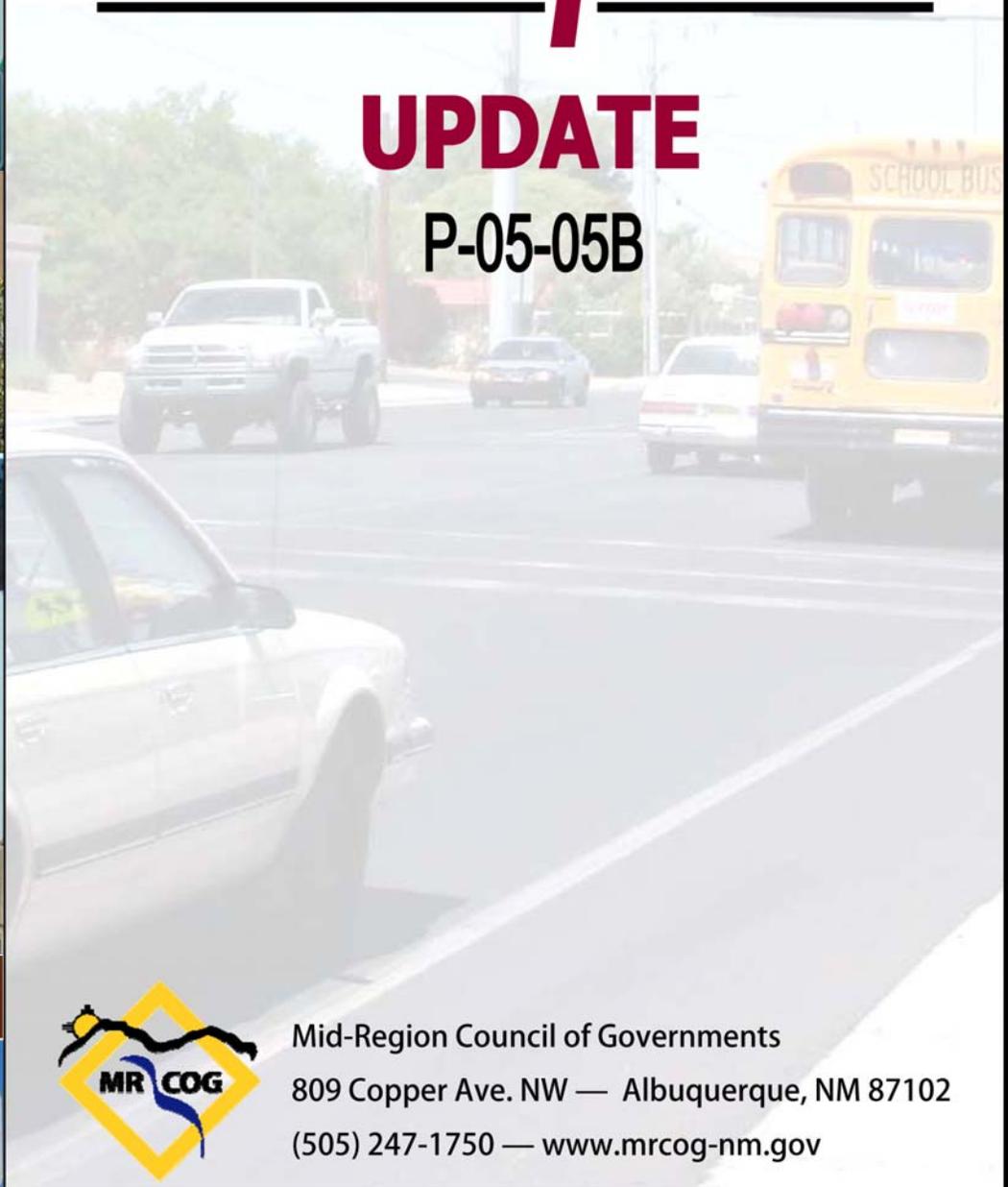


Valencia County Mobility Plan

UPDATE

P-05-05B



Mid-Region Council of Governments
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Valencia County Mobility Plan UPDATE

August 29, 2008



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2007-2008

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INTRODUCTION

The Valencia County Mobility Plan addresses the needs of bicycle, pedestrian, equestrian, public transportation, and motorized vehicle users throughout Valencia County. The Plan was completed in 2006 and covers a 20-year time frame, 2005 to 2025. The Plan identifies a prioritized list of projects that can be used as a starting point for discussions between local, state, and federal officials about Valencia County's transportation needs and the most effective and appropriate ways to provide funding to meet those needs.

The Mobility Plan is the result of intensive work by local officials and planners, and staff from the Mid-Region Council of Governments (MRCOG). MRCOG is the regional planning agency for the four-county area. The Mobility Plan identifies projects to address transportation needs between 2005 and 2025. It addresses bicycle and pedestrian needs, equestrian uses, public transportation, aviation and rail, and roadways.

During the summer of 2005, a set of potential transportation proposals was presented to the public. The input received during that process was used during the development of a draft Plan, which was released for public review in the Fall of 2005. The comments provided during the public review period were instrumental in the development of further refinements to the Plan. The Plan was reviewed and adopted by each local government at a regularly-scheduled public meeting.

In the Summer of 2007, the Valencia County Transportation Steering Committee reviewed the Plan and events which had occurred subsequent to approval and requested that an Update to the Plan be developed. Events which precipitated this Update included the incorporation of the Town of Peralta, extension of the MRCOG population and employment forecasts to 2030, and further refinements to development plans in the County. As a result, an Update to the Plan was initiated and a series of Workshops were held in Fall 2007 to gather public input regarding desired changes to the Plan. This input was summarized and presented, along with a set of recommendations, to the Steering Committee. In response to the direction of the Steering Committee, a draft document was developed and released for public review and input. Three public meetings were held and comments were accepted through May 5, 2008. A summary of the input is provided in Appendix D. The Steering Committee modified the document and requested that each of the local governments take formal action accepting the Updated Plan as guidance for transportation decisions in their communities. Details about this process are provided in Appendix D.

The majority of the projects included in the Valencia County Mobility Plan are not fully developed at this time. In keeping with State and Federal requirements, further study and public involvement will be necessary prior to actual construction of the various proposals included here. This project-level study and discussion will address issues such as specific alignments, impacts on residents and wildlife, mitigation measures, and actual project design and construction. This additional work on each project will require citizens, planners, and elected officials to continue

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to work together to assure that the transportation system in Valencia County achieves the goals set forth in this Plan.

As projects are completed, or additional information becomes available, modifications to the contents of this Plan will be needed. To facilitate this, a workshop of elected officials should be held each year to review the projects included in this document, and modify the project lists and prioritization as appropriate. In addition, it is recommended that the forecasts used as a basis for developing the Plan be updated at least every five years, and the Plan be reviewed and revised to reflect those modifications. Each of these activities should be subject to a public review and comment period and formal approval of the outcome by each of the local governments.

SETTING THE STAGE

BACKGROUND

Development of the Valencia County Mobility Plan was built on previous work that was completed by the Valencia County Transportation Subcommittee, an informal group of citizens and local government staff and officials. In addition, comprehensive planning work and other planning efforts in the County provided critical information which was used during Plan development. Funding for completing the Plan was provided by the New Mexico Department of Transportation.

In the Summer of 2007, the Valencia County Transportation Steering Committee reviewed the Plan and events which had occurred subsequent to approval and requested that an Update to the Plan be developed. Events which precipitated this Update included the incorporation of the Town of Peralta, extension of the MRCOG population and employment forecasts to 2030, and further refinements to development plans in the County. As a result, an Update to the Plan was initiated and a series of Workshops were held in Fall 2007 to gather public input regarding desired changes to the Plan. This input was summarized and presented, along with a set of recommendations, to the Steering Committee. Details about the development of the Plan Update are provided in Appendix D. In response to the direction of the Steering Committee, a draft document was developed and released for public review and input. Three public meetings were held and comments were accepted through May 5, 2008. A summary of the input is provided in Appendix D. The Steering Committee modified the document and requested that each of the local governments take formal action accepting the Updated Plan as guidance for transportation decisions in their communities. Details about this process are provided in Appendix D.

Copies of this approved Mobility Plan Update have been provided to each of the local governments as well as local libraries. An electronic copy is also available at www.mrcog-nm.gov. Printed copies are available from the Mid-Region Council of Governments by calling 247-1750 or by e-mailing ltollefson@mrcog-nm.gov.

PLANNING AREA, PROCESS AND PARTNERS

The Valencia County Mobility Plan covers the area of Valencia County which includes a portion of the Pueblo of Isleta and the Laguna Pueblo (see Figure 1).

The Valencia County Transportation Steering Committee acted as the steering committee for the Mobility Plan and Update. The Steering Committee is made up of elected and appointed officials from the various jurisdictions in the County. A list is provided in Appendix A.

A Technical Advisory Group (TAG) provided input to the Steering Committee during the initial development of the Mobility Plan. The TAG representatives were technical staff from each of the governmental jurisdictions in the County. A list of the TAG members is provided in Appendix A.

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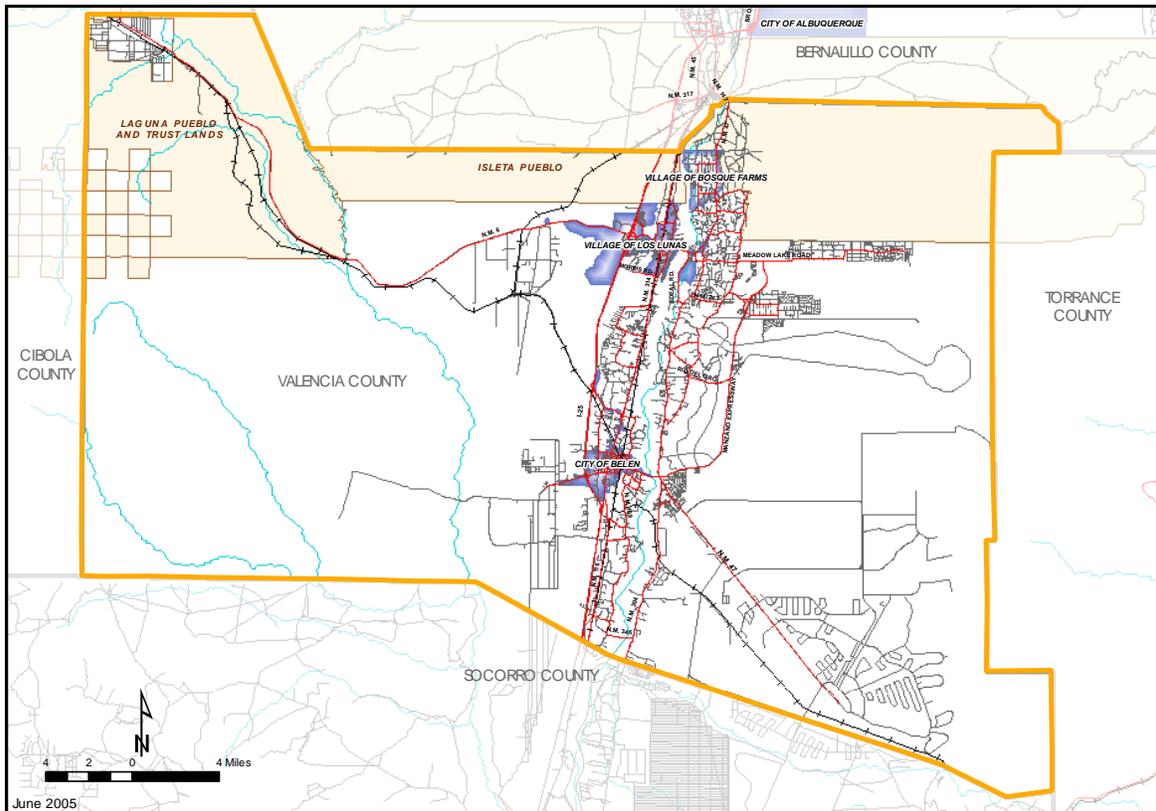


Figure 1. Valencia County Map

The process used for the Plan development is shown in Figure 2. The process for the Update is shown in Figure 3. Details about the development of the Plan Update are provided in Appendix D.

In addition to the long range transportation planning effort which occurred as part of the Mobility Plan development, other planning efforts were underway in the County at approximately the same time. These activities are described below. Every effort was made to incorporate the results of this work into the Mobility Plan, both to reduce duplication and to enhance the planning effort.

Valencia County Comprehensive Plan

The Comprehensive Plan was adopted in 2005, subsequent to completion of the Mobility Plan. The Comprehensive Plan addressed Valencia County needs in terms of land use, transportation, regional infrastructure, natural resources, and economic development. This planning effort focused on the unincorporated areas of the County but took into account the comprehensive planning work already completed for the municipalities. The Valencia County Comprehensive Plan presented county-wide goals and objectives with recommendations and actions for implementation. Copies of the County's Comprehensive Plan are available from the Mid-Region Council of Governments. The transportation portion of the goals and objectives for the draft Comprehensive Plan was an important input to the development of the goals and objectives for the Mobility Plan.

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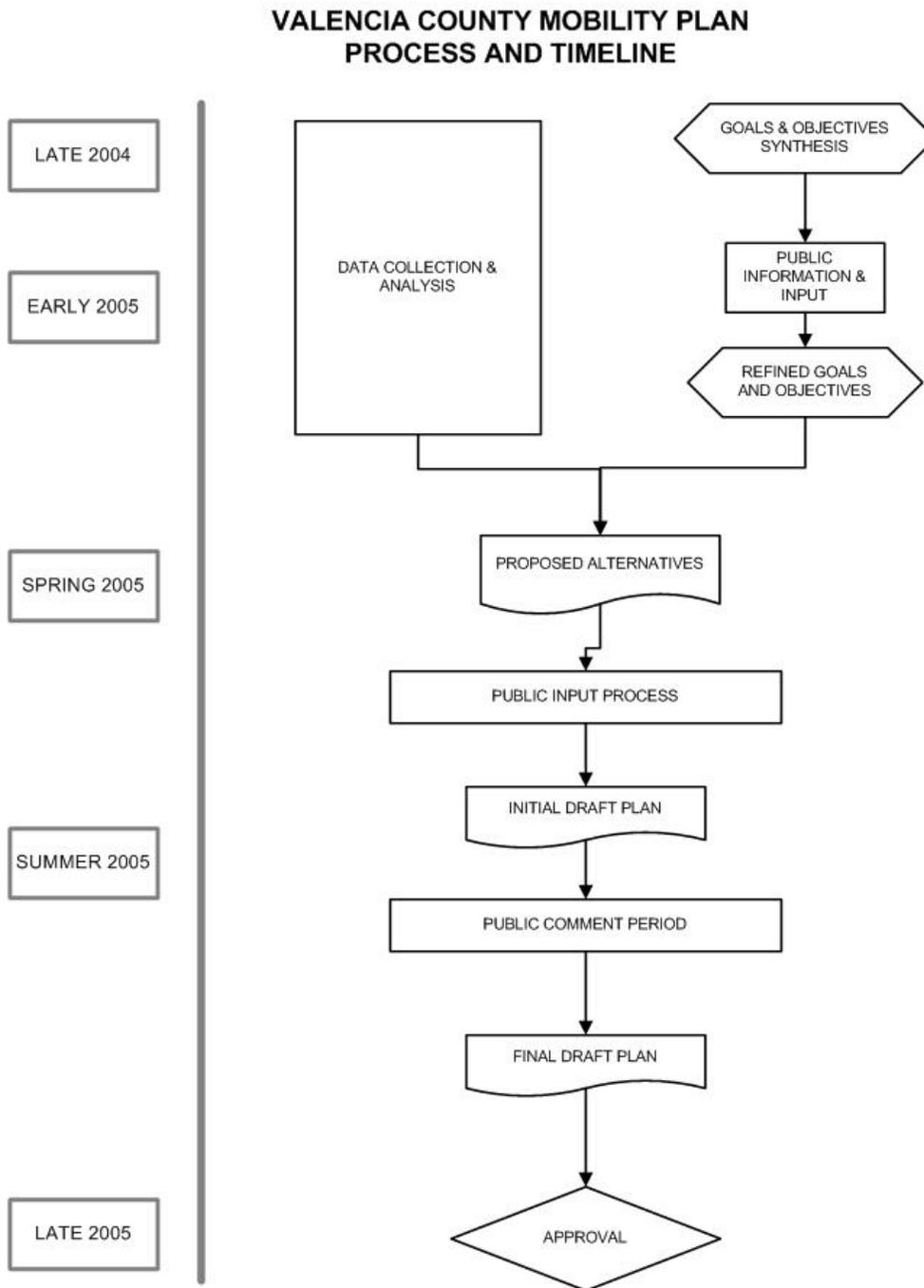


Figure 2. Valencia County Mobility Plan Timeline

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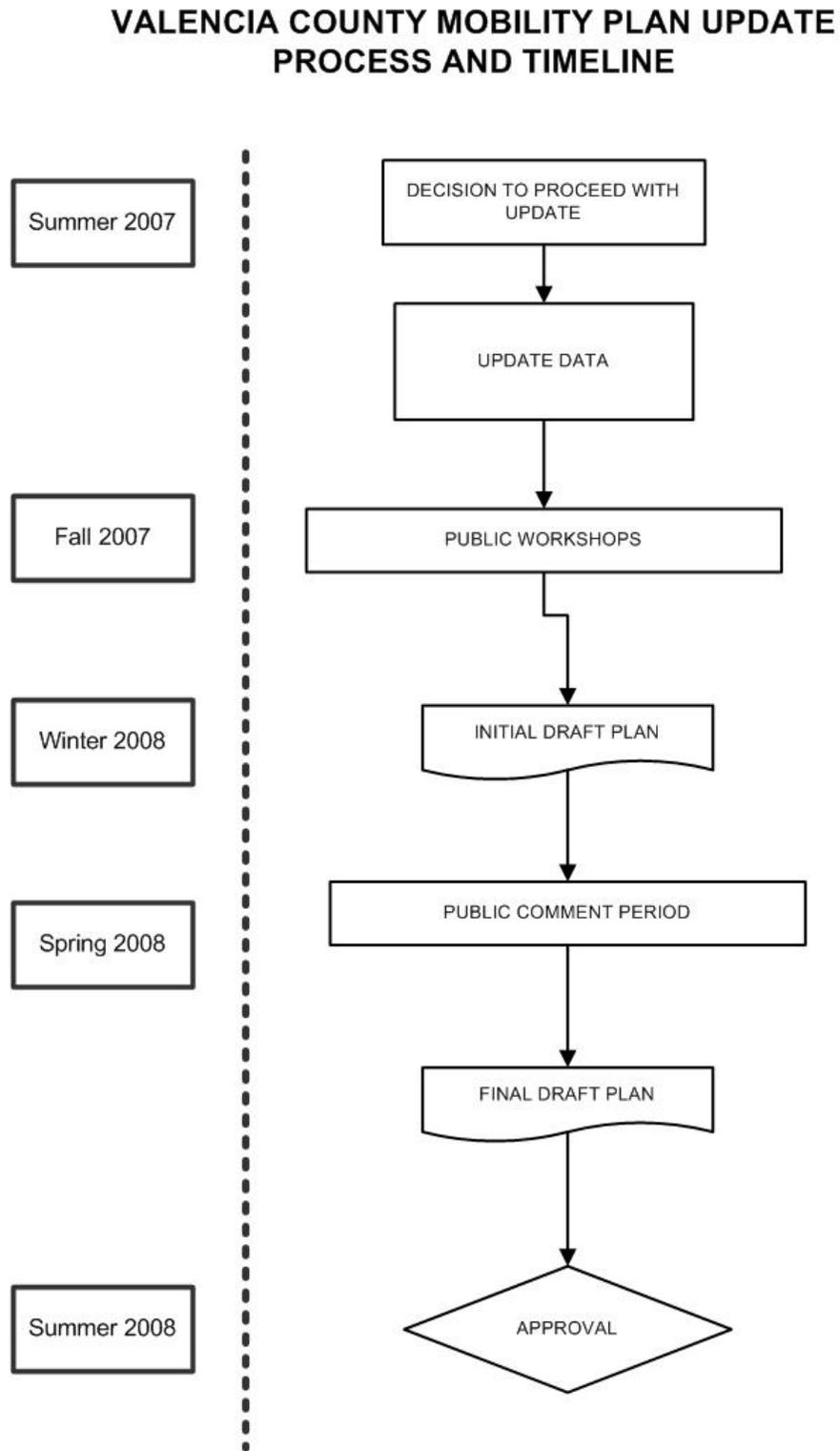


Figure 3. Timeline for Update to Valencia County Mobility Plan

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United We Ride

The goal of the United We Ride project is to establish in the counties of Sandoval, Bernalillo, Valencia and Torrance a coordinated system for providing community transportation services for people who are transportation-disadvantaged. A “snap shot” of the current situation was developed during the initial phase of this project. This snap shot provided information regarding current community transportation funding sources and recipients, identification of provided services, and eligibility requirements.

There are various ways in which coordination of community transportation services can take place. Using the coordinated efforts presented in the Phase I report as a guide, a coordinated transportation implementation program will be undertaken as the next step in this project. The results of this work will enhance implementation of the public transportation portion of the Mobility Plan.

Public Transportation Planning

In 2003 the state legislature approved and the governor signed the Regional Transit District Act. This legislation allows two or more governmental entities to enter into a contract to form a regional transit district. Once formed, this district can take on the responsibility of providing a regional transit system. The Mid-Region Transit District was formed in Spring 2005. The members of the District are the counties of Sandoval, Bernalillo, and Valencia; the cities of Rio Rancho, Albuquerque, and Belen; the town of Bernalillo; and the villages of Los Ranchos de Albuquerque, Los Lunas, and Bosque Farms.

Currently, a fiscally, constrained regional transit plan for Valencia, Bernalillo and Sandoval counties is being developed. The transit services proposed in the plan will address the forecasted increase in population, the longer distances people will be traveling to work, and the aging of our population. Various types of transit services are being evaluated for applicability for this three-county area. The result will be a set of recommendations for operating and financing that will be reviewed by the general public and local governments. Because the operating and maintenance expenses, as well as a significant portion of the capital costs, for the system, will be paid for by county residents, it is critical that a financially viable system be developed.

The final step of this process will be the Transit District Board’s approval of a service and financial plan for the district. The transit element of the Mobility Plan served as a starting point for developing the Valencia County portion of the service and financial plan for the Mid-Region Transit District. Because the Update to the Plan is anticipated to be completed prior to full completion of the Public Transit Plan, the Update materials may not reflect the final version of the Transit proposal. Up-to-date information regarding the public transportation proposal can be found at www.Riometro.org.

Bicycle Planning

Through the Regional Planning Organization process, MRCOG staff has worked with bicycle enthusiasts throughout the Valencia, Sandoval, and Torrance County areas to identify roadway facilities that bicyclists currently use for longer-length trips or roads that could be used for this purpose with minor changes. The results of this work were compiled in the Regional Bike

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Corridors map which is available from MRCOG. In addition, the Rio Abajo Bicycling Alliance provided their on-the-road knowledge of current conditions in Valencia County to identify current on and off-road routes. They also worked with MRCOG staff to identify potential future facilities. Both of these planning efforts formed the basis for developing the bicycle element of the Mobility Plan.

Bosque Trail Planning

During the 2005 NM legislative session, Governor Bill Richardson announced the availability of \$3 million for development of a Bosque Trail between Belen and the Town of Bernalillo, modeled on the trail already in place in Albuquerque and Bernalillo County. MRCOG was designated as the lead agency for this effort and hired a Trails Planner to lead this effort. While the Bosque Trail effort is still in its initial stages, the Mobility Plan does assume a trail along the Bosque and includes it as part of the proposed trail network in the Plan. MRCOG staff coordinated closely to assure that the Mobility Plan included all current information about the Bosque Trail project. Current trail planning activity in Valencia County includes extension of a trail from River Park in Los Lunas and work on a memorandum of understanding to address law enforcement responsibilities along the future trail.

