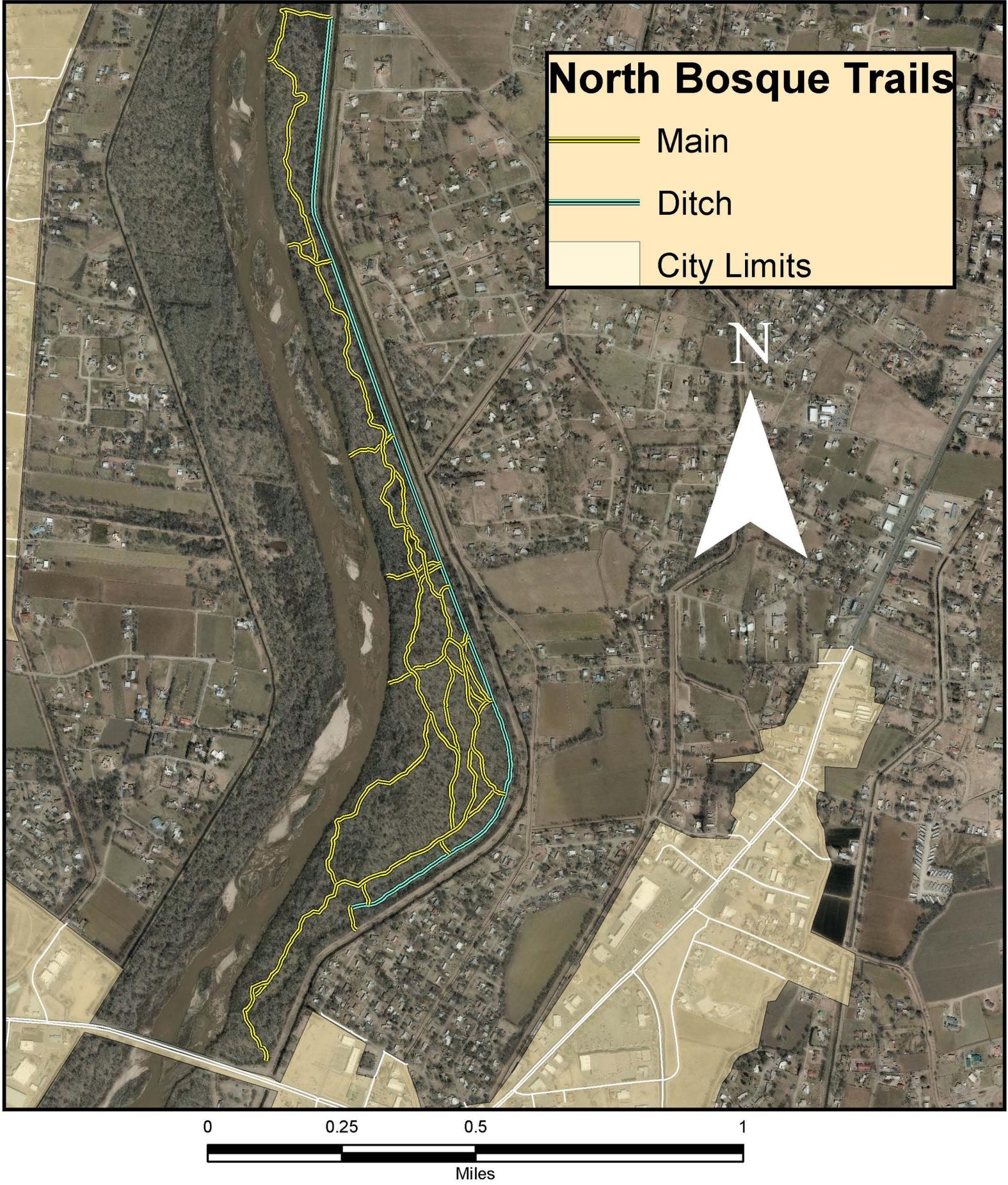
1. NMDOT Project Identification Form (PIF)
2. NMDOT RTP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix 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.

River Park Project Area





North Bosque





03/01/2011 00:03



VILLAGE OF
LOS LUNAS
OCTOBER 2013



2 0 3 5
COMPREHENSIVE PLAN



3.4 Goal: Continue to provide and enhance ready access to regional history and art through the Village’s Museum of Heritage and Arts collections, exhibits and programs.