Commuter Rail Planning

MRCOG is acting as the fiscal agent for the New Mexico Department of Transportation's Commuter Rail project. This project brought commuter rail service to the Burlington Northern/Santa Fe track between the City of Belen and the Town of Bernalillo in 2006. The results of the work for this project have been incorporated into the Mobility Plan. The Public Transportation section of the Plan reflects the assumption that this service will continue throughout the 20 year period.

MISSION STATEMENT, GOALS, AND OBJECTIVES

The purpose of the mission statement, goals, and objectives is to provide a framework and guidance for development of the Mobility Plan. The goals and objectives from each local government's comprehensive plan served as a starting point for developing a draft set of mission statement, goals, and objectives. These were submitted to the public for review and comment and then approved by the Mobility Plan's Steering Committee in March 2005. The adopted mission statement, goals and related objectives are provided below. Priorities among the goals have not been identified and the order of the listing below does not reflect any priority.

Mission Statement

Identify and prioritize a regional, comprehensive and coordinated multimodal transportation system that will meet the needs of the County's citizens and business community. Provide a cooperative and sustainable approach to transportation planning in Valencia County.

A. Goal: Provide for alternative modes of transportation in and through the County
Objectives:

- Develop a County-wide system of pedestrian, bicycle, and equestrian facilities that provides connections to major activity centers as well as larger regional systems
- Enhance aviation services in the County to provide greater options for multimodal transportation and economic development
- Provide local and regional public transportation service, including rail, to improve County circulation and regional access for all citizens
- Establish multimodal, intermodal transportation centers that can provide facilities for park-and-ride, bus stop, passenger shelter, vanpooling, and taxi pickups for County and regional transit users
- Encourage rideshare services by providing park and ride lots, etc.

B. Goal: Protect and enhance the scenic resources and unique characteristics of the County's transportation system

Objectives:

- Enhance scenic and historic travel routes crossing the county (Camino Real, Old Route 66 and Abo Pass)
- Develop roadway and other travel enhancement projects for transportation facilities in the County

C. Goal: Address the environmental impacts of building transportation facilities

Objectives:

- Minimize impacts of stormwater runoff from roadways and other transportation facilities
- Increase the use of alternative fuels in the County and provide incentives for reducing emissions of vehicular pollutants
- Reduction of the potential for noxious weeds to proliferate along roads and highways
- Reduced automobile pollution as the result of reducing vehicle miles traveled and improved mobility in congested areas
- Minimize visual obstructions such as billboards along transportation rights-of-way, particularly on scenic and historic byways
- Minimize the impacts of transportation projects to wildlife and habitat connectivity
- All proposed roadway facilities will minimize the taking of agricultural property and any takings that are required will minimize the impact on farmers' ability to irrigate and maintain remaining agricultural property.

D. Goal: Address the link between transportation and economic development

Objectives:

- Provide/enhance roadway infrastructure in key locations that can serve a variety of new and established businesses

- Provide pedestrian and other alternative mode facilities in locations where doing so will enhance access to established business areas
- Address the need for and impacts of freight movement

E. Goal: Ensure the safety of the local transportation system for motorized and non-motorized users

Objectives:

- Establish a prioritized list of safety projects based on current and forecast conditions
- Use technology to identify road and weather conditions and provide alerts to travelers
- Address the need for an area-wide and multiple-agency system for coordinated emergency response to crashes involving hazardous materials spills
- Investigate and implement traffic management and control measures designed to minimize neighborhood disruption caused by traffic flow
- Ensure the safety, accessibility and maintenance of school bus routes
- Address the impact of school-related traffic on the surrounding transportation infrastructure

F. Goal: Consider the relationship between land use decisions and the provision and impact of transportation

Objectives:

- Identify and provide transportation services to designated high density residential zones, industrial parks and industrial-zoned lands
- Ensure that transportation facilities for new development are adequate
- Encourage land use patterns that decrease trip length of automobile travel and enable trip consolidation
- Ensure that road improvements are consistent with the pertinent jurisdiction's land use goals.
- Use innovative roadway design and traffic calming techniques to minimize neighborhood disruption caused by traffic flow

G. Goal: Provide for safe and efficient circulation of roadway traffic in and through the County

Objectives:

- Identify roadways needed to address current and future development
- Identify substandard facilities in the County and develop and implement a roadway upgrade/maintenance plan
- Develop and implement traffic management and control measures to address congestion
- Design roads and rights-of-way to accommodate anticipated future growth or full build-out conditions

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- Identify a “feeder street” network of local roads to reduce traffic pressures on major facilities

CURRENT CONDITIONS

Historical and Current Land Use and Data

Valencia County is one of the original seven counties that comprised the New Mexico Territory in 1852. The county stretched from Texas to California and has been subsequently subdivided four times in the last 144 years. Valencia County is part of the Rio Abajo, an area of the Middle Rio Grande Valley of New Mexico that stretches from the Espanola Valley in the North to Sabinal in the South.

The County consists of 1,458 square miles in central New Mexico, bordering on Socorro County to the south, Cibola County to the west, Bernalillo County to the north and Tarrant County to the east. The county seat is located in the Village of Los Lunas, 20 miles south of the state's largest city, Albuquerque. The communities in the county are shown in Figure 4.

Belen

The City of Belen is called the “Hub City” for its central location in New Mexico and the central role it plays in moving rail freight across the state and nation. Belen is located in south central Valencia County, bordering the west bank of the Rio Grande. Belen is approximately 34 miles south of Albuquerque, and 10 miles south of Los Lunas.

Belen became the primary community and trading center in Valencia County after the King of Spain issued the Nuestra Señora de Belen grant to Captain Diego de Torres and some settlers. Its boundaries have expanded significantly in the last year with the annexation of the Rancho Cielo subdivision to the northwest. The railroad became a central part of the City in the 1880s, and continues today as a major shipping point for freight across the United States. Recently the City has begun operating limited fixed route public transportation service to the Railrunner commuter station along with its ongoing on-demand service. The City’s Alexander Municipal Airport serves as a general aviation airport and anticipates expansion in the near future, including a new crosswind runway.

Bosque Farms

The Village of Bosque Farms is located on the east bank of the Rio Grande approximately 18 miles south of Albuquerque. The Village borders Isleta Pueblo on the north, east, and west sides. Directly south of the Village is the newly incorporated town of Peralta. The current boundary of Bosque Farms generally follows the delineation of Tract No. 1 of the Gutierrez and Sedillo Land Grant, which was authorized by the King of Spain sometime in the 17th or 18th century.

During the depression of the 1930’s, much of the grant lands were repossessed and administered through the Federal government. The Bosque Farms tract was eventually divided into 44 parcels of land ranging from 40 to 80 acres in size. With the completion of the drainage ditches and irrigation system by the Middle Rio Grande Conservancy District in the 1930’s, Bosque Farms developed into a dairy and farming community. In the early 1960’s much of the land was

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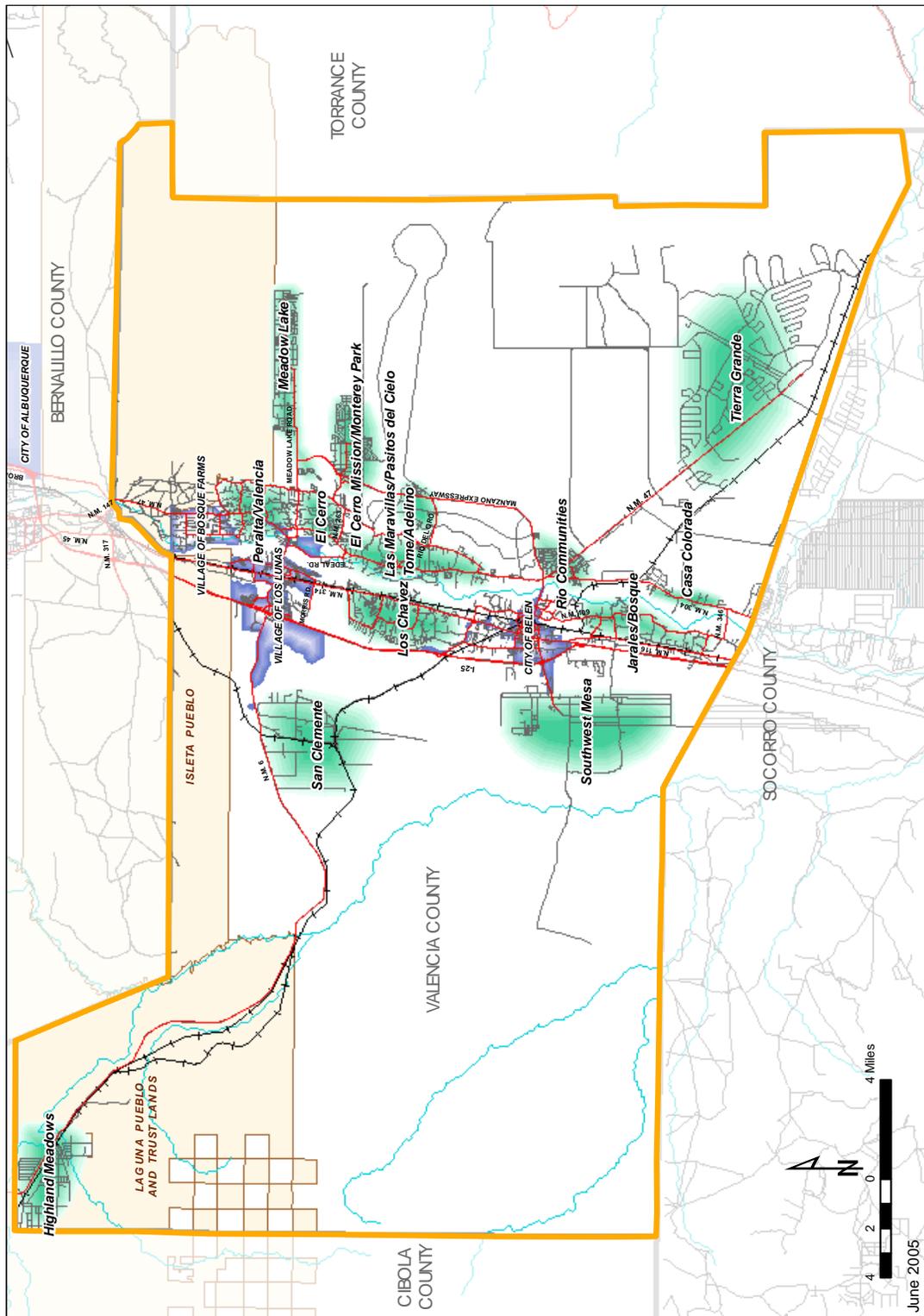


Figure 4. Communities in Valencia County

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subdivided into small tracts of one acre or less. The appeal was to be able to live in a rural area but still have easy access to Albuquerque. Bosque Farms incorporated in 1974, and the population doubled in the 1970s (from 1,600 in 1970 to 3,353 in 1980). However, population has grown very slowly since 1980. Bosque Farms' population in 2006 is estimated to be 4,214.

Casa Colorada

The community of Casa Colorada is southwest of the Jarales/Bosque area on the east side of the river. The majority of land use in Casa Colorada is irrigated agriculture. Casa Colorada has a population of 56 and contains 19 housing units.

El Cerro

El Cerro is bordered on the west by NM47 and on the north, east, and south by NM263. Peralta/Valencia is to the north, while Tome/Adelino is found just south of El Cerro. The majority of the land in El Cerro is made up of small tracts (less than 10 acres) of residential and agricultural land. The community has about 1,900 dwelling units. Not much commercial land exists in El Cerro, primarily because of the proximity to many businesses in Los Lunas.

El Cerro Mission/Monterey Park

The community of El Cerro Mission/Monterey Park is located south of Meadow Lake and north of Rio Communities. The majority of this community is east of the Manzano Expressway. El Cerro/Monterey Park has 1,623 dwelling units, and a population of 5,483. El Cerro Mission Boulevard (which connects to NM263) and Van Camp Boulevard (which connects to the Manzano Expressway) are the primary roads for this community.

Highland Meadows

Highland Meadows is a small community located 38 miles west of the Village of Los Lunas along NM6. It was designed in the 1960's as a planned development of ten phased units, each consisting of mixed residential and varied light-commercial units. The growth of Highland Meadows has been sporadic and slow over the years. The community has few jobs, and the long distance from the rest of the County makes road maintenance a difficult and expensive proposition.

Isleta Pueblo

Isleta Pueblo is located at the far northern end of Valencia County. The Pueblo boundaries also extend north into Bernalillo County and east into Torrance County. Today's members of the Isleta Pueblo are direct descendants of the original inhabitants of the land that is now Valencia County. Traditional practices such as farming, dancing, jewelry making, pots, quilts, and other crafts are still carried out. However, Isleta Pueblo is prospering in the modern world with Indian gaming and other endeavors. The 2000 population estimate for the Pueblo was 2,912 (2,024 in Bernalillo County and 888 in Valencia County).

The St. Augustine Church in Isleta, built in 1613, depicts the Pueblo's blending of traditional Isleta values with Christianity. The original structure (called the church and convent of San Antonio de Padua) was destroyed during the Pueblo Revolt of 1680. However, in 1716 the church was reconstructed upon the original walls, and renamed St. Augustine. St. Augustine is

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the oldest of the mission churches in Valencia County and is one of the oldest churches in the U.S. that still exists on the original site with the original walls.

Jarales/Bosque

Jarales/Bosque is located south of Belen on the west side of the Rio Grande. This community has remained primarily agricultural in character, with the majority of the land classified as irrigated agriculture. In 2000, the Jarales area had a population of 1,434 and contained 542 housing units.

Las Maravillas/Pasitos del Cielo

The Las Maravillas/Pasitos del Cielo community is located east of Tomé/Adelino on the east mesa and adjacent to Manzano Expressway. Both Las Maravillas and Pasitos del Cielo are phased master planned subdivisions with land reserved for parks, open space, and pedestrian and bicycle paths, and are administered by the Valley Improvement Association. In 2000, this area had a total population of 1,588 and contained 618 housing units. It takes the majority (66.7 percent) of those living in this community more than 30 minutes to travel to work.

Los Chavez

The community of Los Chavez is located in central Valencia County, between Los Lunas and Belen, along the west side of the Rio Grande. In 2000, Los Chavez had 5,033 residents and approximately 1,895 dwelling units. The majority of workers (55.4 percent) in Los Chavez have a commute longer than 30 minutes.

Los Lunas

The Village of Los Lunas is the county seat, as well as the fastest growing municipality in Valencia County. The population jumped from 6,013 in 1990 to an estimated 12,821 in 2006. The majority of the Village lies on the west bank of the Rio Grande; however, annexations have added land on the east side of the river. The Village was incorporated in 1928.

Traditionally, Los Lunas was a farming community, but recent growth has made the Village the primary business center in Valencia County. The Village has a public transit system and a commuter rail stop with bus connections, and is completing work on a multimodal station which will provide closer linkages between the public transit system and Railrunner while also providing office space for its public transportation staff.

Meadow Lake

Meadow Lake is located in the northeast portion of Valencia County. The community is bordered by Isleta Pueblo to the north, Peralta/Valencia to the west, and El Cerro/Monterey Park to the south, while the Manzano Mountains lie just a few miles to the east. Meadow Lake was established as a single subdivision in the mid 1950's. Meadow Lake Road is the main access road within Meadow Lake, and provides the only access to NM47. Meadow Lake also has the highest mean travel time (44 minutes) of all Valencia County Communities, and it takes more than 30 minutes to get to work for 84.7 percent of the population.

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Mid-Valley Air Park

The Mid-Valley Air Park is located between Los Lunas and Belen between NM314 and the Rio Grande. A privately-owned, public access airport, the property owners association is responsible for overseeing the bylaws, covenants and legal matters of the Air Park. The Air Park was established in the early 1970s and contains over 100 acres of residential and commercial properties. With over 90 hangars available for lease, members and tenants routinely taxi small airplanes on the dual-use auto/plane drives. Over 160 aircraft are based at the Air Park and nearly 14,000 aircraft operations occur there each year. Operations include business, training, maintenance testing, pleasure flying and delivery of aircraft for repairs. Local, state, federal and military agencies have used the airport to conduct police business, SWAT operations, medivac, customs inspections and prisoner exchange. Business activities range from hangar rental, aircraft sales, aircraft and vehicle maintenance to a bicycle and hobby shop.

Peralta/Valencia

Peralta/Valencia is located directly south of Bosque Farms in northern Valencia County. The community is also bordered by Isleta Pueblo to the north and east, by the Rio Grande to the west, and by Los Lunas and El Cerro to the south. The community of Valencia was established by Captain Francisco Valencia during the mid-17th century. The area was abandoned during the Pueblo revolt of 1860 and then resettled by Christian Indians called genizaros in 1740. In mid-2007 this community voted to incorporate and has now begun the work of establishing a governing structure, adopting zoning regulations, and so forth.

The community's 2000 population included 8,250 residents and 3,070 housing units. Commuting for Peralta/Valencia residents is generally long. Fifty-four percent of Peralta residents average a travel time of more than 30 minutes to get to work, while 65 percent of Valencia residents average a travel time of more than 30 minutes to work.

Rio Communities

Rio Communities is on the east side of the Rio Grande, directly across from the City of Belen. The Manzano Expressway runs along the northern border of Rio Communities, while NM47 and NM 304 cross through the community as well. Rio Communities has industrial and retail commercial services. In 2000, Rio Communities had a population of 4,213 and contained 1,905 housing units. Over 25 percent of the population are age 65 and over (the highest of all the County Communities), while only 19.3 percent (the second lowest) are under age 15.

San Clemente

San Clemente is located just south of NM66 and west of the Village of Los Lunas. The community is very small; there are just over 100 dwelling units. Although relatively close to Los Lunas, virtually no commercial and retail businesses exist in San Clemente. Much of the land in this area is utilized for cattle.

Tomé/Adelino

Tomé/Adelino is located in central Valencia County just east of the Rio Grande, across the river from Los Chavez. This community has a large amount of farmland that is irrigated. In fact, Tomé/Adelino still retains several parcels of irrigated land that have 100 acres or more.

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However, residential development is occurring. The 2000 population of Tomé/Adelino was 2,211, and there were 790 residential dwelling units. NM47, which is a major thoroughfare in Valencia County, provides access to and through this community. It takes the majority (55.3 percent) of Tomé/Adelino residents more than 30 minutes to travel to work.

Tomé/Adelino has several historic sites that contribute to the unique heritage and tradition of this community. El Cerro Tomé is the most noticeable, and was a substantial landmark for travelers along the Camino Real. Thousands of people make the annual Good Friday trek up Tomé Hill every year. Another historical property in the area is the Comanche Springs Archaeological District. This site was a passageway through the Manzano Mountains by Comanche and various Plains Indians.

Demographic and Socioeconomic Data

The County's population has risen dramatically over the last several years. Census figures show Valencia County grew by 46% in population between 1990 and 2000. By comparison, New Mexico's largest county, Bernalillo, showed a 16% change in population over the same period of time. More recently, it is estimated that Valencia County's population has grown by an additional 8.7% since 2000, reaching a population of 74,080 by 2006.¹

The growth in Valencia County's housing stock has kept pace with population, growing by 47% between 1990 and 2000 and another 6.9% out to 2006. In 2006 there was an estimated 26,352 homes in the county.²

Employment in Valencia County has grown faster than the population, as the county saw a 63% increase in jobs between 1990 and 2000. Although MRCOG has not estimated total employment for the County for 2006, estimates show a growth of 17.8% between 2000 and 2004, indicating that job growth continues to outpace population and housing.³

2000 Census data related to commuting patterns show us that approximately 14,400 Valencia County residents leave the county for work daily. The majority of these commuters, more than half of the working population in Valencia County, are headed for Bernalillo County. This is reflected in the average commute time which, at 30.7 minutes, ranks Valencia County with the third longest commutes in the state. Of course part of this trip time can be attributed to traffic congestion as well as to long travel distances. More recent data show average travel time increased to 31.6 minutes in 2006.

¹ This estimate has been revised to reflect updated MRCOG population estimates.

² The housing estimate is provided by the US Census Bureau and there for not directly comparable to BBER's population estimate for the same year.

³ MRCOG provides estimates of total employment by County approximately every 4 years. This estimate is based on Covered Employment and Wages (CEW) statistics as reported by the Department of Workforce Solutions, and is supplemented with an estimate of self-employment, agricultural employment, and other employment not covered in the DWS report.

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Environmental Justice Analysis for Valencia County Mobility Plan

Federal regulations require that community impact considerations be included in the transportation planning decision process⁴. Transportation projects and programs impact communities in many different ways. It is important to determine whether any one group is disproportionately affected.

MRCOG has gathered data and developed analytical tools for examining the benefit and burdens of transportation actions. In addition to the technical analysis, public involvement is an important tool for providing early access to transportation planning information, to identify non-quantitative impacts, and to facilitate opportunities for the public to participate in the decision making process.

The demographic community profile for the County shows that, of the Census 2000 Valencia County population, 49.1% are considered low income⁵ 54.9% are of Hispanic origin and 39.4% are non-minority. Thus, the County can be considered a minority majority community. Approximately 10.2% of the population is 65 or more years old.

Activity Centers and Major Traffic Generators

Activity centers are areas in the community where concentrations of population and/or employment exist now and are expected to exist in the future. These are areas that can be reasonably anticipated to generate traffic which will have impacts on the surrounding transportation network. Traffic from these centers are considered as part of the process for estimating future transportation needs. The designated activity centers in Valencia County, which lie outside the municipal boundaries are shown in Figure 5.

Transportation Systems and Travel Data and Patterns

Good transportation planning requires that all modes of transportation be considered, and that the effectiveness of those modes be evaluated in relation to the people and goods they carry as well as how they interact. This is why this Plan is characterized as a multimodal and intermodal plan.

The Mobility Plan looks at the bicycle and pedestrian modes, equestrian uses, public transportation, rail and aviation, and the roadway network. The section below provides background information for each mode. A discussion of the needs and a set of recommendations for each mode are provided in the Long Range Transportation Plan chapter of this document.

Bicycle and Pedestrian

Currently there are few formal bicycle routes identified in the County. The facilities that do exist are either off-road paths that have been funded with Federal Surface Transportation-

⁴ [Title VI of the Civil Rights Act of 1964 (U.S.C. 2000d-1), The National Environmental Policy Act of 1969 (NEPA, 42 U.S.C.4321), the FHWA/FTA Joint Planning Regulations implementing ISTEA consistent with Title VI (23 CFR 450 and 49 CFR 619, DOT Orders 5610.2 and 5610.2 of 1997 and 1998, and 23 U.S.C 109(h)) support the guidelines for implementing Executive Order 12898 issued by President Clinton on February 11, 1994.]

⁵ The 2000 U.S. Census definition of poverty was used for this analysis. Household income includes the income of the householder and all other persons 15 years and over whether related to the householder or not.

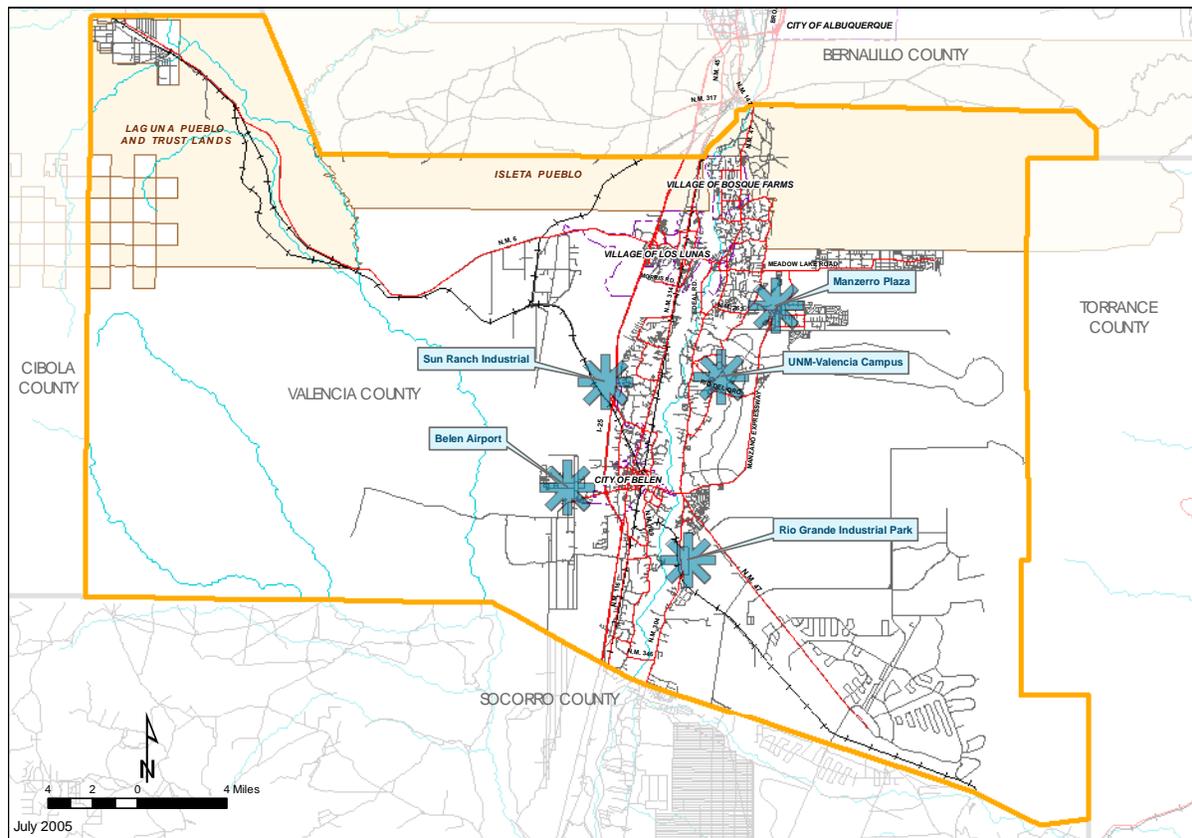


Figure 5. Activity Centers in Valencia County Outside Municipal Boundaries

Enhancement dollars or are bicycle routes that have been established on NMDOT roadway facilities. These facilities have been developed on a piecemeal basis and most of them are not interconnected. Prior to development of the Mobility Plan, there had been no formal planning for bicycle and pedestrian uses in the County as a whole.

Equestrian Network

People have been keeping and riding horses in Valencia County since it was first settled. In 2002, Valencia County ranked number four in New Mexico for the number of horses and ponies, immediately behind Bernalillo County. Because of increased vehicular traffic both on and off-road, it has become apparent that formal planning for equestrian uses is advisable. This includes the need to address shared uses, roadway crossings, and better connections between current as well as proposed trails. Prior to development of the Mobility Plan, there had been no formal planning for equestrian uses in the County as a whole.

Public Transportation

Currently, public transportation in the County is limited to that provided by the Village of Los Lunas and Belen. The City of Belen and several non-profit agencies provide public transportation services to special needs populations in the County.

In addition to this limited bus service, the County is the site of two commuter rail stops. This commuter rail service links Belen and Los Lunas with the Bernalillo County South Valley and

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Albuquerque, and creates the potential for county residents to ride the train from Belen to the Town of Bernalillo, north of Albuquerque. With the extension of services north to Santa Fe in late 2008, residents will be able to travel by train from Belen to the State's capitol.

Rail

As noted above, commuter rail service began between Belen, Los Lunas and the City of Albuquerque in 2006. In addition, the City of Belen acts as a critical hub in the BNSF's east-west transcontinental freight line. Increased traffic on the east-west line has resulted in BNSF plans to lay an additional, third track along this right-of-way through Valencia County.

The addition of the third BNSF track will exacerbate already problematic conditions in the community of Jarales, which is bisected by two sets of tracks, one north-south and one east-west. Trains on the current east-west alignment are a major source of traffic delay on Jarales Road, the communities' most direct access to services and other transportation facilities, including the commuter rail station. This crossing experiences up to nine hours of blockage a day as a result of up to 110 trains each day entering or exiting the Belen Railroad Yard. As a result, the BNSF Railway has proposed to cooperate with the NMDOT and Valencia County to construct an overpass at the Jarales Road Crossing. Planning work on this proposed grade separation is underway and the project itself can be found in the transportation project listings in the Transportation Plan portion of this Plan Update.

Aviation

Valencia County is home to two airports, the Mid-Valley Air Park between Los Lunas and Belen on NM314, and the Belen Alexander Municipal Airport west of I-25 on Camino del Llano. These airports provide private and commercial service to small planes. While the Air Park is a privately owned public access facility, with over 160 aircraft based there and nearly 14,000 aircraft operations each year, the Belen airport provides general aviation services and has about 50 aircraft based there. Air Park operations include hangar rental, aircraft sales, aircraft and vehicle maintenance to a bicycle and hobby shop. The Belen Airport houses an engine repair shop, aerial photography operation, propeller shop, restaurant, and new "T" hangars for rent and anticipates expansion in the near future, including a new crosswind runway.

Roadway Network

The road network in the County provides the backbone for the majority of other modes of transportation in the County. The County contains approximately 1,575 miles of roadway, with almost 83% of the roads in the unincorporated area consisting of gravel or dirt facilities. The Maintenance section of this plan provides a discussion of roadway surface conditions in the County and recommendations for addressing those needs.

Traffic Flow Patterns. Vehicular traffic across the County has increased over the last eleven years, the time frame for which traffic count data are available. Figure 6 provides a visual depiction of the levels of traffic on Valencia County roads in 2004. Table 1 shows the growth in traffic on an average week day, between 1993 and 2005, for specific locations around the county. This table clearly shows that traffic across the County has grown, and in some areas has grown substantially. While certain points can be attributed to growth in very specific areas (for

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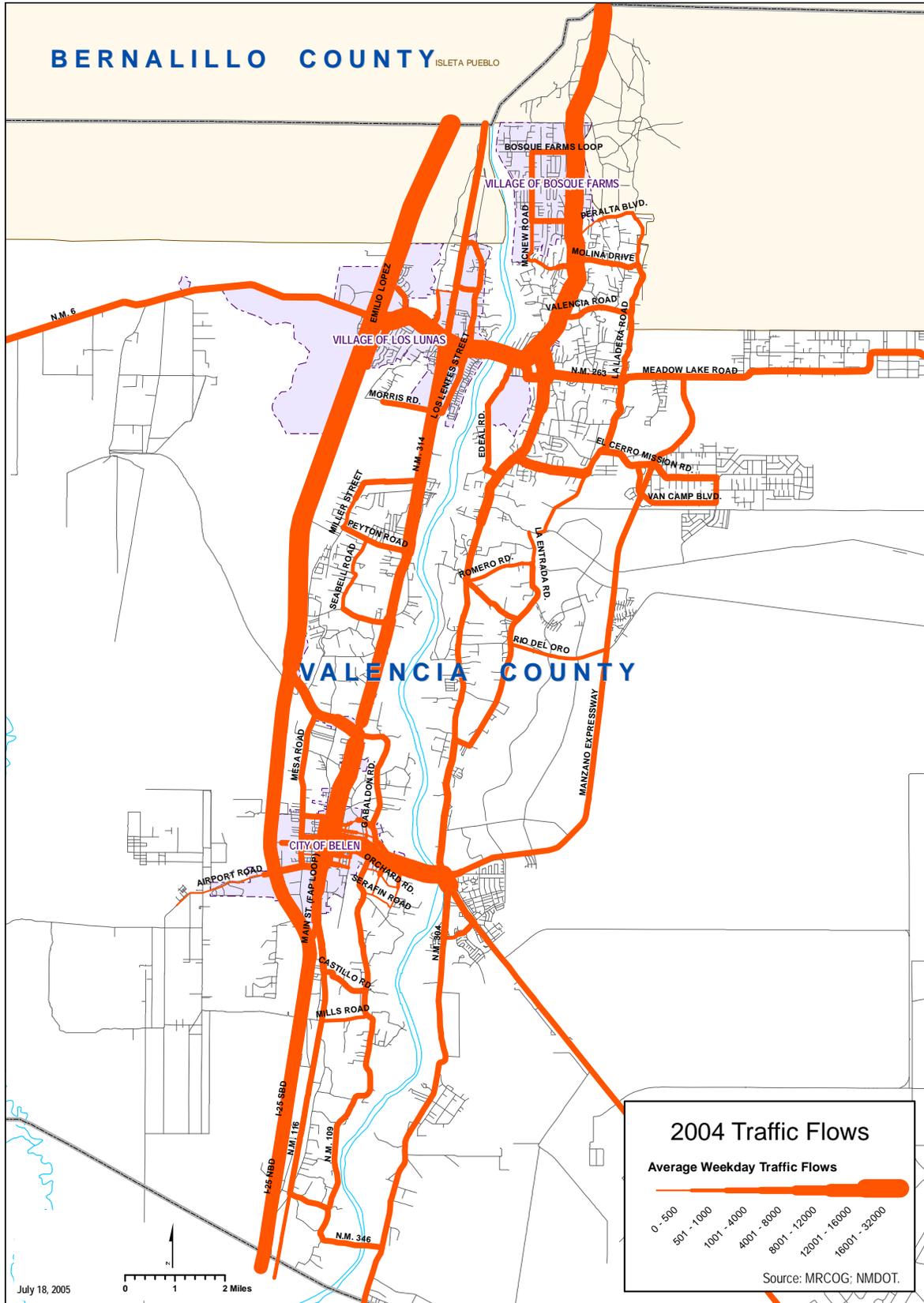


Figure 6. Traffic Flow Levels – 2004

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example, the growth in traffic on NM6 just west of I-25 is clearly the result of increased development on the land just west of the interstate), it is not so simple to identify the source of growth on other roadway segments (for example, NM 47 south of Rio Communities). Regardless of the source, it is clear that traffic has increased across the County over the 13-year period.

Table 1. Change in Average Weekday Travel, 1993-2005

Location	Percent Change	Location	Percent Change
I-25 at Bernalillo County Line	112%	Main at Old US85	73%
NM47 at Bernalillo County Line	27%	NM116 south of Mills Road	57%
NM47 north of Esperanza	14%	River Road west of Gabaldon	16%
NM6 east of I-25	319%	NM47 south of River Road	100%
NM6 west of I-25	627%	NM304 south of River Road	44%
NM6 west of Los Lentos	447%	NM47 north of NM263	89%
NM6 River Bridge	194%	Manzano Blvd north of South Rio del Oro Loop	283%
NM47 north of NM6 intersection	32.45	NM263 west of La Ladera	99%
NM314 south of Morris	5%	El Cerro Mission Road at NM263	105%
I-25 south of North Belen Interchange	90%	Meadow Lake east of Manzano Expressway	100%
I-25 Bypass west of NM314	242%	NM304 north of NM346	189%
Main Street north of Reinken	28%	NM47 South	100%

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Crash Data

Under Federal regulations, the NMDOT is required to develop an annual Highway Safety Improvement Program Report which lists not less than five percent of the state roadway locations that exhibit the most severe safety needs. In this case, severe crashes are defined as crashes that result in one fatal, incapacitating, or visible injury. These are referred to as KAB crashes. The fiscal year 2007 Five percent Report covers crashes in the 2001-2005 time frame and includes a number of Valencia County roadways. Crash rates are calculated as the number of KAB crashes per 100 million vehicle miles of travel. The New Mexico Five Percent List of rural state system and interstates with ten or more KAB crashes in five years include NM47, from milepost 18.3 to 19.5, with a crash rate of 84; NM314 from milepost 3.3 to 4.4 with a crash rate of 53; and NM263 from milepost 3.3 to 5.4 with a crash rate of 50. A map showing these locations is provided in Figure 7.

The Annual Report for the State Safety Improvement Program also addresses rural off-system roadways—all rural public roads not on the state-maintained systems such as county and tribal roads. In the State, there were 18 routes with 10 or more KAB crashes in the 2001-2005 time frame. Of these, three routes were in Valencia County. A map showing the off-system roadways with ten or more KAB crashes in provided in Figure 8.

One safety project in Valencia County has been programmed in fiscal year 2007 to receive funding as part of the NMDOT safety program. This is the railroad overcrossing at Aragon Road in Belen. Safety funds were used to acquire right of way for the grade separation which was constructed using other state and federal funding sources. Additional projects which address concerns on NM47, NM263, Meadow Lake Road, and Manzano Expressway are being proposed for Valencia County in fiscal years 2008 and 2009 through the NMDOT Highway Safety Improvement Program.

Roadway Conditions.

The following material provides information about current roadway conditions throughout the County and a discussion of the current approach to addressing roadway maintenance needs.

City of Belen. The City of Belen contracted with the consulting firm Molzen Corbin to complete a visual assessment of all the roads in the City. The resulting data was placed into a software program that used a pavement condition index to develop the information shown in Table 2.

Table 2. City of Belen Roadway Conditions

	Number of Lane Miles	Roadway Condition			
		Excellent	Good	Average	Poor
Paved	104.6	5.92	34.99	60.89	2.8
Dirt	1.82	--	--	--	1.82

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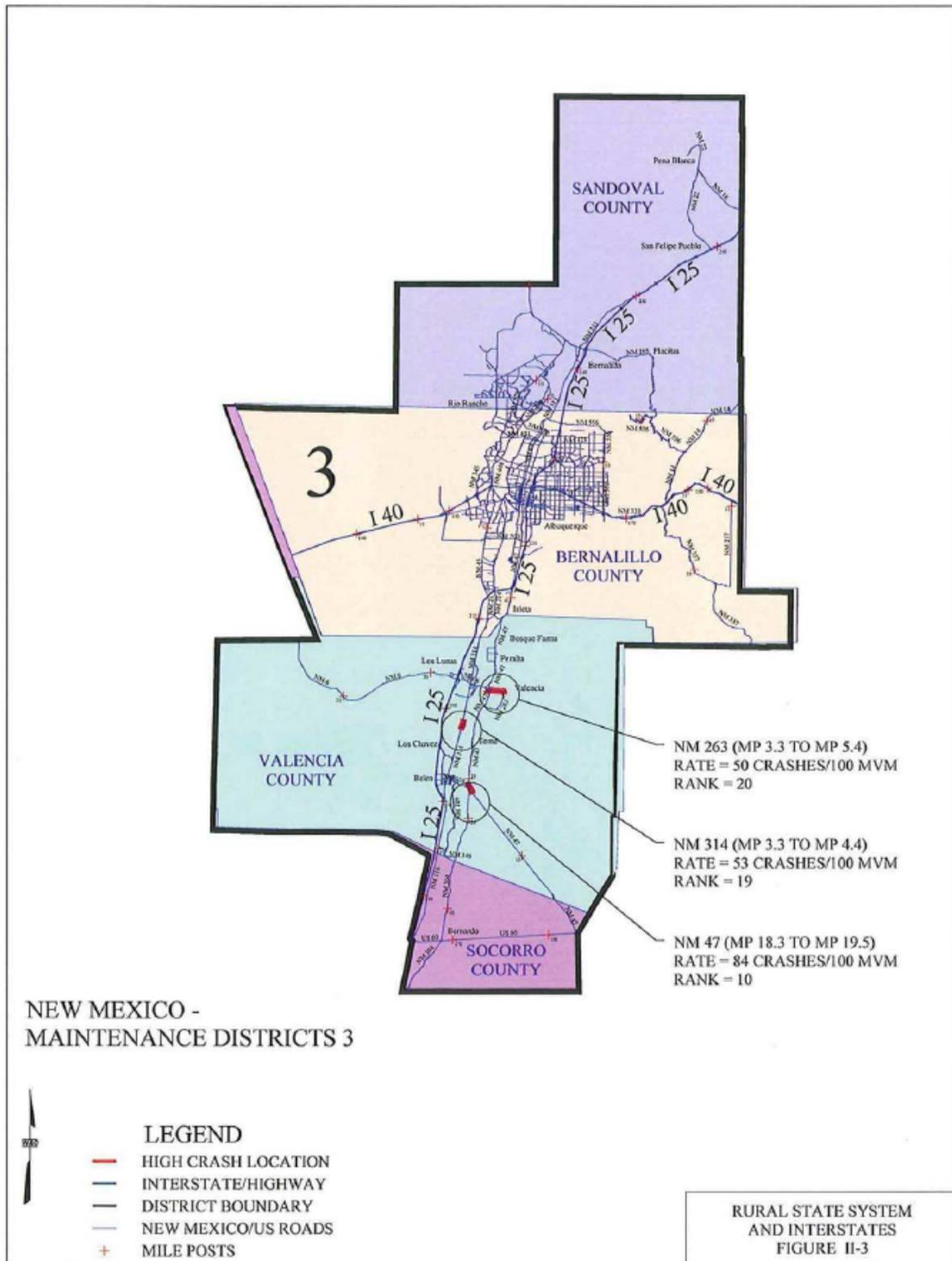


Figure 7. 5% List Locations on the Rural State System and Interstates in NM DOT Maintenance District 3.

Source: NM Highway Safety Improvement Program FY07 Annual Report

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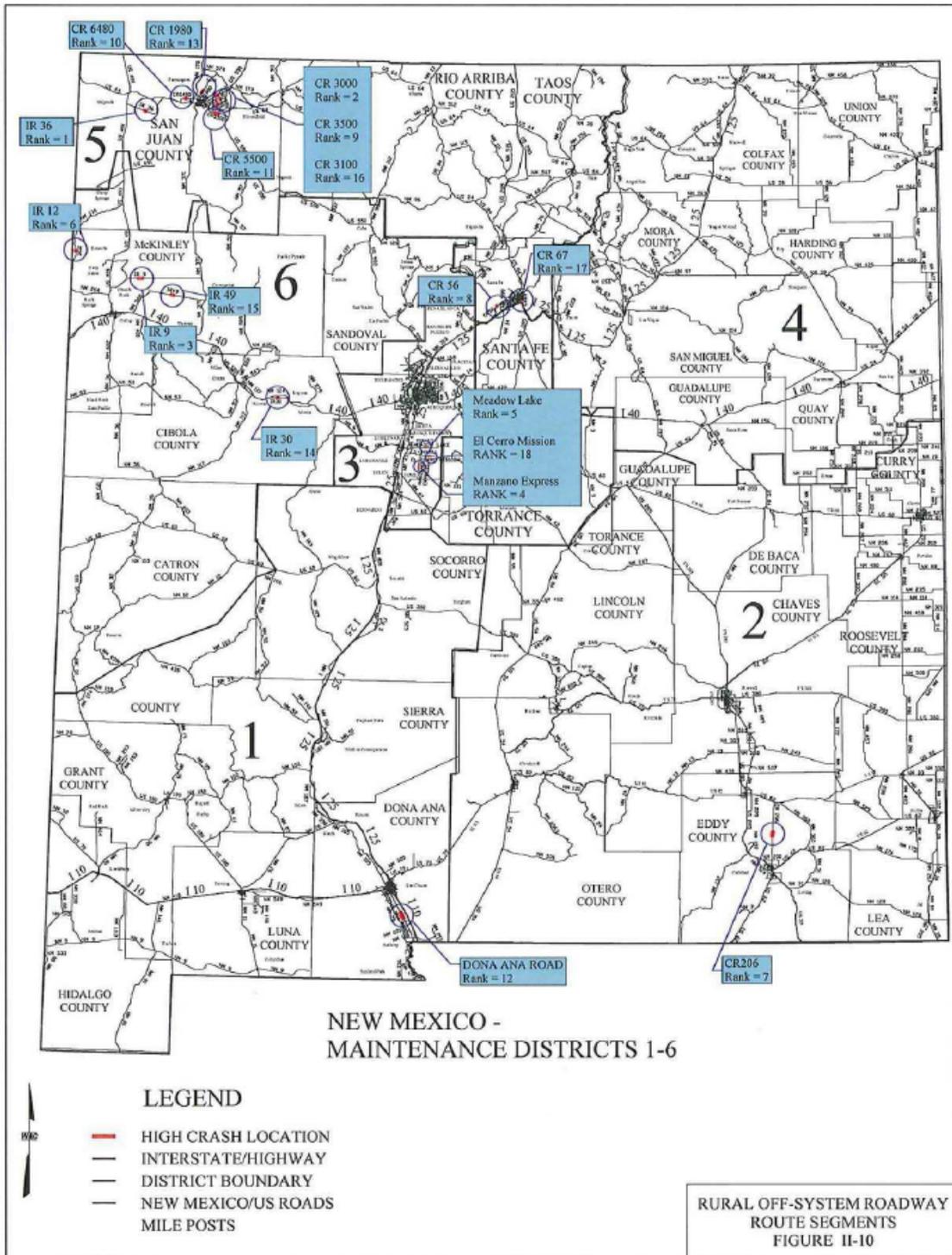


Figure 8 New Mexico's Off-System Roadways with 10 or more KAB Crashes in 5 years

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Source: NM Highway Safety Improvement Program FY07 Annual Report

The roadway maintenance schedule for the City of Belen is developed in response to citizen requests. After a citizen expresses a concern about a particular roadway segment, public works staff completes a visual survey and then adjusts its roadway maintenance schedule as necessary. Another factor which is taken into account is the schedule for making water line repairs, and any emergency water breaks that may occur. The public works crew monitors this activity closely in order to follow water repair work as soon as possible with patches to the roadway where pavement incursion was required. The pothole repair crew for Belen completes a visual inspection of all City facilities on a weekly basis and provides repairs as needed.

Approximately \$550,000 a year is provided in Belen's general budget for roadway maintenance. Additional funds for specific projects are obtained through the State of New Mexico's Municipal Arterial Program or other state or federal funding sources.

Village of Bosque Farms. The data for Bosque Farms was compiled by Village staff. The Village does not have a program in place for assessing roadway condition and developing a prioritized list of needs. There are approximately 37 lane miles of roadway in Bosque Farms.

Roadway maintenance in Bosque Farms is completed on an as-needed basis as identified by Village staff. Pothole repair is completed using remainders from Municipal Arterial Program or other state-funded projects, or using dirt fill. Funding for roadway maintenance projects in the Village is through Municipal Arterial Program or other state-funded projects. Pothole repairs are completed on an as-needed basis by Village staff and are included in the general budget.

Village of Los Lunas. The Village of Los Lunas contracts with the consulting firm Molzen Corbin to develop a pavement condition index and complete a visual assessment of all the roads in the Village. This data is input into a computer database and the results are provided the information for Table 3.

Table 3. Village of Los Lunas Roadway Conditions

	Number of Lane Miles	Roadway Condition			
		Excellent	Good	Average	Poor
Paved	107.83	42.94	40.45	17.53	6.91

The Excel-based database program used by Molzen Corbin includes inputs which enables it to calculate the rate of wear. Each year the Village is provided with a list of roadways that are recommended for maintenance work, along with a description of the suggested work. Village staff review this list, complete a visual survey of the recommended roadways, and then develop a Village roadway maintenance schedule. Pothole repairs, weed control, and sign replacement in the Village are provided by Village staff as part of its ongoing operation effort.

An important source for roadway maintenance in the Village is from the State of New Mexico's Municipal Arterial Program and Municipal Coop Program. The Village receives approximately \$590,000 each year from these funding sources. In addition, the Village programs approximately

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\$1.3 million each year for capital outlay projects which range from sidewalk installation to roadway improvements. An operating budget of \$200,000 provides for pothole repair, striping, weed control, sign replacement, roadway equipment repair, safety equipment, and so forth.