3.4.1 Objective: Provide community and area residents with the opportunity to contribute their oral histories and historical materials to help preserve the history of the area, and provide ready access to these collected materials.

3.4.2 Objective: Provide community and area residents with ready access to educational programs, exhibits and materials to inspire a deeper appreciation and understanding of the area’s rich history.

3.4.2.1 Action: Sponsor regular speaker programs year round.

3.4.2.2 Action: Develop exhibits that display the cultural heritage of the area.

3.4.3 Objective: Provide community and area residents with free ready access to genealogical resources in the museum and from their home.

Parks, Recreation and Open Space

3.1 Goal: Provide diversified parks and recreational facilities and services throughout the Village in areas convenient to residential developments.

3.1.1 Objective: Maintain and update a park master plan that maps parkland, identifies areas where new parks and recreational facilities are needed, establishes a priority list for development, identifies possible future acquisitions, and tracks maintenance.

3.1.2 Objective: Develop active recreational facilities such as: additional parks and picnic sites, athletic play fields, and trails for walking, jogging, biking, and horseback riding.

3.1.3 Objective: Pursue funding sources for continued park development such as legislative funding and impact fees.

3.1.4 Objective: Work towards the joint use of recreational facilities with the public schools and other governmental entities.

PLAN OF ACTION - 3.0

3.2 Goal: Maintain a high quality standard for existing parks. Design new parks to maintain high quality standards.

3.2.1 Objective: Develop guidelines for park design and operations and maintenance standards to include plant material, lighting, site design, and appropriate playing fields.

3.2.2 Objective: Evaluate current staffing levels dedicated to parks and recreation operations and maintenance.

3.3 Goal: Provide a wide variety of recreational and educational opportunities to residents of all ages.

3.3.1 Objective: Engage the youth and senior citizens in the community to provide input and assist in the development of appropriate recreational activities and programming.

3.3.2 Objective: Partner with other metro area youth organizations to host events.

3.3.3 Objective: Continue, enhance and expand on summer youth recreation employment programs.

3.3.4 Objective: Work with youth and seniors to develop mentoring programs.

3.3.5 Objective: Incorporate public school facilities in the Village's recreational program.

3.3.6 Objective: Encourage community youth organizations, athletic clubs, and service groups to become involved in the development and maintenance of community recreational facilities and programs.

3.3.7 Objective: Provide a venue for senior citizens to volunteer to organize and implement recreational activities.

3.3.8 Objective: Develop more and better services for the older americans program.

3.3.9 Objective: Pursue the development of a Village operated regional multi-generational center.

3.3.10 Objective: Pursue the development of a multi-use aquatic center.

PLAN OF ACTION - 3.0

3.3.11 Objective: Investigate the potential for the development of a shooting range on the west side.

3.3.12 Objective: Investigate the potential for the development of an ATV park.

3.4 Goal: Incorporate the the Rio Grande Bosque into the Village's open space plan and preserve it within the Los Lunas area for recreational purposes.

3.4.1 Objective: Work with the Middle Rio Grande Conservancy District to develop an open space plan for the Bosque.

3.4.2 Objective: Encourage volunteerism to clean and maintain the Bosque.

3.4.3 Objective: Work with neighboring jurisdictions to develop a trail system and open space park in the Bosque from Santo Domingo Pueblo to Bosque Apache.

3.4.4 Objective: Pursue the creation of an outdoor amphitheater in the Village River Park.

3.4.5 Objective: Provide water and sewer service at the River Park.

3.5 Goal: Develop open space for the establishment of pedestrian/equestrian trails that parallel the Middle Rio Grande Conservancy District irrigation and drainage facilities.

3.5.1 Objective: Work with the Middle Rio Grande Conservancy District to define acceptable irrigation and drainage facilities for development of trails.

3.5.2 Objective: Keep track of the ditches that may be vacated to see if they are on potential trail alignments. If so, insure that the corridor will remain open for future trails.

3.5.3 Objective: Utilize existing maintenance roads along ditches as walking trails.

3.5.4 Objective: Develop a plan to put signs on the trails.

3.5.5 Objective: Map the trails and designate the desired degree of development.

PLAN OF ACTION - 3.0

3.6 Goal: Explore ways to preserve open space in suitable areas.

3.6.1 Objective: Determine areas that would benefit from open space protection. Look carefully at space along scenic byways, river corridors and mesas with views.