New Mexico Department of Transportation. Approximately 142 center lane miles of roadway and about 6 miles of interstate ramps in the municipalities and county are owned and maintained by the New Mexico Department of Transportation. These include the Interstate system, NM47, NM6, and a number of shorter facilities. The information in this section addresses these roadways. The NMDOT has an extensive database of information regarding state roadways and pavement conditions on those facilities. This information was used to identify the information in the map and in Table 4.

**Table 4. New Mexico Dept. of Transportation
Roadway Conditions**

	Number of Center Lane Miles	Roadway Condition		
		Good	Average	Poor
Paved	141.57	28.32	92.01	21.24

District 3 relies on two major sources of information for setting up its pavement preservation projects. First is its pavement preservation project database that contains information on when roads are constructed, reconstructed, or rehabilitated. It also has information on pavement preservation projects that were completed and includes when it was completed, what type of pavement preservation technique was used and the limits of the project. The second source of information is derived from yearly as well as ongoing field reviews that are conducted by the patrols, contract maintenance personnel and the District's Maintenance Technical Support Engineer. Current pavement conditions and distresses are evaluated to determine the best pavement preservation technique to be used for each particular roadway. Once this information has been gathered and evaluated, the upcoming projects are scheduled based on need, funding availability, roadway priority, and upcoming rehabilitation/reconstruction projects.

Pothole repairs, weed control, and sign replacement on NMDOT facilities in the County are provided by NMDOT District 3 maintenance staff as part of its ongoing operation effort. Funding for maintenance of NMDOT roadways is provided through Federal and State funding sources.

Valencia County. The data in Table 5 was provided by the Valencia County Planning Department. No current condition inventory is available for Valencia County roadways. However, approximately three miles a year of the dirt road miles are being paved. In addition, the County's chip sealed roadways lose their surface in about two years and must be repaved at that time, further diminishing the ability of the County to continue to pave dirt roadways.

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Table 5. Valencia County Roadway Conditions

	Number of Road Miles	Roadway Condition		
		Good	Average	Poor
Paved	163.3	Unknown	Unknown	Unknown
Chip Seal	49.4	Unknown	Unknown	Unknown
Gravel	32.1	Unknown	Unknown	Unknown
Dirt	223	Unknown	Unknown	Unknown

Roadway maintenance in the unincorporated portions of Valencia County is completed on a demand-response basis. Due to inadequate manpower and equipment, this appears to be the only viable approach to addressing maintenance needs in the County at this time. The maintenance provided in this way includes pothole repair and grading of dirt roads following heavy rainfall. The operations budget for roadways in Valencia County is approximately \$375,000 per year. Road fund revenues (including Co-op funds) total approximately \$1 million a year.

FUTURE CONDITIONS

Population

The Bureau of Business and Economic Research (BBER) at the University of New Mexico is responsible for creating population forecasts for each County in New Mexico. MRCOG uses these forecasts in order to maintain consistency for planning activities. BBER is projecting Valencia County to continue growing steadily, reaching a population total of 128,922 in 2030. However, while the County grew by nearly 50% over each decade since 1970, BBER is projecting a slowed rate of growth, as illustrated by the annual growth rates presented in Table 6. A map that reflects current permits and known developments is provided in Figure 9.

Table 6. Historical and Forecast Population Growth in Valencia County, 1950 to 2030

	Year	Population	Average Annual Growth Rate
<i>CENSUS</i>	1950	13,530	--
	1960	16,146	1.78
	1970	20,451	2.39
	1980	30,769	4.17
	1990	45,235	3.93
	2000	66,152	3.87
<i>FORECAST</i>	2015	97,330	2.6
	2030	128,922	1.9

Source: US Census Bureau, Bureau of Business and Economic Research

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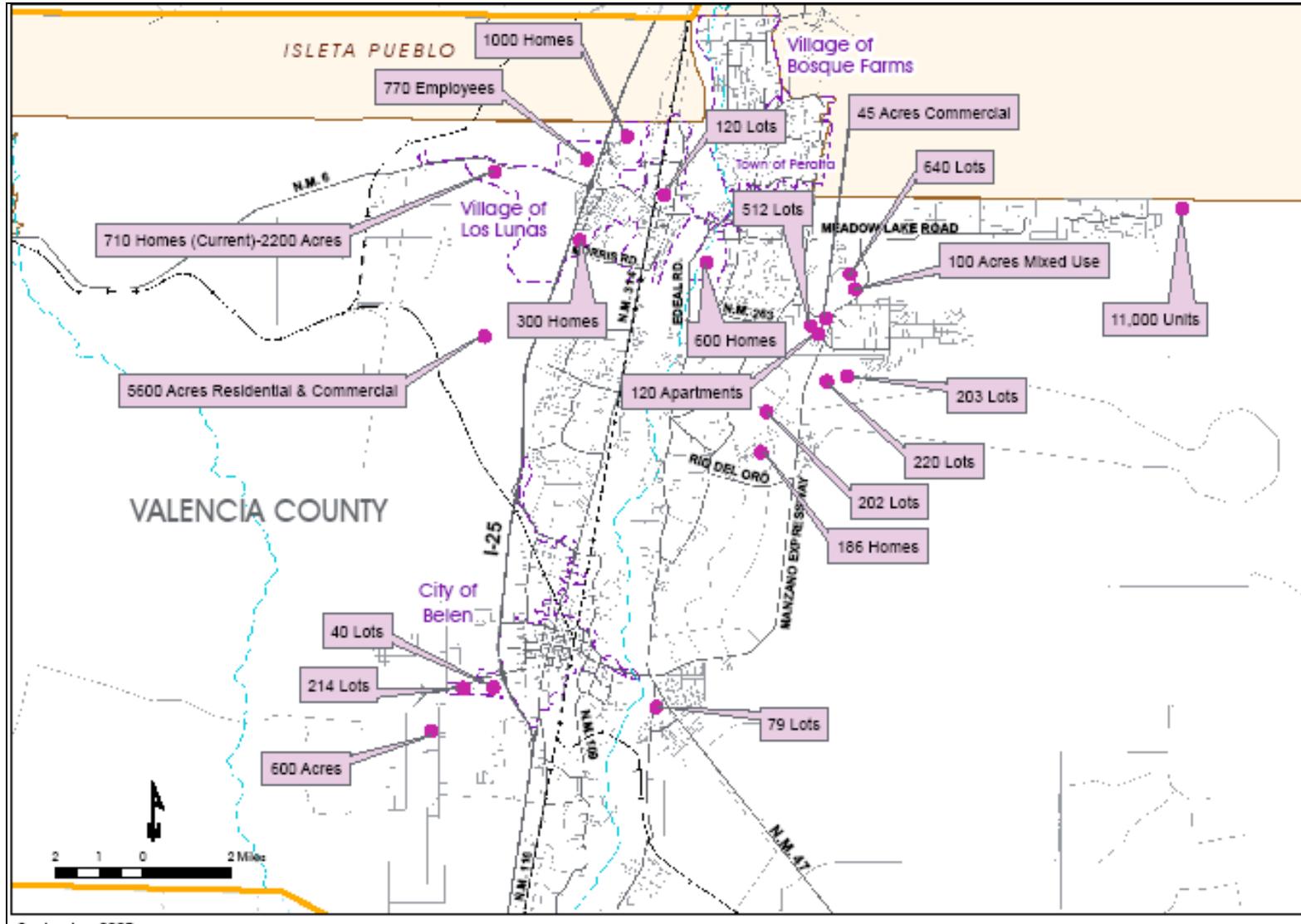


Figure 9 - Current Development Proposals – Summer 2007

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Valencia County is expected to see faster growth than most of the nearby counties and to increase its share in the four-county region served by MRCOG. Figure 10 illustrates this increase in share compared to the other three counties in the region.

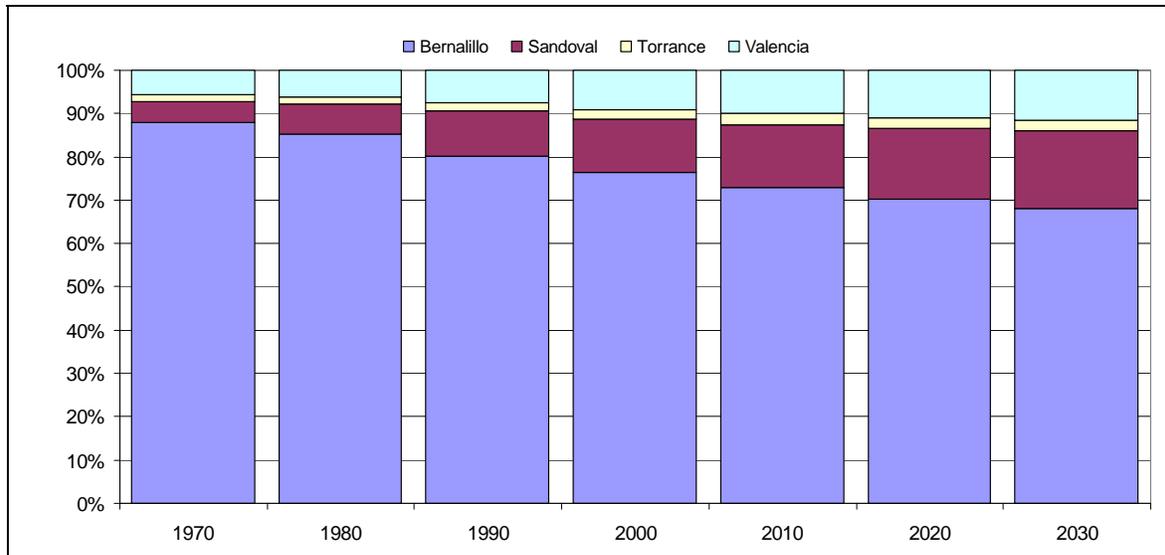


Figure 10. Historical and Forecast Share of Region by County, 1970 to 2030

Source: US Census Bureau, Bureau of Business and Economic Research

MRCOG’s forecasts are based on the assumption that there is sufficient water in the region to serve the forecast growth to 2030. However, this does not mean that all areas will have access to water. If an area is served by a water utility (including private water companies such as New Mexico Utilities), the assumption is that there will be water available during the forecast period. For areas not served by water utilities, the assumption is that any development will be low density. MRCOG’s forecast models reflect these assumptions.

Households and Housing Units

Historically, the change in household size in Valencia County has been reasonably related to the change in the national average household size. Therefore, we assume that the future change in the average household size for the County will remain close to the projected change in the national average. Table 7 shows the Valencia County historical and forecast population in households, average household size, and number of households. The number of households is equal to the number of occupied housing units.

Table 7. Household Forecast, 2015 and 2030

	Pop. in Households	Avg. Household Size	Households
2015	95,534	2.76	34,518
2030	126,449	2.69	46,939

Source: US Census Bureau, MRCOG

The difference between the 2030 population forecast in Table 6 and the 2030 population in households forecast in Table 7 is approximately 2,500 persons. This is the number of people

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projected to live in group quarters. The majority of these people will be inmates in the Los Lunas Correctional Center. Household size is projected to steadily decrease over the forecast period. This is consistent with trends already in place, such as more single households and couples choosing to have fewer children. As a result, it is anticipated that the number of households or occupied housing units will increase faster than the population.

With an increase of well over 20,000 households there will be an increased demand for housing units in the county. Housing units were forecast from occupied housing units by estimating the percentage of occupied housing. MRCOG used the historical average for occupancy rates to project future occupancy. Housing units were forecast as single family and multifamily units. Multifamily units were projected from an analysis of historical data and recent building permit data. Table 8 displays the forecast housing units by type. The number of housing units is projected to grow by 12% between 2015 and 2030, and about 91% of the housing units in 2030 are projected to be occupied. Multi-family units are expected to increase slightly as a share of the total housing stock.

Table 8. Housing Units Forecast, 2015 and 2030

	Total Housing Units	Single Family Units	Multi Family Units	Percent Multi Family	Percent Occupied Housing
2015	37,516	35,689	1,827	4.9%	91.1%
2030	42,021	39,972	2,049	5.0%	91.2%

Source: US Census Bureau, MRCOG

Employment

Valencia County employment (number of jobs) is forecast based on several factors, including anticipated population growth, past employment trends, and what is known regarding plans for the County. The base employment numbers for 2004 are derived from the New Mexico Department of Workforce Solutions (DWS) and are adjusted to include self-employment, military, railroad, and other areas not covered by the DWS. The forecast shown in Table 9 by sector was primarily derived from an economic forecasting model¹¹. BBER develops short range employment forecasts which were used as inputs to the calculation of long term employment forecast.

Table 9. Forecast Employment⁶

	2004	2030	% Change
Basic	4,610	7,431	61%
Retail	3,853	5,564	44%
Service	8,988	19,546	117%
Total Employment	17,451	32,541	86%

Source: NM Department of Workforce Solutions, BBER, MRCOG

⁶ Basic employment includes agriculture, construction, mining, manufacturing, transportation, communication, utilities, wholesale, and military. Retail is retail trade. Services include financial, insurance, real estate, education, health, arts and other services and government.

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It is projected that Valencia County will add about 15,000 jobs between 2004 and 2030, nearly doubling their overall employment. Specific sectors that are projected to decline are agriculture and wholesale trade, while retail trade, services and government jobs are expected to increase significantly.

The pace of employment growth for Valencia County is projected to occur at the same pace as the population. In terms of jobs as well as population, it is projected that the County will continue to have an increasing presence in the region. This is illustrated in Figure 11.

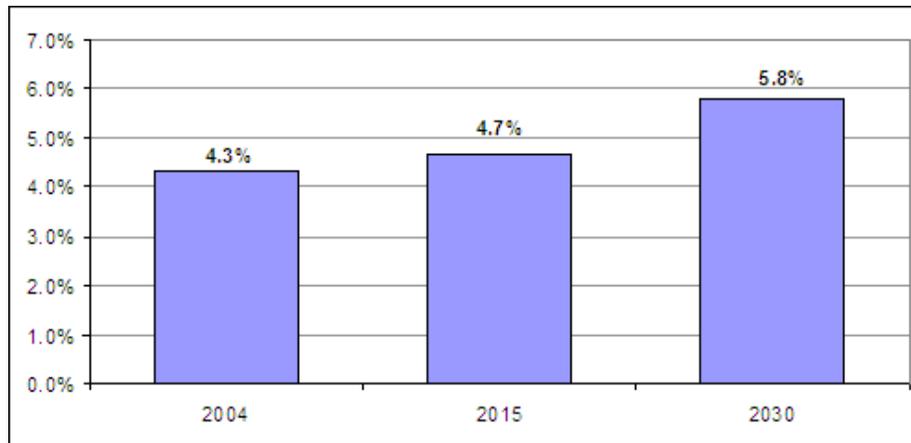


Figure 11. Valencia County's Projected Share of Employment in the Region

Source: New Mexico Department of Labor, MRCOG

As Valencia County increases its share of employment, it is expected that a higher percent of residents will be staying within the county for work. This is occurring already, which is apparent when comparing 1990 commuting statistics with 2000. Currently, over 80% of the jobs in Valencia County are held by its residents, and there is no indication that this will change in the future. Therefore it is assumed that the projected job growth in Valencia County will primarily benefit residents.

Travel Demand

Increases in population and employment lead to increases in travel as people move from home to school, work, and shopping. MRCOG's regional travel forecasting model was used to estimate the travel patterns that can be reasonably anticipated as a result of the increases in population and employment. Figure 12 provides the results of the analysis.

Anticipated roadway conditions in the 2030 future year scenario have been categorized into "Acceptable", "Approaching Capacity", "Over Capacity", and "Severely Congested". In this manner, the roadway travel conditions can be displayed for each roadway segment as color coded levels of congestion that are more easily understood.

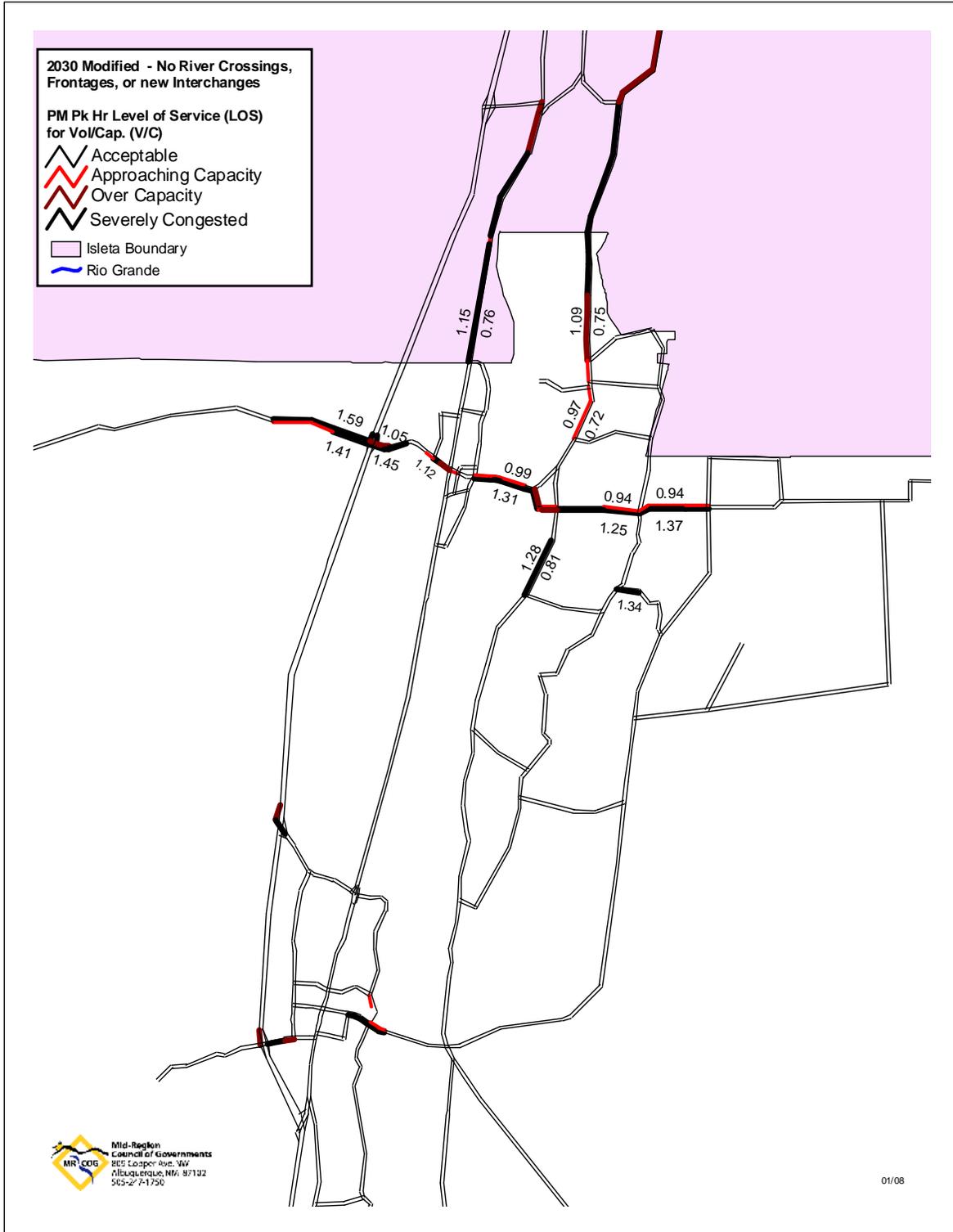


Figure 12. Projected Level of Service – 2030 P.M. Peak Hour

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Figure 12 shows that, with current roadways and projected population and employment levels, roadways in 2030 during the evening commute will be severely congested on significant portions of the network in the northern end of the County. The areas most affected will be NM314 north of Los Lentos; NM47 north of South El Cerro Loop, through Peralta, Bosque Farms and the Isleta Pueblo; NM263 between Manzano Expressway and NM6 and NM6 from NM263 through Los Lunas; El Cerro Mission Road; the western portion of River Road; the North Belen Interchange; and El Llano between Mesa Road and the Interstate. Current drivers on these roads can attest to a steady increase of traffic over the last few years (see “Traffic Flow Patterns” section) and to heavy congestion now on NM6 in Los Lunas during key periods of the day. These forecasts indicate clearly that action must be taken now to assure the citizens can still get around safely in 2030.

Financial Resources and Costs

Table 10 shows the total amount of funding provided for roadway projects from local, state and Federal sources in the 2001-2005 time frame. The amounts in this table are the result of a compilation of information from state and local sources.

Table 10. Roadway Project Funds for Valencia County, 2001-2005

	Local	State	Federal	Total
Amount of Funding for County Projects	\$2,633,000	\$8,181,000	\$1,931,000	
Annual Average	\$526,650	\$1,636,200	\$386,200	\$2,549,040

When these amounts and the current funding for roadway maintenance (see Roadway Maintenance section) are projected into the future the total amount of funding for the County in the 2008 to 2030 time frame⁷ becomes approximately \$143 million. Table 11 shows the results of this simple extrapolation. This estimate assumes a 2% increase in funding each year.

A further discussion of these anticipated resources in light of the County’s needs can be found in the Financial Plan section.

Table 11. Anticipated Resources for Roadway Projects, 2008-2030

	FY2009-2018	FY2019-2030	Total Funding
State and Federal Funding for Specific Projects	\$29,690,000	\$35,089,000	\$64,779,000
Local funding for projects	\$7,731,000	\$9,137,000	\$16,868,000
Roadway Maintenance ⁸	\$16,515,000	\$19,519,000	\$36,034,000
Total Anticipated Resources	\$53,936,000	\$63,745,000	\$117,681,000

⁷ Note: FY2009 begins in October 2008.

⁸ Does not include funding for maintenance of NMDOT facilities

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ISSUES OF CONCERN

Each of the items discussed below were identified as transportation areas of concern during development of the Mobility Plan. This section provides a brief explanation of each issue. Proposals for addressing these issues will be laid out in other sections of the Plan.

Congestion

In July 2005 an insert was placed in the local Valencia County News Bulletin that identified various options being considered for the Mobility Plan. The insert included a tear-out survey for citizens to return to MRCOG with their comments. The survey asked respondents to report their level of concern regarding various transportation issues. Over 160 surveys were received. The top four issues for all surveys returned were (in order of importance) decreasing traffic congestion, establishing additional river crossings, easy access to the interstate system, and adding lanes to NM47. These results indicate that the majority of respondents are deeply concerned about the volume of current traffic in the County and the related congestion from that traffic. A copy of the newspaper insert and a summary of the survey results are provided in the Public Involvement documentation for the Plan (MRCOG # P-06-01). The roadway proposal presented in the Roadway System section addresses this issue.

During the Fall 2007 public input period for the Update, congestion was again identified as a major concern for Valencia County residents, as can be seen in the summary of comments contained in Appendix D and in the over 970 signatures on the petition requesting immediate relief for traffic on NM6 between I-25 and NM314.

School Bus Routes

During development of the Plan, particularly when the topic of roadway conditions came up, there were several discussions about the need for ensuring that roadways which were used for school bus routes were properly maintained. The need for this effort was underlined during the heavy spring rains of early 2005, when school buses were repeatedly caught in the mud, resulting in missed school time for children and extra expense for the school districts. The proposal for addressing this concern is laid out in the roadway System section of the Plan.

Manzano Expressway

Another issue related to schools which recurred during Plan development was the pavement condition and lack of shoulders on Manzano Expressway. While the condition of this roadway is already of concern, the apparent need to reconstruct the roadway and potentially add shoulders becomes more urgent with the decision by the Los Lunas School District to expand the current Career Academy on the East Mesa to construct a full four-year high school. The increase in bus and personal vehicle traffic to the school is expected to increase the need for improvements to the Manzano Expressway. The proposal for addressing this concern is presented in the Roadway System section of the Plan.

Roadway Maintenance

Although this issue is related to both the location of school routes, and the issue of Manzano Expressway, it transcends both of them due to the sheer number of facilities in the unincorporated county which remain dirt or gravel. Of these, many have not been properly maintained in a number of years. Although the County has recently expanded its budget and

personnel for roadway maintenance, the number of roadways that must be maintained will still outstrip the county's ability to address them adequately. The proposal for addressing this concern is described in the Roadway System section of the Plan.

Transportation Demand Due to Land Use Decisions

This Plan addresses transportation demand as forecast based on past and recent land use decisions. A number of comments received during the public comment period for the Alternative options expressed concern about the changes in land use that are occurring in the County. While recommendations about land use policy are outside the scope of this transportation plan, the Comprehensive Plans for the municipalities and counties can provide a place for addressing this issue. It should be noted that decisions about land use policies can be very complex and implementation can be lengthy and costly.

Another issue that arises as the result of land use decisions is the concern about providing adequate transportation facilities to development that has been or will be approved in the future. It is recommended that the County develop a long range roadway system map with a longer time frame than that provided by the Mobility Plan. The proposed map would provide a roadway framework for developers to work with when completing Master Plans for their communities. This map would also provide local planning staff with the tools to identify appropriate levels of developer contribution to meet transportation system needs.

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LONG RANGE TRANSPORTATION PLAN

PROPOSED TRANSPORTATION SYSTEMS

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

Multimodal Systems

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

Bicycle and Pedestrian

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

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

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

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

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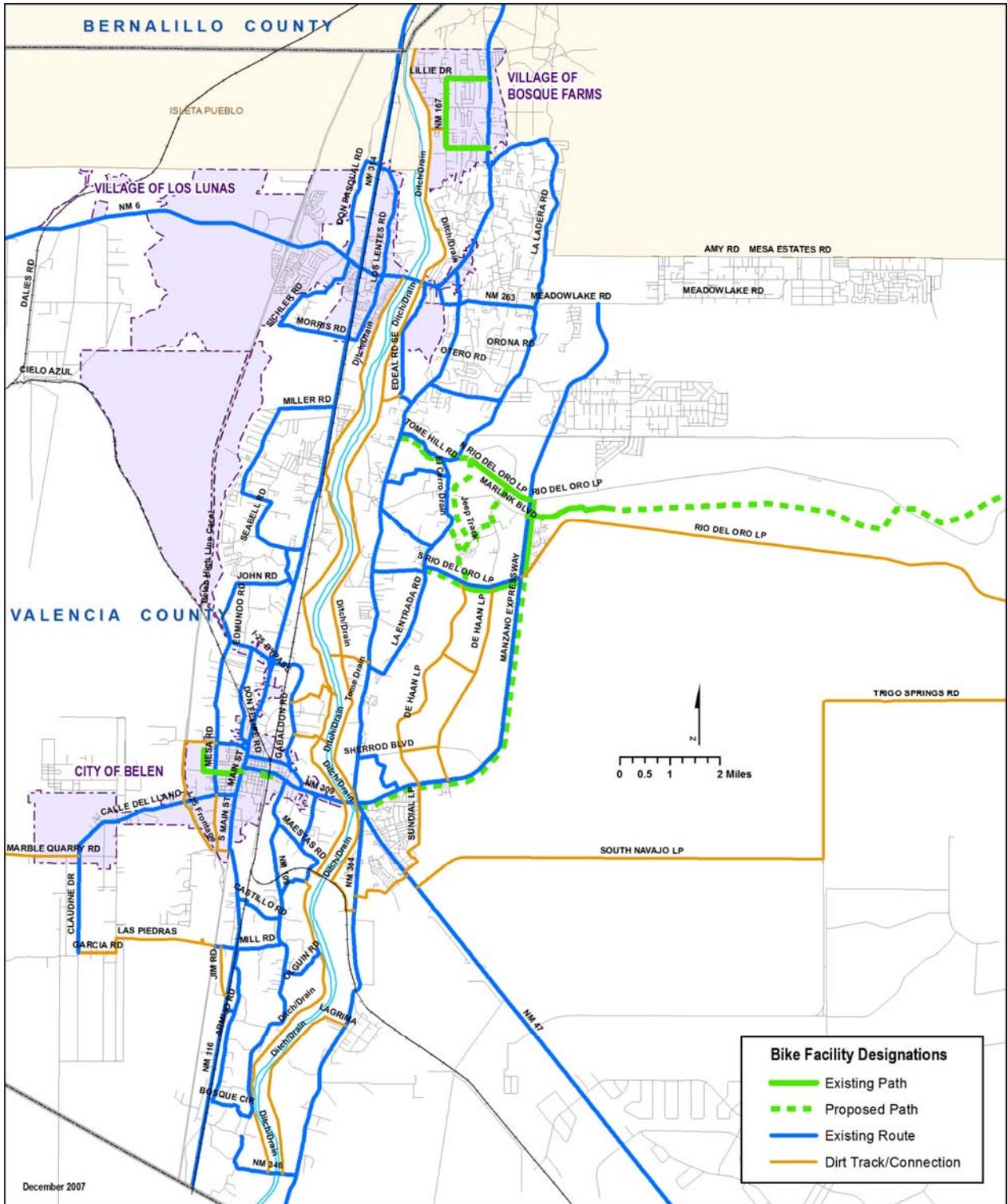


Figure 13. Proposed Bicycle/Pedestrian Facilities

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

Table 12. Summary of Mileage – Proposed Bicycle/Pedestrian Facilities

Existing Dirt Tracks/ Connections	24.04
Existing Path	9.03
Existing Route	199.51
Proposed Path	17.76
Total	247.42

A number of the proposed bicycle and pedestrian facilities identified in Figure 13 are in the process of being developed (the Bosque Trail, Rio del Oro pathways, etc.). However, additional funding will be needed to complete all of the facilities shown on the map.

Several projects related to the bicycle network are being proposed in this Plan, they are:

- Becker Avenue Trail, Main Street to 1st Street
- Bicycle/pedestrian paths – East Mesa (new facilities)
- Bicycle Route Signage Study and Implementation. Fund and complete a study of the bicycle routes identified on the proposed bicycle/pedestrian facilities map which identifies those facilities which can be safely signed as routes. Signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.
- Bosque Trail project (includes equestrian facilities)
- Belen North Main, NM314 to I-25 (new paths)
- Pedestrian connection between Belen Railrunner platform and Becker Street

Equestrian

In 2002, Valencia County ranked number four in New Mexico for number of horses and ponies, immediately behind Bernalillo County. These numbers indicate a substantial equine community, with a corresponding need for appropriate equestrian facilities.

The Equestrian proposal was developed using the bicycle and pedestrian proposal as a basis for discussions with various equestrian groups in the County. It was further refined following a mid-June Equestrian Planning workshop and reflects discussions with equestrians throughout the county. The proposal in Figure 14 shows the outcome of these meetings. It is intended to form an integral part of the transportation network in Valencia County, regardless of any final decisions regarding roadway options. The Village of Bosque Farms has appointed a Bosque Farms Horse Trails Committee. This Committee is in the process of identifying equine pathways throughout the Village. When this work is completed, the results are expected to be incorporated into the Equestrian Facilities Map.

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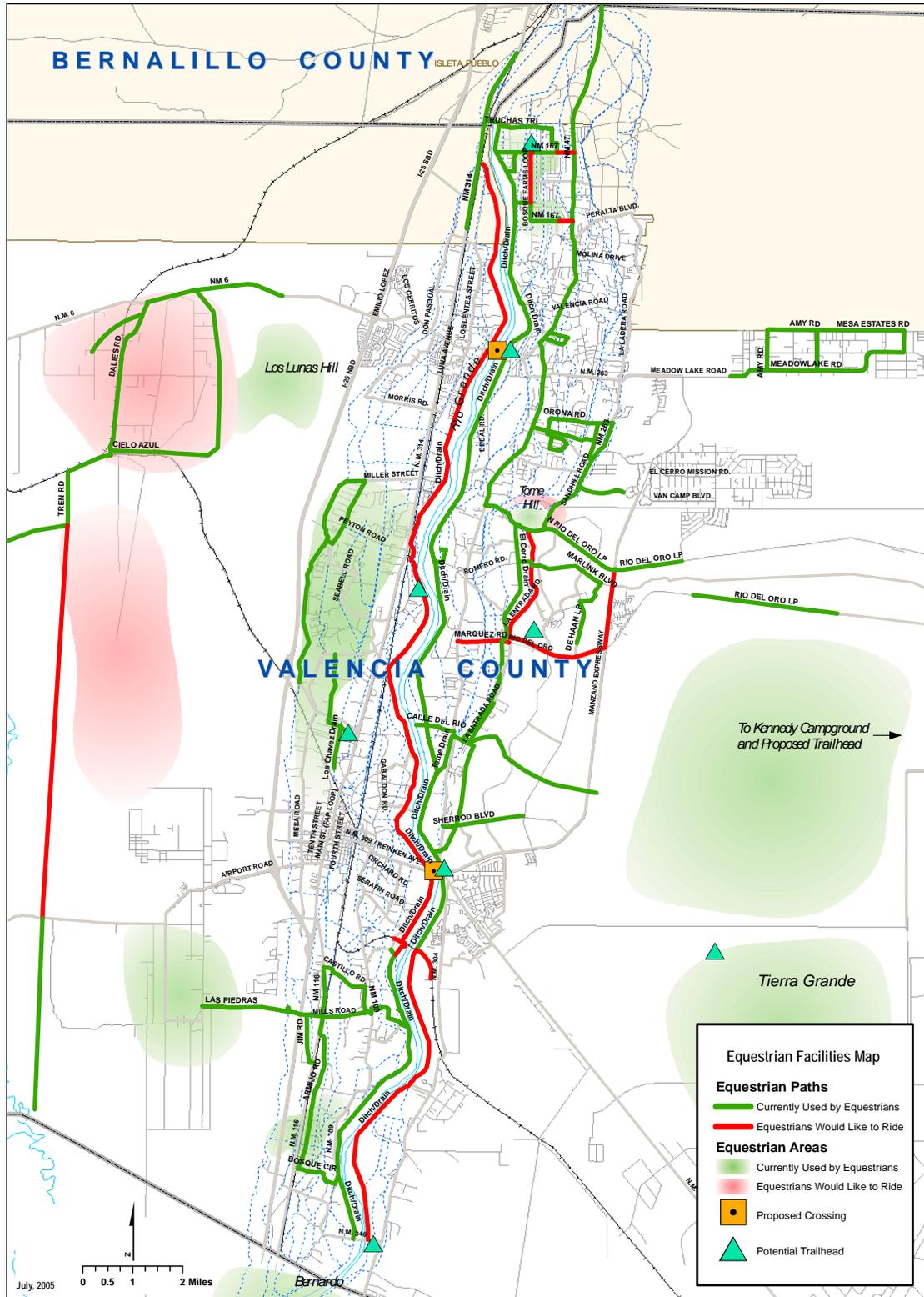


Figure 14. Proposed Equestrian Facilities

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A number of planning projects related to the equestrian network are being proposed in this Plan. They are:

- Access Point Retrofit Project. Provide funding to retrofit access points to equestrian facilities. This would include providing access for horse carts by either providing gate keys for carts or identifying another approach at strategic locations throughout the system. In addition, the construction of future access points should incorporate features which enhance, rather than diminish, equestrian access.
- Equestrian Crossing Study. In acknowledgement of the rural character of the County, and to enhance and preserve the equestrian uses currently still available in the area, crossings for equestrian users should be provided at key locations. It is recommended that an additional study be funded and completed to identify key points where such crossings can be placed, both across major roadways such as NM314 and NM47, and across the drainage network into the Bosque.
- Trail Etiquette Signs. Where bicyclists and equestrians must share the space, signs should be installed reminding all users of proper trail etiquette.
- Trailhead/Trail System Feasibility Study. Fund and complete a feasibility study that addresses the establishment of trailheads and a designated trails system. The study would explore the concept in more detail, develop a conceptual plan, as appropriate, and identify potential funding sources for implementation. A system of trails could include signs explaining trail etiquette as well as information about biological and historic context. The results of this study would be prioritized based on the connection of the proposed trailheads and trails with other projects in the county. Another outcome could be a trails map for Valencia County that identifies the trailheads and, trail network and provides an historic perspective (Camino Real, Tome Hill, Abo Trail, Peralta Civil War site, Bosque, Manzanos, etc.) for the areas in which people are bicycling, walking and riding.
- ATV Area Study. Complete a study which identifies appropriate, separate areas for ATV users, apart from those provided for bicyclists and equestrians.
- Bosque Trail project (includes bicycle/pedestrian facilities)

Public Transportation

The public transportation network proposed by the Mobility Plan is shown in Figure 15. This map reflects the concept of providing for an extensive public transportation network in the County. The service concept includes vans or small buses that would shuttle people from neighborhoods to bus transfer stations/park and rides. Larger buses would then provide service along major roadways to riders' destinations, including the commuter rail stations. The commuter rail service provides service between Belen and Los Lunas and the South Valley and Albuquerque, and north as far as the Town of Bernalillo. Stations are located at NM314 and Courthouse Road in Los Lunas and in the northeast quadrant of Reinken Avenue and the railroad tracks in Belen. Parking is provided at each location.

Figure 15 reflects the concept for an optimum public transportation network for Valencia County. Final route and service decisions for actual implementation in the near term will be made in late 2008, following an extensive planning and outreach effort throughout the County.

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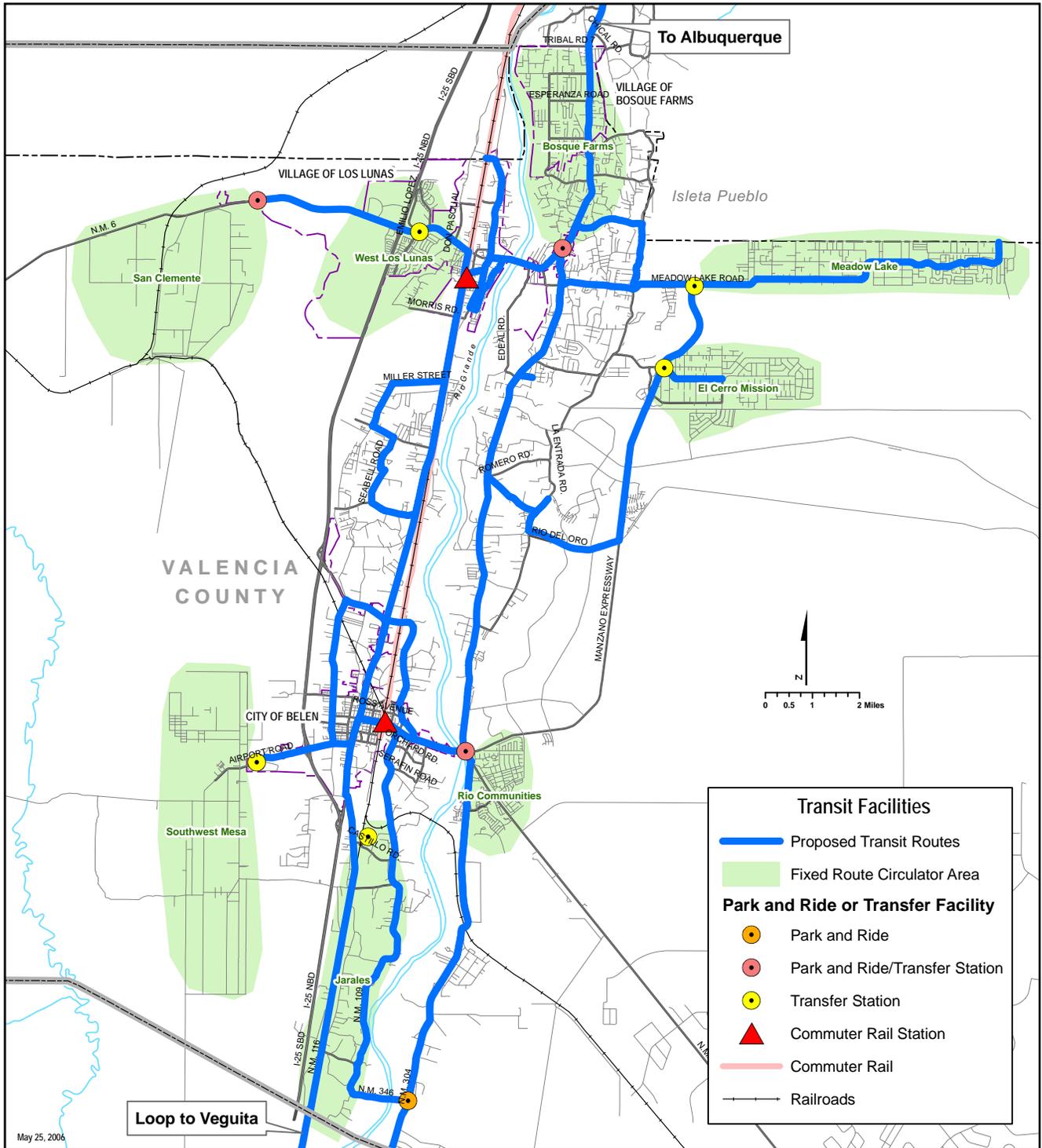


Figure 15. Proposed Public Transportation Network

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Details about the service plan, funding options and the status of this work can be found at www.riometro.org. The service plan may also address potential ridesharing opportunities.

A technical analysis of the transit proposal in Figure 15 was developed using the transportation accessibility model (TRAM). TRAM can assess different levels of accessibility and mobility in the region and show the accessibility of a particular transit stop for people driving, bicycling or walking. In this case, the focus was on the proposed transfer points in the County.

The TRAM analysis indicates that:

- 44.8% of the Valencia County Hispanic population lives within 10 minutes or less from a transfer point by auto
- 23.6% of the county's low income people live within 10 minutes or less from a transfer point by auto
- 55.4% of people ages 65 and over live within 10 minutes or less from a transfer point by auto

An analysis was also completed for a ten minute bicycle trip from or to the proposed transfer locations. This analysis produced the following information:

- Approximately 40% of the non-minority people in the County are within a 10 minutes bike ride from a transfer location
- 35% of Hispanics live within 10 minutes or less from a transfer location
- Around 32% of people 65 and over live within 10 minutes or less of a transfer location

A similar analysis for a 10 minute walk from the proposed transfer locations indicates:

- Almost 2% of the non-minority population reside within a ten minutes walk from a transfer location
- 1.4% of the Hispanic population live within a ten minute walk from a public transit transfer location
- 1.5% of people 65 years old or more live within a 10 minutes or less walking distance from a transfer location

Rail

Along with the public transportation system identified in Figure 15, the Mobility Plan reflects implementation of the Commuter Rail project between Belen and the Albuquerque area and freight railroad crossing upgrades in Belen, east to the Torrance County line and south to the Socorro County Line. Planning for these projects is underway although not all of the necessary funding has been provided for them at this point in time.

In Belen, several crossings have been closed and work is underway on the Aragon overpass. As a result of this work, a quiet zone is being established on the BNSF tracks through the city of Belen.

In the Jarales area, a study has been completed of the potential for constructing a railroad overpass at the Jarales Road Crossing. This crossing currently experiences up to nine hours of

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blockage a day, which is caused by 110 trains per day entering or existing the Belen yard. The grade separation is being proposed because of safety concerns: in the first six months of 2006, fire and rescue vehicles were delayed 216 of the 256 times they needed to cross the Jarales at-grade crossing, with delays of up to 19 minutes. Currently a number of alignments and options are being considered for the proposed overpass, including options that consider modifications to the crossings at Mesa Road and at NM304.

The north-south tracks between Belen and Albuquerque are now owned by the state of New Mexico and are primarily utilized for operation of the Railrunner commuter rail service. The primary safety activity on this stretch of tracks is focused on consolidating and gating all crossings through the county. The cost to upgrade a single crossing with gated arms is approximately \$900,000.

Aviation

The Belen Alexander Municipal Airport anticipates additional growth at and near its current location, as the aviation industry continues to develop in the State and region. In light of this and other growth anticipated on the County's West Mesa, the Plan is recommending that the development of the Long Range Roadway System study include a roadway network on the West Mesa adequate to growth at the airport as well as the anticipated industrial and residential development in that area.

While the Mid-Valley Air Park is privately owned, it is a public access airport and contains commercial activities that range from hangar rental, air craft sales and aircraft and vehicle maintenance. Maintenance of the roadways into the Air Park and the safety of vehicles crossing the railroad tracks into this facility remain a concern.

Roadway System

A number of different options were initially considered for the roadway element of the Mobility Plan. The responses to these options during the comment period were taken into consideration when the final Plan was developed.

The final roadway proposal presented here addresses several aspects of the roadways in Valencia County. One of these is roadway capacity to provide relief for current and future traffic congestion. Another is the need to provide information to travelers in a proactive manner about traveling conditions. In addition, the physical condition of current roadways must be addressed through a Reconstruction/Paving program. This would include roadways that are currently dirt or gravel and that need to be paved in order to function appropriately. It is especially critical that roads used as school bus routes be paved as soon as possible. While certain roadways need immediate attention, it is also imperative that a Roadway Maintenance Data system be put in place so that facilities in need of repaving can be identified systematically in the future. Each of these issues is addressed in the following proposal.

Roadway Capacity Proposal

Following extensive public input⁹, a recommended approach to the roadway capacity issue has been developed. This recommendation is shown graphically in Figure 16.

The result of this recommendation on roadway congestion was evaluated using MRCOG's travel forecasting model. The outcome of that analysis is shown in Figure 17. As can be seen, this proposal essentially eliminates congestion in the County by 2030, except for those portions of NM314 and NM47 through Bosque Farms and across the Isleta Pueblo. If the Pueblo wishes to address these issues, additional discussions and planning efforts will be necessary.

This recommendation takes into consideration the input received during the public review as well as the results of the travel model forecasts produced before and following public review. For each roadway project, every effort should be made to develop context sensitive solutions that reduce negative impacts to the County's communities and rural atmosphere. The Plan makes the following roadway capacity recommendations:

By 2018, complete the following roadway projects:

- Map Reference #1. Expand NM263/Meadow Lake Road to 4 lanes between NM6 and a point approximately 2 miles east of Manzano Expressway. Include an uphill passing lane and a southbound turning lane at the intersection of Manzano Expressway.
- Map Reference #2. Expand Manzano Expressway to four lanes between Meadow Lake and South Rio del Oro loop
- Map Reference #3. Identify an alignment for a new roadway south from Meadow Lake to North Rio Del Oro Loop in the vicinity of Valencia High School
- Map reference #4. Initiate a Corridor Study to identify context-sensitive solutions to corridor issues. Consider adding a center turn lane to NM47 between Wolfe Lane and River Road and constructing periodic pullouts along roadway for use by farm equipment and school buses.
- Map References #5 and #6. Construct a new I-25 access point in the vicinity of Morris/Miller Road and connect it to an east-west river crossing which extends east to Manzano Expressway in the vicinity of South El Cerro Loop. The initial study for this East/West corridor should evaluate the potential for this ultimate alignment to lie anywhere between Miller and Morris Roads. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities. The study should include an alternative that evaluates the potential for constructing multiple river crossings using low-profile, two-lane roadways that connect existing facilities.
- Map Reference #7. Construct a two-way frontage road on the west side of I-25 between NM6 and the north Belen interchange
- Map Reference #8. Expand the north Belen interchange to a full interchange providing access to the west.