3.6.2 Objective: Include those areas in the Parks and Recreation Master Plan as open space possibilities.

3.6.3 Objective: Work with the Mid-Region Council of Governments (MRCOG), Valencia County and other municipalities on an area-wide open space initiative.

3.6.4 Objective: Work with citizen groups to plan and establish objectives.

3.6.5 Objective: Consider clustering of residential and commercial development to preserve open space.

3.6.6 Objective: Require open space in new planned unit developments.

3.6.7 Objective: Explore methods to finance open space purchase or compensate landowners for possible zoning restrictions to lands particularly desirable for open space.

3.6.8 Objective: Continue to develop and maintain recreation facilities and trails on the Los Lunas Hill, as well as access to the trails from nearby neighborhoods.

3.7 Goal: Develop a system of pedestrian and bicycle trails to provide recreational opportunities as well as connectivity between parks, schools and neighborhoods.

3.7.1 Objective: Ensure the development of trails, both in newly developing areas and developed areas, based on the Village's bicycle plan.

3.7.2 Objective: Develop and maintain an inventory of pedestrian gaps throughout the Village.

PLAN OF ACTION - 3.0

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: **Riverside Recreational Trail**

3 Beg. Terminus (southernmost/westernmost pt): **South Los Lunas Bosque**

4 End Terminus (northernmost/easternmost pt): **Peralta Bosque**

5 Project Description/Scope of Work: **Construct recreational trails along the Bosque**

6 Existing Total Estimated Project Cost in TIP: **\$880,000** Revised Total Estimated Project Cost (if changing OR new project): _____

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: **FY2016**
 Preliminary Engineering: **FY2016**
 Design: **FY2016**
 Right-of-Way: **FY2017**
 Estimated Letting Date: **FY2017**
 Project Completion: **FY2017**
 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
 ▶ 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.

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.

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.	Environmental	Documentation	TIP Amt				42,720	7,280											
			+Prop Rev																
	=Result	0	0	0	0	42,720	7,280	0	0	0	0	0	0	0	0	0	0	0	
	Current Prog. Amt.	0	0	0	0	149,520	25,480	0	0	0	0	0	0	0	0	0	0	0	
PE & Design	Design	Design	TIP Amt				4,272	728											
			+Prop Rev																
	=Result	0	0	0	0	4,272	728	0	0	0	0	0	0	0	0	0	0		
	Current Prog. Amt.	0	0	0	0	4,272	728	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	0		
	Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Current Prog. Amt.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Construction/Implementation	Construction	Construction	TIP Amt						598,080	101,920									
			+Prop Rev																
	=Result	0	0	0	0	0	0	598,080	101,920	0	0	0	0	0	0	0	0		
	Current Prog. Amt.	0	0	0	0	0	0	598,080	101,920	0	0	0	0	0	0	0	0		
	Resulting Amt.	0	0	0	0	0	0	598,080	101,920	0	0	0	0	0	0	0	0		
	Est. Let. Month																		
	Year																		
	Existing 4 Year Total Amount Programmed in TIP:									880,000	Diff. Prop.-Existing=		0						
	Resulting 4 Year Total Amount Programmed as Proposed:									880,000	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#: [redacted] Control Number: [redacted] Project Title: **Riverside Recreational Trail**

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 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 checked="" 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 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 checked="" 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

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 type="checkbox"/> - Other: [redacted] |

Describe the project's purpose. **The purpose of this project is to provide the community of Los lunas With recreational trails along the Bosque such as the ones established in the city of albuquerque. These trails will be crusher fines for the sake of being multi purpose allowing access for pedestrians, bicyclists, equestrian uage, conservancy vehicle access, and a fire block for hot shots**

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.) % = **20**

STEP C.4 – QUALITATIVE INFORMATION

Regional Significance: Describe, if applicable, the regional/metropolitan significance of this project. **This trail system will be part of a goal to have a Bosque trail system run from Bernalillo to Belen. This Trail system will also serve many communities throughout Valencia County as well as those in Bernalillo County**

Local Significance: Describe, if applicable, the value of this project to the local community. **The Local Citizens will get to experience a multi purpose trail system along the beautiful Bosque that encourages exercise. The trail system will also allow for access for fire trucks if ever needed to protect the Bosque.**

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% Median Household Income Vs. County Income 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. **This project will take place in Village Open space property, so the Village will intend to minimize the environmental impact on the Bosque.**

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.)

Please view the attached picture for an example of what the Riverside Rec Trail will look like.