⁹ Details about the public review process for the Update are provided in Appendix D

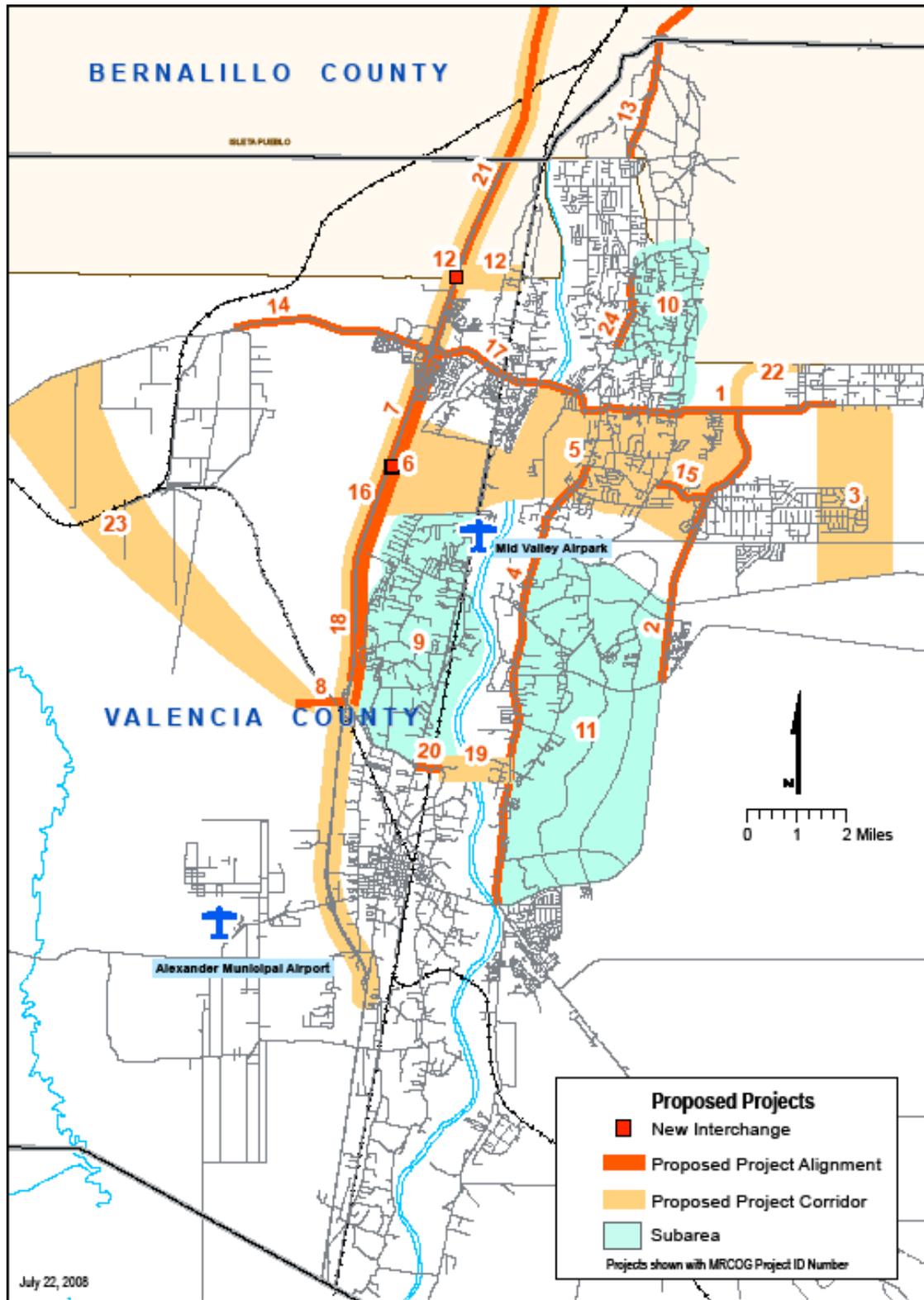


Figure 16. Proposed Roadway Facilities for Valencia County Mobility Plan

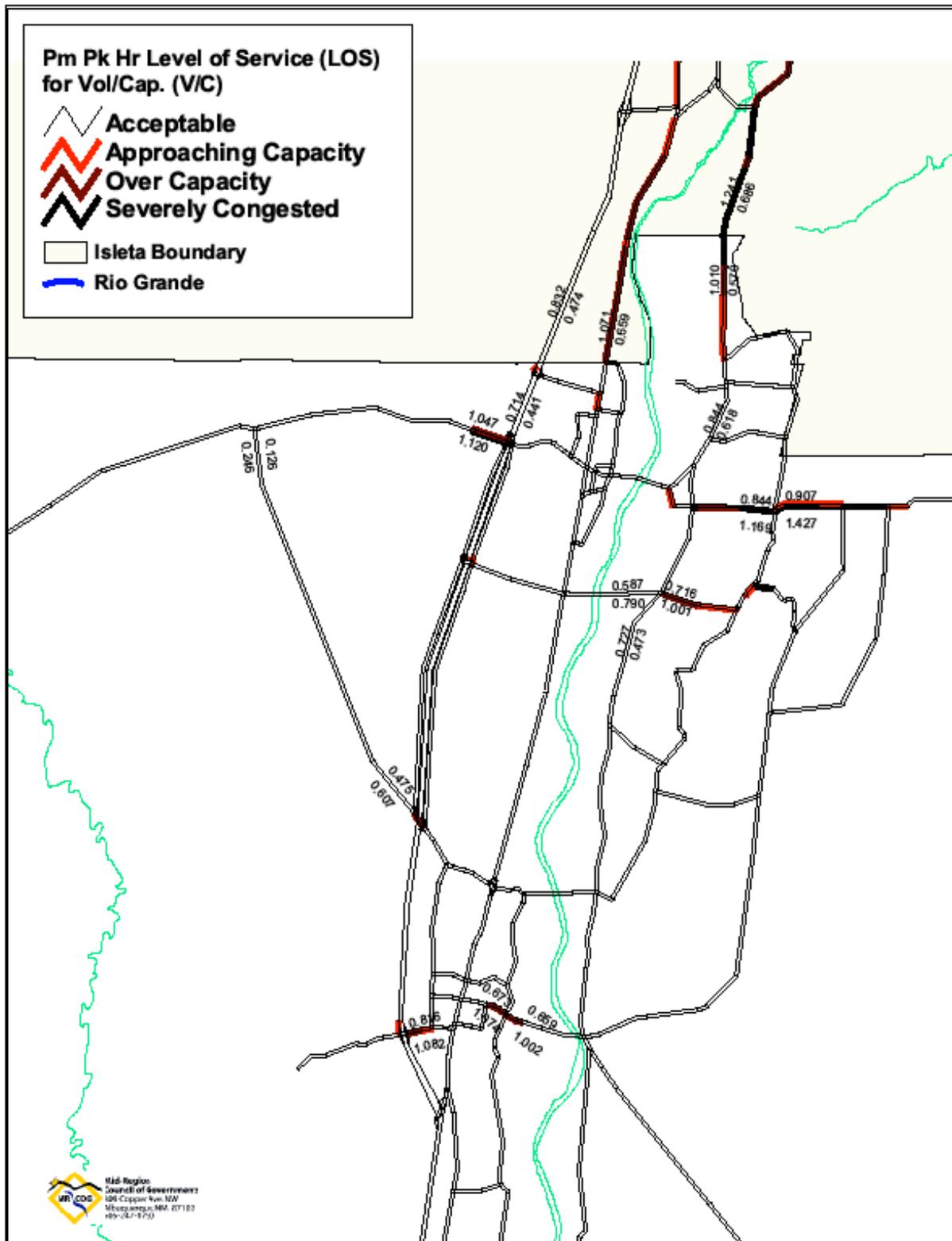


Figure 17. Roadway Conditions in 2030, With Construction of Proposed Roadway Facilities

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- Map Reference #9. Los Chavez Subarea Study. Complete a subarea transportation study, and implement the findings, for the Los Chavez community. The study will use context sensitive solutions to address current and projected traffic volumes on local and state roads as well as issues such as quality of life, safety, and community cohesiveness.
- Map Reference #10. Peralta Subarea Study. Complete a subarea transportation study, and implement the findings, for the area bounded by Peralta Road, Valencia Road, and La Ladera, and of La Ladera south to NM263. The study will use context sensitive solutions to address current and projected traffic volumes as well as issues such as safety and community cohesiveness.
- Map Reference #11. Tome/Adelino/Manzano Expressway Subarea Study. Complete a subarea study that addresses transportation needs in the area bounded by NM47 on the west, Manzano Expressway on the east, River Road on the south, and Tome Hill Road/North Rio Del Oro Loop on the north. The study will seek to identify transportation routes that reduce traffic impacts to communities along this portion NM47, and will use context sensitive solutions to address current and project traffic volumes, as well as issues such as safety and community cohesiveness.
- Map Reference #13. Add a center turn lane to NM47 between Bosque Farms\Isleta Pueblo boundary and I-25.
- Map Reference #14. Add two lanes to NM6 between I-25 and a point approximately four miles west
- Map Reference #15. Add two lanes to El Cerro Mission Road between El Cerro Loop Road and Manzano Expressway.
- Map Reference #16. Complete an Interstate Access Study for the I-25 corridor between Exit 261 and the South Belen Interchange which assesses the long term need for and identifies locations of future interstate access points throughout this corridor.
- Map Reference #17. Complete engineering modifications to NM6 intersections from NM47 to Camelot Boulevard
- Map Reference #18. Complete an alignment study to identify the right-of-way for a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange
- Map Reference #21. Add two additional lanes to I-25 north of NM6 to Gibson Boulevard
- Map Reference #22. Add a study corridor between Mesa Road (aka Fenceline Road) and Manzano Expressway, with the intention of constructing a two-lane road to provide additional access to the Meadow Lake community.
- Map Reference #24. Add a center turn lane to NM47 between Peralta Road and Valencia Road.
- Design and implement the initial phases of an Intelligent Transportation System for Valencia County that ties into the Albuquerque area ITS network and provides County residents with information about travel conditions throughout the region.

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By 2030, complete the following roadway projects

- Map Reference #3. Construct a new roadway south from Meadow Lake to North Rio Del Oro Loop in the vicinity of Valencia High School
- Map Reference #12. Construct a new I-25 access point at the southern boundary of Isleta Pueblo and connect it to a four-lane road which extends east to NM314 as well as to a frontage that extends north from NM6 on the east and west sides of I-25.
- Map Reference #18. Construct a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange
- Map References #19 and 20. Corridor Study to address potential expansion of the northern end of Gabaldon Road to four lanes and extend the road east across the river to La Entrada, and construction as determined appropriate by the study. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities.
- Map Reference #23. Corridor Study to address additional roadway access between the north Belen interchange and NM6.
- Complete implementation of an Intelligent Transportation System for Valencia County

These recommendations are being made as a result of the sketch level planning effort that is typically completed during development of a long range transportation plan. A sketch level planning effort takes into consideration current and future levels of traffic, what is known about the community, estimates of current right-of-way and a general assessment of the potential impact of a proposal. Estimated costs for each project (in the Financial Plan section) were identified in the same way. Each project will require additional public involvement, study and engineering analysis to determine the true feasibility, total cost, and exact details (including alignments) for that proposal. Suggested lead agencies for each project are not being identified at this time.

Roadway Maintenance Proposal

Even with the preliminary data shown above, it is clear that roadway maintenance is a major concern in Valencia County. The data necessary for a full assessment of the need is lacking. The information that is available shows that current funding levels are inadequate to maintain roads at current conditions, and fall far short of the levels needed to reach and maintain optimum pavement conditions.

The Valencia County Mobility Plan recommends that a set of data similar to that already in place for the Los Lunas, Belen and NMDOT facilities be developed for each of the other municipalities and the unincorporated County. The cost for such a data collection effort is estimated at \$100,000. In addition, maintaining this data could be expected to cost approximately \$10,000 a year. This would include updating the data on a regular basis and providing local jurisdictions with access to the database.

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It is also recommended that the various jurisdictions work together to identify and pursue funding sources for increased roadway maintenance, including paving for critical existing dirt and gravel roads.

Within the jurisdiction of Valencia County, it is recommended that the County take a county-wide approach to identifying, prioritizing and funding maintenance needs. The funds that are currently distributed on a district-by-district basis could then be used to leverage access to additional funds.

FINANCIAL PLAN

Cost Assumptions

A detailed transit service plan is expected to be developed in late 2008 or early 2009. The service plan will include an estimate of the cost of service for public transportation throughout the County. This estimate will take into consideration the anticipated number of operating hours per year, number of vehicle miles of travel, a staffing factor for bus drivers and mechanics, maintenance facility needs, type of vehicles, vehicle fuel sources, support personnel needed, etc. Because this work has not yet been completed, no cost estimate for transit service is being provided as part of the Mobility Plan. The public transportation proposal identified in the Plan is providing a basis for development of the service plan.

The cost assumptions for roadway and other projects are shown in the tables below. These unit costs are based on information received from adjacent counties for similar types of projects. These project unit costs were used to develop rough estimates of project costs. They are for construction only, and do not include engineering studies or right-of-way costs.

Table 13. Unit Cost Estimates for New Roadway Lanes/Major Reconstruction Projects

Section Type	Soil Type	Approx. Cost per Lane Mile ¹⁰	Notes
Rural section	Sandy soil	\$160,000-200,000	Includes 2" asphalt dust mats, signs, minor culvert crossings and borrow ditches on both sides. Doesn't include driveways
	Clay (poor) soil	\$240,000-300,000	Includes 3" base course, and 2" asphalt paving mat. Large arroyos will increase costs due to culverts and earthwork.
	Valley soil	\$600,000	Includes 6-7" base course and 2" asphalt paving mat. Most difficult and expensive because soil is structurally soft and contains a substantial amount of clay.
Urban section		\$1,500,000	New construction
		\$2,000,000	Reconstruction and additional lanes

¹⁰ Does not include costs for engineering studies or right-of-way

Table 14. Unit Cost Estimates for Other Roadway Projects

Type of Project	Approx. Cost
Corridor Studies	\$1,000,000
Intersection reconstruction	\$1,000,000
Interstate Interchange (Diamond point)	\$25,000,000

Table 15. Unit Cost Estimates for Roadway Rehabilitation and Maintenance Projects

Type of Project	Approx. Cost per Lane Mile
Roadway	\$145,000
Interstate	\$250,000

Table 16. Unit Cost Estimates for Bicycle/Pedestrian/Equestrian Projects

Type of Project	Approx. Cost per Mile¹¹
Off-Road Bicycle/Pedestrian/Equestrian Trail	\$214,000
On-Road Bike Lane	\$620,000
Bike/Pedestrian Overpass	Per structure: \$1,425,000

Estimated Project Costs

The following table identifies the proposed projects for the bicycle/pedestrian, equestrian and roadway elements of the Valencia County Mobility Plan, along with a cost estimate for each project. The cost estimates here are rough estimates that have been calculated based on the cost per mile assumptions discussed above. These estimates will need to be revised as more accurate assessments are developed for each project. Where more accurate cost estimates have been identified for a project, the refined estimates have been used in this table.

Table 17 also includes some roadways that are also being proposed to be widened with additional lanes (see the Roadway Capacity Proposal). Regardless of the final decision regarding the widening proposals, improvements to these pavements are needed. It is anticipated that the rehabilitation/repaving work would go forward even if it is decided not to add additional lanes. Table 18 identifies projects that were proposed in the Plan in May 2006 and which have been completed since that date.

¹¹ Does not include costs for engineering studies or right-of-way

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Table 17. Proposed Projects for Valencia County Mobility Plan

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

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

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Project	From	To	Length	Project Description	Cost Est.	Jurisdiction
Trail etiquette signs				Equestrian – Signs	\$10,000	
Trailhead/Trail System Feasibility Study				Equestrian - Planning	\$30,000	
Total					\$12,025,587	

Proposed Bicycle, Pedestrian and Equestrian Projects – 2019-2030

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
Bike Path Construction – East Mesa			8.88	New paths	\$1,900,320	VIA
Belen North Main, Phase V	NM314	I-25		Sidewalks and lighting	\$4,500,000	Belen
Rio del Oro Trail	DeHaan Loop	La Entrada		Pedestrian/Bike trails	\$1,020,000	VIA/Valencia Cty?
Total					\$7,420,320	

Proposed Roadway Expansion Projects and Studies –2008-2018

Facility & Map #	From	To	Length	Project Description	Cost Est.	Jurisdiction
East/West Corridor, Map #5	I-25 between Morris and Miller Roads	Manzano Expressway	6.26	New 4 lanes	\$20,000,000	Los Lunas
El Cerro Mission Road, Map #15	El Cerro Loop	Manzano Expressway	1.12	Add 2 lanes	\$448,000	Valencia Cty
I-25, Map #21	NM6	Gibson Blvd (in Abq.)	4.11	Add 2 lanes	\$16,440,000	NMDOT
I-25 Frontage Road Alignment Study, Map #18	North Belen Interchange	NM6		Planning	\$100,000	Belen/ Valencia Cty/ Los Lunas/ NMDOT
I-25 Frontage Road, West Side. Map #7	NM6	No. Belen Interchange	6.90	New 2 lanes, one each direction	\$8,280,000	Private/ NMDOT?

VALENCIA COUNTY MOBILITY PLAN UPDATE

Facility & Map #	From	To	Length	Project Description	Cost Est.	Jurisdiction
I-25 Interchange between Morris and Miller Roads, Map #6				New interchange	\$25,000,000	Los Lunas/ NMDOT/?
Intelligent Transportation System Study				Planning & Implementation	\$150,000	NMDOT
Interstate Access Study, Map #16	Exit 261	South Belen Interchange			\$1,000,000	NMDOT
Long Range Roadway System Development				Planning	\$25,000	
Los Chavez, Map #13				Transportation Needs/Mitigation Study	\$25,000	Valencia Cty/NMDOT
Manzano Expressway, Map #2	Meadow Lake Rd	So. Rio del Oro Loop	6.00	Add 2 lanes	\$12,000,000	Valencia Cty
Meadow Lake Access South, Map #13	Meadow Lake Rd	North Rio del Oro Loop		Corridor Study	\$1,000,000	Valencia Cty
Mesa/Fenceline Road, Map #22	Mesa Road	Manzano Expressway		Corridor Study and construction. New 2 lanes.	\$300,000	Valencia Cty
NM6, Map #14	I-25	West 4 miles	4.00	Add 2 lanes	\$4,800,000	NMDOT
NM6, Map #17	NM47	Camelot Blvd		Eight intersection improvements	\$3,200,000	Los Lunas/ NMDOT
NM47, Map #24	Peralta	Valencia	1.9	Add middle turn lane	\$10,300,000	NMDOT
NM47, Map #4	Wolfe Lane	River Road		Corridor Study	\$1,000,000	NMDOT
NM47, Map #13	Bosque Farms/Isleta Boundary	I-25	6.08	Add middle turn lane	\$2,432,000	NMDOT
NM263/Meadow Lake Road, Map #1	NM6	2 miles east of Manzano Express	5.5	Add 2 lanes	\$2,900,000	NMDOT/ Valencia Cty

VALENCIA COUNTY MOBILITY PLAN UPDATE

Facility & Map #	From	To	Length	Project Description	Cost Est.	Jurisdiction
North Belen Interchange, Map #8	I-25	West 1 mile	1.00	Expanded interchange	\$10,000,000	NMDOT/ Belen/Private
Peralta Subarea Study, Map #10				Transportation needs /mitigation study	\$150,000	
Roadway Condition Data Development				Planning	\$100,000	
Roadway Condition Data Maintenance 2005-2015				Planning	\$121,000	
Tome/Adelino/Manzano Expressway Subarea Study, Map #11				Transportation Needs/Mitigation Study	\$150,000	
Van Camp Blvd.				Pave and add 2 lanes	\$260,000	Valencia Cty

Total for 2008-2018 \$120,181,000

Proposed Roadway Expansion Projects and Studies – 2019-2030

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
East/West Corridor North, Map #12	I-25 approx. 1 mile north of NM6	NM314	1.26	New 4 lanes	\$3,024,000	NMDOT/ Isleta Pueblo
Gabalton Road, Map #20	NM314	Southern East/West Corridor	0.50	Add 2 lanes	\$600,000	
I-25 Interchange approx 1 mile north of NM6, Map #12				New interchange	\$25,000,000	NMDOT/ Isleta Pueblo
I-25 two-way frontage road, east side, Map 18	NM6	No. Belen Interchange	7.35	New 2 lanes	\$8,820,000	
Intelligent Transp. System Implementation				ITS Implementation	\$250,000	NMDOT

VALENCIA COUNTY MOBILITY PLAN UPDATE

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
Meadow Lake Access South, Map #13	Meadow Lake Road	North Rio del Oro Loop		New 2 lanes	\$1,200,000	Valencia Cty/ Private
NM6 West Access	No. Belen Interchange	NM6	10	New 2 lanes	\$3,200,000	Valencia Cty/Belen
NM47, Map #4	Wolfe Lane	River Road		Add middle turn lane and pullouts for farm equipment/school buses	\$755,000	NMDOT
Roadway Condition Data Maintenance 2019-2030				Data collection	\$110,000	
Southern East/West Corridor, Map #19	Gabaldon Road	La Entrada	1.43	New 4 lanes	\$3,423,000	
Total for 2019-2030					\$46,382,000	

Roadway Paving, Reconstruction and Rehabilitation Projects

Roadway	From	To	Length	Project Description & School Bus Route	Cost Est.	Jurisdiction
Amarillo	Calle de Llano	Sioux	1	Paving	\$160,000	Valencia Cty
Aragon Rd	Main Street, west			Reconstruction	\$1,500,000	Belen
Armijo Road				Rehabilitation	\$35,000	Valencia Cty
AT&T Roadway	NM 6	Gallo Road	0.04	Paving (LL School Bus)	\$12,800	Valencia Cty
Belen North Main, Phase IV	Aragon	NM314		Drainage and lighting (Belen School Bus)	\$1,500,000	Belen
Benito Lane				Rehabilitation	\$27,000	Valencia Cty
Ben San Avenue	Sonnenburg Loop	Sonnenburg Loop	0.72	Paving (Belen School Bus)	\$230,400	Valencia Cty
Bonita Vista Boulevard	North Rio del Oro Loop	Monterey Boulevard	1.74	Paving (LL School Bus)	\$556,800	Valencia Cty

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Roadway	From	To	Length	Project Description & School Bus Route	Cost Est.	Jurisdiction
Bosque Farms Subarea	Roads throughout		34.1	Rehabilitation (LL School Bus)	\$40,920,000	Bosque Farms
Calle de Llano	Amarillo	Marron	.5	Paving	\$75,000	Valencia Cty
Calle de Llano West	Caballo	Amarillo	1	Paving	\$150,000	Valencia Cty
Camino del Llano	I-25	West		Rehabilitation (Belen School Bus)	\$2,000,000	Belen
Charlene Dr., Melanie Ln., and Salazar Rd				Rehabilitation, water and sewer	\$3,540,780	Belen
Christopher Rd	Camino del LLano	Belen High School		Paving, lighting, and sidewalks	\$1,600,000	Belen
Chughole Lane	McNew Road	NM47	1.01	Rehabilitation (LL School Bus)	\$1,212,000	Peralta
Claudine Drive	Garcia Road	Marble Quarry Road north	1.95	Paving	\$624,000	
Conejo Road	Gallo Road	Corriente Road	0.74	Paving (LL School Bus)	\$236,800	Valencia Cty
Cottonwood Drive and Willow Trail Channel Crossings				Rehabilitation	\$220,000	Bosque Farms
Dalies Road	Gallo Road	NM6	3.12	Paving (LL School Bus)	\$998,400	Valencia Cty
Dehaan Rd				Paving (LL School Bus)	\$100,000	Valencia Cty
Delgado Ave.				Rehabilitation, water and sewer	\$600,000	Belen
Del Sol Place						
Don Andres	John Road	I-25 Bypass		Paving	\$9,000	Valencia Cty
Don Carlos Road	NM6			Roadway improvements	\$50,000	Valencia Cty
Don Jacobo/Monica Road	NM47	Los Brisas subdivision		Drainage, sidewalks, striping and sidewalks	\$175,000	Los Lunas

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Roadway	From	To	Length	Project Description & School Bus Route	Cost Est.	Jurisdiction
Edeal Road	NM6	NM47	2.06	Rehab. (LL School Bus)	\$2,472,000	Private
El Cerro Loop	NM263	NM47	2.7	Rehabilitation (LL School Bus)	\$3,240,000	Los Lunas/ Valencia Cty
El Fuego Place	Avenida del Fuego 400 feet	South El Cerro Loop	2.01	Rehabilitation (LL School Bus)	\$643,200	Valencia Cty
El Sol Road	Sombredo Loop	End of Road		Paving	\$7,514	Valencia Cty
Fire Station Road	NM263	Otero Road	1.26	Rehabilitation (LL School Bus)	\$1,512,000	Valencia Cty
Gabaldon Road	NM314	River Road	3.19	Rehabilitation (Belen School Bus)	\$3,828,000	Valencia Cty/Belen
Golf Course Road	NM47	Rio Communities Blvd		Repaving	\$80,000	Valencia Cty
Greer Road	Camino del Llano	North end of Greer Road	2.05	Paving (Belen School Bus)	\$656,000	
Harrison Road	Camino del Llano	Southern end of Harrison	4.81	Paving	\$1,539,200	
Harrison Road	Sosimo Padilla	Garcia Road		Paving	\$45,000	Valencia Cty
High Mesa Road	western end of High Mesa	Meadow Lake Road	2.6	Rehabilitation (LL School Bus)	\$832,000	Valencia Cty
Hill Street	Goodman	Godfrey		Repaving	\$23,500	Valencia Cty
I-25/NM6				Reconstruction (LL School Bus)	\$9,700,000	NMDOT
James Street	I-25 Frontage Road	El Cielo	2.5	Paving (Belen School Bus)	\$800,000	Valencia Cty
Jarales Road	River Road	NM346	7.68	Rehabilitation (Belen School Bus)	\$9,216,000	Valencia Cty
Jaramillo Road	River Road	Maestas Road		Repaving	\$50,000	Valencia Cty
Jerome Road	Monica Road	La Ladera	1.08	Rehabilitation (LL School Bus)	\$1,296,000	Valencia Cty

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Roadway	From	To	Length	Project Description & School Bus Route	Cost Est.	Jurisdiction
La Ladera	Peralta Boulevard	NM263	3.56	Rehabilitation (LL School Bus)	\$1,139,200	Valencia Cty/Peralta
Lee Trevino Rd				Paving	\$45,000	Valencia Cty
Los Cerritos Drive	NM47	Fire Station Road	0.31	Rehabilitation (LL School Bus)	\$372,000	Valencia Cty
Maestas Road	Jarales Road	Trujillo Road		Repaving	\$48,828	Valencia Cty
Manzano Expressway	Van Camp Boulevard	NM47/River Road	9.82	Rehabilitation (Los Lunas and Belen School Bus)	\$3,142,400	Valencia Cty
Manzano View	Meadow Lake Road	Meadow Lake Road	1.74	Rehabilitation (LL School Bus)	\$556,800	Valencia Cty
Marquez Road	NM47	La Entrada		Repaving	\$29,038	Valencia Cty
Meadow Lake Road	La Ladera/El Cerro Loop	Manzano View	8.4	Rehabilitation (LL School Bus)	\$2,688,000	Valencia Cty
Mesa Road	Cannon Road	Camino del Llano		Paving, sewer and water	\$3,600,000	Belen
Mesa Road	I-25 Bypass	Cannon Road	4.23	Rehabilitation (Belen School Bus)	\$2,030,400	Belen
Molina Road	NM47	La Ladera	2.14	Rehabilitation (LL School Bus)	\$2,568,000	Peralta
Monterey Blvd	Manzano Expressway	Bonita Vista	1.6	Paving (LL School Bus)	\$512,000	Valencia Cty
Monterey Blvd	Manzano Expressway	Brazero		Paving	\$485,700	Valencia Cty
Monterey Park Subarea	Roads throughout		5.73	Paving (LL School Bus)	\$1,833,600	Valencia Cty
NM6/NM314				Intersection Improvements (LL School Bus)	\$710,000	NMDOT/Los Lunas
NM47/McGee Lane and Peralta Road				Redesign and reconstruction	\$222,000	NMDOT
NM314	Main Street	North LL village limits		Reconstruction (LL School Bus)	\$3,658,000	Los Lunas

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

Total \$126,311,433

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Proposed Roadway Safety Projects

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
Chughole Lane/NM47				Reconstruct intersection	\$933,000	Peralta
Golf Course Road	Golf Course Drive	Rio Communities Blvd		Street lights	\$80,000	Valencia Cty
I-25, Exit 191				High mast lighting	\$250,000	Belen
Manzano Expressway/ Marigold Blvd.				Intersection improvements	\$45,000	Valencia Cty
Molina	NM47	La Ladera		Speed humps	\$127,000	Peralta
NM47/South El Cerro Loop				Traffic light	\$100,000	Valencia Cty
NM116/Castillo Street				Intersection improvements and traffic light	\$260,000	Valencia Cty
Peralta Road	NM47	La Ladera		Speed humps	\$123,000	Peralta
Sandoval Road	Orchard	Sichler Rd		Drainage, striping and sidewalks		Los Lunas
Rio Communities Area				Speed humps	\$9,000	Valencia Cty

Total \$1,927,000

Proposed Railroad Projects

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
BNSF Railroad Crossings	Socorro	Belen		Railroad crossing upgrades	\$115,000	NMDOT/ BNSF
Highland Meadows NM6 Access	Calle de Llano	NM6	.25	Add two lanes and Railroad crossing	\$250,000	BNSF/ Valencia Cty
Jarales Rd. BNSF Overpass				Railroad overpass	\$2,000,000	BNSF/ NMDOT/ Valencia Cty

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Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
Mesa Road BNSF Overpass				Railroad overpass	\$2,000,000	BNSF/ Valencia Cty
NM304 BNSF Overpass				Reconstruct intersection and construct railroad overpass	\$4,000,000	BNSF/ Valencia Cty
Valencia County Quiet Zones				Construct quiet zones at North Mesa, Lopez, and Don Felipe Road	\$125,000	Valencia Cty

Total \$8,490,000

Proposed Public Transportation Projects

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
Railrunner Operations				Valencia County Operations	\$105,000,000	NMDOT
Transportation Center Improvements				Expand parking, site improvements	\$500,000	Los Lunas
Transportation Center, Phase II				Construct Park and Ride/Van storage and maintenance facility	\$5,000,000	Los Lunas

Total \$110,500,000

Proposed Aviation Projects

Facility	From	To	Length	Project Description	Cost Est.	Jurisdiction
Alexander Airport Crosswind Runway				Design and construction	\$4,000,000	Belen

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Table 18. Transportation Projects Completed Since May 2006

Roadway	From	To	Length	Project Description	Cost Est.	Jurisdiction
La Entrada Road	South of Romero Road	North of Romero Road	0.1	Pave (LL School Bus Rt.)	\$32,000	Valencia Cty
Mesa Road	Delgado Street	Aragon Road		Paving	\$652,468	Belen
Fire Station Road	NM263	Orona Road		Speed humps	\$15,000	Valencia Cty
NM314/Morris Road				Traffic signals	\$350,000	NMDOT
Otero Road	NM47	East El Cerro Loop		Speed humps	\$15,000	Valencia Cty
Rio del Llano/Airport Road	I-25 west			Drainage and roadway realignment	\$250,000	Belen
Commuter Rail Implementation	Belen	Bernalillo		Commuter Rail	\$25,000,000	MRCOG

Revenue Estimates and Resource Gap

Table 19 shows the revenue estimates discussed in the Future Conditions section, with the addition of the Bosque Trail, Commuter Rail, and private funding sources. This table also provides the total cost estimates for each type of project identified in Table 17.

Although some current expenditures for public transportation are taken into account in this estimate of resources, comparable figures for future public transportation needs have not yet been developed. As a result, the public transportation projects and the funding sources for them which are included here are limited. This issue is anticipated to be addressed during development of the RTD service plan in Fall 2008.

The amounts in Table 17 for roadway rehabilitation and paving projects have increased substantially over those included in the 2005 Mobility Plan. This change is the result of improved information available with this Update. These amounts better reflect the expenditures needed to bring roadways across Valencia County to appropriate levels.

This table clearly shows a gap between anticipated resources for transportation in the county and transportation needs. Because so many facilities are currently in a degraded condition, the need in the near term is greater than that in the 2019-2030 timeframe. While the need in 2019-2030 is over two times the resources currently available, the need in the 2009-2018 timeframe is over two and a half times higher than anticipated revenues.

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Table 19. Summary of Revenue Estimates and Project Cost Estimates, 2008-2030

Revenue Estimates	FY2009- 2018	FY2019-2030	Totals
State and Federal Funding for Specific Projects (includes Bosque Trail funding)	\$29,690,000	\$35,089,000	\$64,779,000
Local funding for projects	\$7,731,000	\$9,137,000	\$16,868,000
Roadway Maintenance ¹¹	\$16,515,000	\$19,519,000	\$36,034,000
Commuter Rail Operation	\$50,000,000	\$55,000,000	\$105,000,000
Private Funding Sources	\$26,672,000		\$26,672,000

Total Anticipated Resources \$130,878,000 \$118,745,000 \$249,353,000

Project Cost Estimates	FY2009- 2018	FY2019-2030	Totals
Bicycle/Pedestrian and Equestrian	\$12,025,587	\$7,420,320	\$19,445,907
Roadway – Expansion Projects and Studies	\$120,181,000	\$46,382,000	\$166,563,000
Roadway – Rehabilitation/Paving	\$126,311,433	\$151,500,000	\$277,811,433
Roadway Maintenance at Current Levels ¹²	\$12,318,000	\$15,016,000	\$27,334,000
Public Transportation Projects	\$55,500,000	\$55,000,000	\$110,500,000
Roadway Safety Projects	\$1,927,000		\$1,927,000
Railroad Projects	\$8,490,000		\$8,490,000
Aviation Projects	\$4,000,000		\$4,000,000

Total Anticipated Cost \$340,753,020 \$275,318,320 \$616,731,340

Resource Gap \$210,145,020 \$156,573,320 \$367,378,340

¹² Does not include funding for maintenance of NMDOT facilities

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NEXT STEPS

The majority of the projects included in the Valencia County Mobility Plan are not fully developed at this time. In keeping with State and Federal requirements, further study and public involvement will be necessary prior to actual construction of the various proposals included here. This project-level study and discussion will address issues such as specific alignments, impacts on residents and wildlife, mitigation measures, and actual project design and construction. This additional work on each project will require citizens, planners, and elected officials to continue to work together to assure that the transportation system in Valencia County achieves the goals set forth in this Plan.

As projects are completed, or additional information becomes available, modifications to the contents of this Plan will be needed. To facilitate this, a workshop of elected officials be held each year to review the projects included in this document, and modify the project lists and prioritization as appropriate. In addition, it is recommended that the forecasts used as a basis for developing the Plan be updated at least every five years, and the Plan be reviewed and revised to reflect those modifications. Each of these activities should be subject to a public review and comment period and formal approval of the outcome by each of the local governments.

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APPENDIX A
Steering Committee and Technical Advisory Committee Membership

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VALENCIA COUNTY MOBILITY PLAN

VALENCIA COUNTY MOBILITY PLAN STEERING COMMITTEE MEMBERSHIP

Honorable Terese Ulivarri, Councilor, Belen, Committee Chair
Honorable Mary Anderson, Commissioner and Chair, Valencia County,
Committee Vice-Chair
Honorable CC Castillo, Councilor, Los Lunas
Honorable Ginger Eldridge, Councilor, Bosque Farms
First Lt. Governor, Isleta Pueblo

VALENCIA COUNTY MOBILITY PLAN STEERING COMMITTEE MEMBERSHIP

Honorable Terese Ulivarri, Councilor, Belen, Committee Chair
Honorable CC Castillo, Councilor, Los Lunas
Honorable Wayne Ake, Mayor, Bosque Farms
Honorable Georgia Otero-Kirkham, Commissioner, Valencia County
Simon Shima, Tribal Planner, Isleta Pueblo

**VALENCIA COUNTY MOBILITY PLAN
TECHNICAL ADVISORY GROUP
MEMBERSHIP**

Valencia County

Ruben Chavez, Planning and Zoning
Dan Trujillo, Road Department

Village of Bosque Farms

Wayne Ake, Mayor

Pueblo of Isleta

Michael Lente, Road Department
Simon Shima, Planning Department

Village of Los Lunas

Betty Behrend, Utilities
Art Mondragon, Community Development
Pearl Lucero, Public Transportation

City of Belen

Richard Baldonado, Community Services
Julie Baca, Planning and Zoning

Los Lunas School District

Robert Coleman, Transportation

Belen School District

Lisa Martinez, Transportation

NM Department of Transportation

Terry Doyle, District 3

APPENDIX B
Issues of Concern to
Equestrian and Pedestrian and Bicycling Communities

VALENCIA COUNTY MOBILITY PLAN

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VALENCIA COUNTY MOBILITY PLAN

A number of issues were identified during the equestrian meetings as areas of concern. A discussion of each topic, along with suggestions for addressing them is provided below. Many of these areas of concern are also critical to the bicycle and pedestrian community and potential users of the public transportation system. These include security issues, surface conditions on multi-use trails and roadway shoulders, user conflicts, access to the informal acequia system, the lack of formal multi-use trails, and illegal disposal of trash. Addressing these concerns will have a positive impact for more than one portion of the community. Projects to address these issues are proposed in the Mobility Plan

Security Issues. Users indicated that loose dogs chase horses, bicyclists, and pedestrians and create unsafe conditions, drug trafficking creates an unsafe environment, noxious weeds are problematic, and hunting and target practicing in the Bosque are not always done safely. In addition, firecrackers and fireworks create fire hazards and mosquitoes create uncomfortable conditions, potentially unsafe for horses and people.

A number of these concerns can be addressed by increasing the “eyes” on the facilities in question, primarily the Bosque and conservancy district ditches. It is suggested that a method for increasing surveillance of the network be put in place. This could be funded via bridle license fees or an equestrian park concept with day use fees. Another approach would be to implement a neighborhood watch or adopt a trail concept with different user groups taking responsibility for various portions of the network. These approaches could help to enforce fireworks restrictions in sensitive areas such as the Bosque.

Other suggestions were to provide for weed control and mosquito control by spraying, and to enhance safety on Conservancy District facilities by screening key applicants and providing key owners with information about safe practices for multiple uses.

Surface Conditions. Another concern for equestrians is the type and condition of the surface on equestrian facilities. Dirt and sand, not pavement, are the most ideal surface types for equestrian use. Surface condition is also important. Issues here include natural encroachments, such as from prairie dogs creating holes in trails or undermining the sides of trails, and the result of weathering.

During development of off-road systems that are to be used by bicyclists, pedestrians, and equestrians, it will be important to identify the types of surfaces that will be optimum for all users and to strongly consider the potential for separating uses wherever possible (see User Conflicts below). In addition, there should be a standing program for maintaining trail surfaces and notifying users when repairs have created uneven, soft surfaces that are potentially hazardous for equine travel.

User Conflicts. An inherent conflict exists between ATVs, mechanized dirt bikes, and equestrians. To a somewhat lesser extent, these same conflicts come into play when nonmechanized dirt bike and equestrian users share the same facility. The noise of ATVs and mechanized dirt bikes create unsafe conditions for the majority of equestrian users, and the speed

with which ATVs and both types of dirt bikes can approach an equine also creates high potential for a startled animal and a hazardous situation.

It is strongly recommended that separate areas be designated for ATV users and that separate facilities be provided for bicyclists and equestrians. Where bicyclists and equestrians must share the space, signs should be installed reminding all users of proper trail etiquette.

Ditch Bank Access. With the installation of gates at Conservancy District access points, security has been enhanced. However, this has also reduced access to the ditch banks for some users, primarily those driving horse carts. In addition, the design of some of the equine passages around the gates have created hazards (see Figure B-1). Hazards range from engineering and construction issues to placing alternative passages next to rapidly running water and on narrow passages with steep banks sloping toward the water.

Addressing this issue will require engineering for equestrian use on designated facilities. It is recommended that funding be provided to retrofit all access points for equestrians on equestrian-designated facilities. This would include providing access for horse carts by either providing gate keys for carts or identifying another approach at strategic locations throughout the system. In addition, the construction of future access points should incorporate features which enhance, rather than diminish, equestrian access.

Trash. While the collection and disposal of trash is not strictly a transportation issue, the presence of garbage on ditch bank trails and on the mesa is unsightly and unsanitary. Although trash on the ditch banks has decreased somewhat since the access gates have been installed, it has not been completely eliminated. In addition, garbage dumping on the mesas continues to be an issue of concern.

It is suggested that, in addition to increasing enforcement, the County seek to address this issue in a more systemic way. This could include providing a place to take dead animals, providing cleanup via community service or other mechanisms, expanding hours at the transfer station, or providing a trash-pickup system that is funded by other means than the current approach.

Equestrian Crossings. Access to the current and future system is and will continue to be most available to those persons who live between NM314 and NM47. These two roadways provide major barriers to equestrian users who wish to access the Bosque and the ditch bank network near the Rio Grande. In addition, access to the Bosque itself is limited due to the lack of crossings over the drainage ditches. Even when the ditches are dry, maneuvering these steep, somewhat unstable banks is not an optimal condition for users, especially novice riders.

In acknowledgement of the rural character of the County, and to enhance and preserve the equestrian uses currently still available in the area, crossings for equestrian users should be provided. It is recommended that an additional study be completed to identify key points at which such crossings can be implemented, both across major roadways such as NM314 and NM47, and across the drainage network into the Bosque.



Figure B-1. Concerns About Bosque Access Points (Courtesy of Bosque Farms Horse Trails Committee)

Trailheads and Trails. There are a few informal trailheads in the County, but even these are inadequate for the trailers that are needed to transport horses and their attendant equipment (see “Carriage Needs”). Many residents and visitors aren’t aware of the system currently in place or appropriate rules of behavior when they do use the network. A formally designated system of trails and trailheads would be a recreational asset to County residents and may also be a draw to visitors who enjoy riding in a rural or Chihuahua desert environment.

It is recommended that a feasibility study be completed that identifies a set of trailheads that would provide formal access to a designated trails system. Potential trailhead locations are noted on the Equestrian map (see Figure 10). Local arena sites could potentially be expanded to provide locations for these sites. This trailhead concept would provide designated parking areas that can accommodate multiple large trailers. Trailheads might also include water for livestock, hitching posts, mounting blocks, bathrooms, and potable water. Potential trailhead safety issues (vandalism, break-ins, etc.) could be addressed by providing trailhead/campground combinations with camper hookups. A system of designated trails could include signs explaining trail etiquette as well as information about biological and historic context. The results of this study would be prioritized based on the connection of the proposed trailheads and trails with other projects in the County, in close discussion with the equestrian community. If the study determines that using current arena sites is a viable option, provision will need to be made for memorandums of agreement with the arena organizations to assure a long-term relationship that addresses both parties’ needs.

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An enhancement to the trailhead concept would be to develop a trails map for Valencia County that identifies the trailheads and trail network and provides an historic perspective (Camino Real, Tome Hill, Abo Trail, Peralta Civil War site, Bosque, Manzanos, etc.) for the areas in which people are riding or walking

It is recommended that funding be set aside to provide for a feasibility study to explore this concept in more detail, develop a conceptual plan, as appropriate, and to identify potential funding sources for implementation.

Horse Carriages. The equestrian community in the County includes people who own and drive horse drawn carriages. However, trails for this type of travel are nonexistent. A typical equestrian trail might be 6 to 8 feet in width and accommodate a somewhat sandy, soft surface. However, a horse drawn carriage requires approximately 12 feet in width and a hard-packed surface. In addition, carriage users typically must provide a larger trailer to haul their equipment, which limits the number of places they can use to park and off-load.

It is suggested that part of the equestrian trail network be designed specifically with the horse-drawn carriage community in mind. This would include providing trailheads large enough for carriage-sized trailers to park and turn around, trail widths of approximately 12 feet, and trails with firm dirt or gravel surfaces that are graded regularly. In addition, it is suggested that access to the ditch bank system be engineered with carriage users in mind (see “Access” section, above)

APPENDIX C
Transportation Priorities for Valencia County

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Project Priorities in Valencia County

The projects listed below have been identified in the Valencia County Mobility Plan. Estimated funding amounts can be found in the Financial Section of the Plan. Projects have been grouped into two time frames, 2008-2018 and 2019-2030. The projects included in the 2008-2018 time frames are considered high priority. Projects are listed alphabetically, and are not listed in priority order.

It is recommended that this priority list be reevaluated by local elected officials on an annual basis, and revised as appropriate.

2008-2018 Projects

- Alexander Airport Crosswind Runway (design and construction)
- Belen Railrunner Pedestrian project. Pedestrian connection between Belen Railrunner platform and Becker Street
- Belen Sidewalks and trails
- Bosque Trail project (includes equestrian facilities)
- East Mesa bicycle/pedestrian paths
- El Cerro Mission Expansion project. Add two lanes to El Cerro Mission Road between El Cerro Loop Road and Manzano Expressway.
- Equestrian Access Point Retrofit Project. Provide funding to retrofit access points to equestrian facilities. This would include providing access for horse carts by either providing gate keys for carts or identifying another approach at strategic locations throughout the system. In addition, the construction of future access points should incorporate features which enhance, rather than diminish, equestrian access.
- Golf Course Road, Rio Communities Blvd. to NM47 (pedestrian facility)
- I-25 Frontage Road West project. Construct a two-way frontage road on the west side of I-25, NM6 to north Belen interchange.
- I-25 Interchange Between Morris and Miller Roads Project. Construct a new I-25 access point in the vicinity of Morris/Miller Road and connect it to an east-west river crossing which extends east to Manzano Expressway in the vicinity of South El Cerro Loop. The initial study for this East/West corridor should evaluate the potential for this ultimate alignment to lie anywhere between Miller and Morris Roads. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities. The study should include an alternative that evaluates the potential for constructing multiple river crossings using low-profile, two-lane roadways that connect existing facilities.
- I-25/NM6 (reconstruction)
- I-25 North project. Add two additional lanes to I-25 north of NM6 to Gibson Boulevard
- Los Lunas sidewalk program (construct and repair)
- Manzano Expressway Expansion. Expand Manzano Expressway to four lanes between Meadow Lake and South Rio del Oro Loop

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- Mesa Road (aka Fenceline Road). Extend two-lane roadway to connect to Manzano Expressway.
- NM6, NM47 to Camelot Intersection Improvements
 - NM6/Desert Willow (intersection improvements)
 - NM6/Emilio Lopez (intersection improvements)
 - NM6/Los Cerritos (intersection improvements)
 - NM6/Los Lentos Road (intersection improvements)
 - NM6/NM47 (intersection improvements)
 - NM6/NM263 (intersection improvements)
 - NM6/NM314 (intersection improvements)
- NM6 West Access project. Complete corridor study and construct alignment that provides a 2 lane roadway from the north Belen interchange to a connection on NM6 west of Los Lunas Hill.
- NM6 West project. Add two lanes to NM6 between I-25 and a point approximately four miles west.
- NM47, Bosque Farms/Isleta Boundary to I-25 project. Add a center turn lane to NM47 between Bosque Farms and I-25.
- NM47, Peralta to Valencia project. Add a center turn lane to NM47 between Peralta Road and Valencia Road
- NM263/Meadow Lake Road Expansion. Expand NM263/Meadow Lake Road to 4 lanes between NM47 and a point approximately 2 miles east of Manzano Expressway
- NM314, Main Street to north Los Lunas village limits (reconstruction)
- NM314, NM6 to Courthouse Road. Pedestrian/bicycle facilities, lighting and resurfacing.
- North Belen Interchange Expansion project. Expand the north Belen interchange to a full interchange providing access to the west
- Paving Projects
 - Amarillo, Calle de Llano to Sioux Road
 - AT&T Roadway, NM6 to Gallo Road
 - Ben San Avenue, Sonnenburg Loop to Sonnenburg Loop
 - Bonita Vista Boulevard, North Rio del Oro Loop to Monterey Blvd
 - Calle de Llano, Amarillo to Marron
 - Calle de Llano West, Caballo to Amarillo
 - Christopher Road, Camino del Llano to Belen High School
 - Claudine Drive, Garcia Road to Marble Quarry Road north
 - Conejo Road, Gallo Road to Corriente Road
 - Dalies Road, Gallo Road to NM6
 - Dehaan Road
 - Del Sol Place
 - El Fuego Place, Avenida del Fuego 400 feet
 - El Sol Road, Sombredo Loop to end of road
 - Greer Road, Camino del Llano to North end of Greer Road
 - Harrison Road, Camino del Llano to southern end of Harrison
 - Harrison Road, Sosimo Padilla to Garcia Road
 - James Street, I-25 Frontage Road to El Cielo
 - Lee Trevino Road

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- Mesa Road, Cannon Road to Camino del Llano (includes sewer and water)
- Monterey Boulevard, Manzano Expressway to Bonita Vista
- Monterey Boulevard, Manzano Expressway to Brazero
- Monterey Park subarea
- North Rio del Oro Loop, Valencia High School to Gravel Pit
- Padilla Road
- San Domingo, San Pedro to St. Joseph
- San Juan, San Pedro to St. Joseph
- Silver Spruce Road (includes sewer and water)
- Soloman Estates Roads
- Sombreo Loop at Avenida del Fuego Loop
- Sombreo Place, Sembredo Loop to end of Road
- Sonnenburg Loop, NM304 to Storey Avenue
- South Rio del Oro Loop, Manzano Expressway to North Rio del Oro Loop
- Storey Avenue, Sonnenburg Loop to Sonnenburg Loop
- Planning Studies
 - ATV Area Study. Complete a study that identifies appropriate, separate areas for ATV users, apart from those provided for bicyclists and equestrians.
 - Bicycle Route Signage Study and Implementation. Fund and complete a study of the bicycle routes identified on the proposed bicycle/pedestrian facilities map which identifies those facilities which can be safely signed as routes. Signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.
 - Equestrian Crossing Study. In acknowledgement of the rural character of the County, and to enhance and preserve the equestrian uses currently still available in the area, crossings for equestrian users should be provided at key locations. It is recommended that an additional study be funded and completed to identify key points where such crossings can be placed, both across major roadways such as NM314 and NM47, and across the drainage network into the Bosque.
 - I-25 Frontage Road Alignment Study. Complete an alignment study to identify the right-of-way for a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange.
 - I-25 Interstate Access Study, Exit 261 to North Belen Interchange
 - Intelligent Transportation System Study and Implementation Project. Design and implement the initial phases of an Intelligent Transportation System for Valencia County that ties into the Albuquerque area ITS network and provides County residents with information about travel conditions throughout the region.
 - Interstate Access Study, Exit 261 to South Belen Interchange. Identify ultimate build-out access points for I-25 between Isleta Pueblo Exit 261 and the South Belen interchange.
 - Long Range Roadway System Map. Develop a long range roadway system map for the County, with a horizon longer than that for the Mobility Plan. The proposed map would provide a roadway framework for developers to work with when completing the Master Plans for their community. This map would also

provide local planning staff with the tools to work with developers to identify appropriate levels of contribution to meet transportation system needs. The map will address long range transportation network needs on the east and west mesa, including provision for anticipated expansion of the Belen Alexander Municipal Airport.

- Los Chavez Subarea Study. Complete a subarea transportation study, and implement the findings, for the Los Chavez community. The study will use context sensitive solutions to address current and projected traffic volumes on local and state roads as well as issues such as quality of life, safety, and community cohesiveness.
 - Meadow Lake Access South Corridor Study. Identify an alignment for a new roadway south from Meadow Lake to North Rio Del Oro Loop in the vicinity of Valencia High School
 - NM47, Wolfe Lane to River Road. Initiate a Corridor Study to identify context-sensitive solutions to corridor issues. Consider adding a center turn lane to NM47 between Wolfe Lane and River Road and constructing periodic pullouts along roadway for use by farm equipment and school buses.
 - Peralta Subarea Study. Complete, and implement the findings of, a study of the area bounded by Peralta Road, Valencia Road, and La Ladera, and La Ladera south to NM263 which addresses current and future traffic volumes as well as issues such as safety and community cohesiveness. Consideration of context sensitive solutions to traffic issues should be an integral element of this work.
 - Roadway Condition Data collection and maintenance. Develop a set of roadway condition data for all the municipalities and the unincorporated county similar to that already in place for the Los Lunas. Provide funding to maintain this data on an annual basis.
 - Tome/Adelino/Manzano Expressway Subarea Study. Complete a subarea study that addresses transportation needs in the area bounded by NM47 on the west, Manzano Expressway on the east, River Road on the south, and Tome Hill Road/North Rio del Oro Loop on the north. The study will seek to identify transportation routes that reduce traffic impacts to communities along this portion NM47, and will use context sensitive solutions to address current and project traffic volumes, as well as issues such as safety and community cohesiveness.
 - Trailhead/Trail System Feasibility Study. Fund and complete a feasibility study that addresses the establishment of trailheads and a designated trails system. The study would explore the concept in more detail, develop a conceptual plan, as appropriate, and identify potential funding sources for implementation. A system of trails could include signs explaining trail etiquette as well as information about biological and historic context. The results of this study would be prioritized based on the connection of the proposed trailheads and trails with other projects in the county. Another outcome could be a trails map for Valencia County that identifies the trailheads and, trail network and provides an historic perspective (Camino Real, Tome Hill, Abo Trail, Peralta Civil War site), Bosque, Manzanos, etc.) for the areas in which people are bicycling, walking and riding.
- Public Transportation Projects

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- Los Lunas Transportation Center Improvements (parking expansion and site improvements)
- Los Lunas Transportation Center, Phase II (construct maintenance facility and park and ride/van storage)
- Railrunner Operations
- Rail Projects
 - BNSF Railroad Crossings, Belen to Socorro (crossing upgrades)
 - Highland Meadows Access to NM6
 - Jarales Road BNSF Overpass
 - Mesa Road BNSF Overpass
 - NM304 BNSF Overpass
 - Valencia County Quiet Zones (North Mesa, Lopez and Don Felipe Roads)
- Reconstruction projects
 - Aragon Road, Main Street west
 - Don Carlos Road, NM6 to Los Brisas Subdivision
 - NM47/McGee Lane and Peralta Road
 - NM314, Main Street to North Los Lunas limits
 - NM314, Main Street to south Los Lunas village limits
- Rehabilitation Projects
 - Armijo Road
 - Becker Avenue Enhancements, Main Street to 1st Street
 - Benito Lane
 - Bosque Farms subarea
 - Camino del Llano, I-25 west to Airport
 - Charlene Drive, Melanie Lane and Salazar Road
 - Chughole Lane, McNew Road to NM47
 - Cottonwood Drive and Willow Trail Channel Crossings
 - Delgado Avenue
 - Don Andres, John Road to I-25 Bypass
 - Don Jacobo/Monica Road, NM47 to Los Brisas Subdivision
 - Edeal Road, NM6 to NM47
 - El Cerro Loop, NM263 to NM47
 - Fire Station Road, NM263 to Otero Road
 - Gabaldon Road, NM314 to River Road
 - Golf Course Road, NM47 to Rio Communities Blvd
 - High Mesa Road, western end of High Mesa to Meadow Lake Road
 - Hill Street, Goodman to Godfrey
 - Jarales Road, River Road to NM346
 - Jaramillo Road, River Road to Maestas Road
 - Jerome Road, Monica Road to La Ladera
 - La Ladera, Peralta Boulevard to NM263
 - Los Cerritos Drive, NM47 to Fire Station Road
 - Maestas Road, Jarales Road to Trujillo Road
 - Manzano Expressway, Van Camp Boulevard to NM47/River Road
 - Manzano View, Meadow Lake Road to Meadow Lake Road

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- Marquez Road, NM47 to La Entrada
- Meadow Lake Road, La Ladera/El Cerro Loop to Manzano View
- Mesa Road, I-25 Bypass to Cannon Road
- Molina road, NM47 to La Ladera
- Peralta Boulevard, NM47 to La Ladera
- Tome Hill Road, Keeney Road to Sand Hill Road
- Valencia Road, NM47 to La Ladera
- Vegas Road, NM47 to Monica Road
- Wesley Road, NM47, west
- Rio del Oro Bike Path, South Rio del Oro Loop to UNM Valencia Campus
- Safety Projects
 - Chughole Lane/NM47 (reconstruction)
 - Golf Course Road, Golf Course Drive to Rio Communities Boulevard (street lights)
 - I-25 Exit 191 (high mast lighting)
 - Manzano Expressway/Marigold Blvd. (intersection improvements)
 - Molina, NM47 to La Ladera (speed humps)
 - NM47/NM263 (traffic light)
 - NM116/Castillo Street (intersection improvements and traffic light)
 - Peralta Road, NM47 to La Ladera (speed humps)
 - Sandoval Road, Orchard to Sichler (Drainage, sidewalks and striping)
 - Rio Communities Roads (speed humps)
- Trail Etiquette Signs. Where bicyclists and equestrians must share the space, signs should be installed reminding all users of proper trail etiquette.
- Van Camp Boulevard. Pave and add two lanes.

2019-2030 Projects

- Belen North Main Pathways project, Phase V. Construct multi-use paths on North Main Street between NM314 and I-25.
- East Mesa Bicycle and Pedestrian paths project. Develop a network of bicycle and pedestrian facilities throughout the East Mesa.
- Gabaldon Road Extension project. Corridor Study to address potential expansion of the northern end of Gabaldon Road to four lanes and extend the road east across the river to La Entrada, and construction as determined appropriate by the study. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities.
- I-25 Frontage Road East project. Construct a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange.
- I-25 Isleta Pueblo Interchange project. Construct a new I-25 access point at the southern boundary of Isleta Pueblo and connect it to a four-lane road which extends east to NM314.
- Intelligent Transportation System Implementation Project. Complete implementation of an Intelligent Transportation System for Valencia County

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- Meadow Lake Access South, Meadow Lake Road to North Rio del Oro Loop (new 2 lanes).
- NM47, Wolfe Lane to River Road. Contingent on outcome of Corridor Study, add middle turn lane and pullouts for farm equipment/school buses.
- Rio del Oro Pedestrian/Bicycle Trail, Dehaan Loop to La Entrada
- Roadway Condition Data project. Continue to fund the collection of roadway condition data throughout the County

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APPENDIX D
Development Process and Public Input for Mobility Plan Update, 2007-2008

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VALENCIA COUNTY MOBILITY PLAN

Presentations at Local Government and Neighborhood Association Meetings

Organization	Date	Presentation Topic
Valencia County Commission	Aug. 1, 2007	Notification of Update and Process
Belen City Council	Aug. 6, 2007	Notification of Update and Process
Los Lunas Village Council	Aug. 9, 2007	Notification of Update and Process
Highland Meadows Association	Aug. 11, 2007	Overview of Plan contents and Update process
Bosque Farms Village Council	Aug. 16, 2007	Notification of Update and Process
Meadow Lake Neighborhood Association	Sept. 8, 2007	Overview of Plan contents and Update process
La Asociacion de la Comunidad de San Clemente	Oct. 9, 2007	Overview of Plan contents and Update process
Los Chavez Community Association	Oct. 11, 2007	Overview of Plan contents and Update process
Peralta Town Council	Oct. 23, 2007	Overview of Plan contents and Update process
Belen City Council	Jan. 7, 2008	Status Report – workshop results and Steering Committee action
Valencia County Commission	Jan 16, 2008	Status Report – Workshop results and Steering Committee action
Bosque Farms Village Council	Jan. 17, 2008	Status Report – Workshop results and Steering Committee action
Los Lunas Village Council	Feb. 7, 2008	Status Report – Workshop results and Steering Committee action

Mobility Plan Update Workshops

Location	Date/Time
Los Lunas Wellness Center	Sat., Sept. 15, 2007, 9:30 a.m. to Noon
Belen Senior Center	Wed., Sept. 26, 2007, 2-5 p.m.
Del Rio Community Center	Wed., Oct. 3, 2007, 6:30–9 p.m.
Bosque Farms Senior Center	Thurs., Oct. 4, 2007, 6:30–9 p.m.
Meadow Lake Community Center	Sat., Oct. 6, 2007, 9:30 a.m. to Noon
Tome Dominquez de Mendoza Community Center	Wed., Oct. 10, 2007, 6:30-9 p.m.
Los Chavez Fire Station	Tues., Oct. 16, 6:30-9 p.m.
Jose Dolores Cordova Cultural Center	Sat., Oct. 20, 9:30 a.m. to Noon
Highland Meadows Fire Station	Sunday, Oct. 28, 2007, 2-4 p.m.

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Peralta Elementary School	Wed., Nov. 14, 2007, 6:30–9 p.m.
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Presentations to Valencia County Transportation Steering Committee

Date	Presentation Topic	Committee Action
April 11, 2007	Proposal to update Valencia County Mobility Plan	Consensus that Update is needed, request staff to develop proposed approach.
July 17, 2007	Proposed approach for Update, summary of known concerns	Authorization to proceed with proposed approach
September 19, 2007	Schedule of Workshops	No action
December 12, 2007	Summary of comments received at Workshops and staff recommendation for response.	Acceptance of staff recommendation and authorization to develop draft for public review

Input – Fall 2007

Summary Of Input And Recommendations For Responding To Fall 2007 Update Workshop Recommendations And Citizen Comments

Topic: Agricultural Resources

Summary of Input Desire to maintain rural, agriculturally-friendly atmosphere, including providing for movement of agricultural machinery.

Recommendation Modify Plan goal #C by adding the following bullet: "All proposed roadway facilities will minimize the taking of agricultural property and any takings that are required will minimize the impact on farmers' ability to irrigate and maintain remaining agricultural property."
 Recommend development of plans for preserving agricultural lands, including Land Trusts and the sale and purchase of development rights

Topic: East/West Traffic and Proposed Corridor

Summary of Input Strong concern about the impacts of new east/west corridors on current residents. Some skepticism about the need for such corridors, given the trend to strong north/south movements. Consensus that relief is needed on NM6, especially between I-25 and NM314. If east/west facilities are needed across the river, would prefer a number of low-profile two-lane roads which link current roadways over a single multi-lane high profile Paseo del Norte type structure. Would like to see new crossing within the current Los Lunas village boundaries.

Recommendation Remove corridor #16

Recommend that the Project #5/6 corridor study's northern boundary be extended to NM6 and NM263 and that the study consider the potential for multiple river crossings with a low-profile, two lane approach and address the potential for utilizing current roadways over a new, wider facility.

Recommend that funding for interchange and connection to NM314 be identified as a high priority project.

Recommend identification of an interstate access corridor, Exit 261 to South Belen Interchange, to assess long term need for interstate access points throughout the County

Add a project that reflects Los Lunas' planned traffic engineering projects on NM6 between NM263 and NM314.

Topic: Funding for Transportation

Summary of Input Establish and enforce impact fees on new development throughout the county

Recommendation Recommend that the municipalities and county coordinate to establish similar impact fees throughout the county for new development

Topic: Meadow Lake Access

Summary of Input Provide additional access points for residents of Meadow Lake and relief for congestion on NM263

Recommendation Recommend an additional roadway connection south to Valencia High School

Recommend that new development in the vicinity of Meadow Lake link to roadways in Meadow Lake to provide additional network opportunities
Recommend that the expansion of NM263 be moved forward as a priority.

Topic: Miscellaneous Issues

Summary of Input Provide for alternative recreational uses, including equestrian access.

Recommendation Refine the equestrian recommendation portion of the Plan, as appropriate
Recommend providing technical support to local organizations wishing to pursue Scenic Byways projects

Topic: North/South Traffic

Summary of Input Consensus that more capacity is needed to provide for north/south traffic into Albuquerque/Bernalillo County

Recommendation Recommend expansion of I-25 remain in the Plan

Recommend increased Railrunner service to meet latent demand

Recommend public transportation service to provide connections to Railrunner and direct service to Albuquerque/Bernalillo County

- Provide a formal mechanism and funding to assess options and issues (including safety concerns) for NM47 south of Wolfe Road - Town Hall meetings, community visioning process, etc.

Topic: Peralta Roads

Summary of Input Concern about the impact of external traffic on non-NM47 roadways and quality of life in prelate. Desire for traffic calming strategies and additional enforcement.

Recommendation Recommend the completion of a comprehensive study of traffic and context-sensitive solutions to addressing resident concerns, and funding for implementation of the study findings.

Move the widening of NM263 forward as a means for providing relief to Peralta roadways

Topic: Planning Issues

Summary of Input Concerns about impacts of current and long term growth on rural character of the county; a need to coordinate infrastructure, land use and water planning; and citizen involvement in planning processes.

Recommendation Recommend identification of funding for a county-wide visioning process that would include municipalities and Isleta Pueblo.

Establish citizen advisory group as part of river crossing study

Expand Tome/Adelino/La Constanca study area north to Tome Hill Road

Identify study area for Los Chavez to focus on transportation and land use issues

Implement impact fee structure for new developments, with funds going to address transportation facilities and acquisition/management of open space.

Address potential for development transfer fees and other mechanisms for preserving farm land.

Topic: Planning Process for Update

Summary of Input Make every effort to provide information to residents about the development of the Update

Recommendation Where feasible, implement suggestions as part of public involvement plan for the review of the Draft Update in Spring 2008

Topic: Public Transportation

Summary of Input Consensus that additional public transportation is needed

Recommendation Provide specific recommendations to Public Transportation Planners at MRCOG as they develop the Regional Transit District service plan for Valencia County

Topic: Rail Issues

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Summary of Input Another Railrunner station in the Los Chavez area is not needed, but there is a need for expanded rail service and additional parking at the Los Lunas station. Railroad impacts in the Jarales area continue to be an urgent problem.

Recommendation Recommend expanding Railrunner service

Evaluate the impact on the Jarales community of potential road closure at Castillo (emergency service times, travel patterns, and community cohesion)

Include Railrunner plans for road closures and gates in the draft Update

Provide feedback to Railrunner staff regarding maintenance issue

Topic: Road Issues - Miscellaneous Road

Summary of Input Concerns about safety conditions on NM6 west of Los Lunas

Recommendation Include paving and other projects in list of recommended roadway projects.

Modify bike and pedestrian map to reflect NM6 as a future bikeway facility.

Topic: Roadway Maintenance

Summary of Input Consensus on the need to maintain current roads

Recommendation Update Plan information about current roadway conditions and the maintenance funding gap

Topic: Roadway Safety

Summary of Input Specific locations were identified as unsafe

Recommendation Include these locations in the Plan along with locations identified through crash data as being areas of concern

Topic: Water Resources

Summary of Input Consensus that water resources are limited and will become more of an issue as population expands.

Recommendation Expand Plan's background section with more information about water resources and efforts to place this issue in a quantifiable context. Discuss tradeoffs between population growth and agricultural uses.

Spring 2008

The Valencia County Transportation Steering Committee directed staff to make the recommended changes and to publish a draft Update to the Plan for public review. The public review draft was released for public review on Monday, March 17. Copies of the document were

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distributed through local government offices and the public libraries. In addition, the document was available on line at www.mrcog-nm.gov and print documents were available free of charge from MRCOG. Public meetings were held at the following dates, times and locations. Notification was provided by e-mail to an extensive e-mail distribution list as well as through the Valencia county newspaper and to the local governments at their regularly-scheduled meetings.

Date	Time	Location
Wed., April 9	2-4 p.m.	Los Lunas Wellness Center 3447 Lambros Loop, Los Lunas
Sat., April 12	9:30 -11:30 a.m.	Belen Public Library 333 Becker Avenue, Belen
Tues., April 22	6:30-8:30 p.m.	Peralta Elementary School 3645 NM47, Peralta

In addition, at the request of the Steering Committee, a workshop for emergency services providers was held on Wednesday, April 23. The period for public input closed on Monday, May 5. A summary of the comments received during the public review process, along with the Steering Committee’s responses, is provided in the table below.

Input Summary and Related Recommendations – Spring 2008

TOPIC: Fenceline Road Extension

Comment	Response
<p>I am against the proposed addition of Fenceline Road to the Valencia County Mobility Plan. With Fenceline Road as a main artery for Meadow Lake residents, more traffic will be fed to La Ladera Road. At that point, there are few options for commuters. One obvious one will be for drivers to take Valencia Road in order to get to Highway 47. This will increase traffic on the already "too" busy Valencia Road. As a resident, I believe this will put my family in great DANGER. Valencia Road is a narrow and windy residential street -- not a major thoroughfare. Please DO NOT add the proposed language for Fenceline Road to the Mobility Plan. I will be calling my state rep, state senator, the mayor of Peralta and the Governor of New Mexico to ask for zero funding if this proposed language is added to the plan. I believe this will be a complete devastation for my family on Valencia Road. I would like to have a SAFE neighborhood for my family & my community.</p> <p>I am against the proposed addition of Fenceline Road to the Valencia County Mobility Plan. With Fenceline Road as a main artery for Meadow Lake residents, more traffic will be fed to La Ladera Road. At that point, there are few options for commuters. One obvious one will be for drivers to take Valencia Road in order to get to Highway 47. This will increase traffic on the already "too" busy Valencia Road. As a parent I believe this will put my family in great danger. Valencia Road is a narrow and windy residential street -- not a major thoroughfare. Traffic already runs too fast on Valencia Road! Please DO NOT add the proposed language for Fence Line Road to</p>	<p>Recommendation: Do not add extension of Fence Line Road to Plan. Rationale: Does not provide significant relief to NM263, while having a proportionally major impact on Peralta roads. .No major support from Meadow Lake community, Negative feedback from Peralta community.</p>

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the Mobility Plan.

Create another entrance/exit from Meadow Lake area to valley, i.e., extend Fence Line (Mesa Estates Road) down to La Ladera.

My granddaughter lives on Valencia Road in Peralta. This road is quite busy as is. I have heard of the proposed addition of Fenceline road to la Ladera. It makes since to me that more traffic will then flow into Peralta via Valencia Road. I believe this would be a big mistake and danger to my family. We are already lobbying for speed bumps on Valencia road to slow down traffic and discourage usage as a major road. Please, do not add Fenceline traffic to Valencia. I ask that the proposal for Fenceline road to the Mobility Plan be scratched.

I DISAGREE WITH the proposed addition to the plan including paving/extending (whatever) to FENCE LINE road. I believe it will increase the speeding and crazy drivers in my neighborhood. I live on Valencia Road. We already have people going up to 70 mph (an accident in Nov. – a minivan hit a tree going 70 mph after passing a cop on the side of the road). When I go out to get my mail, it's VERY scary because of the amount of traffic on our little, narrow, windy road. I believe Valencia Road needs to remain a RESIDENTIAL road where our children can plan outside & not worry about traffic. It can not remain this way unless traffic is minimized. Really, the plan should include plans to set up speed bumps or some other sort of way to minimize traffic on Valencia. I believe other means should be explored for the community of Meadow Lake but NOT the extension/pavement of Fence Line Road. I will e calling my Senator, Representative, and the Governor to make sure (if it is included on the plan) that it will NEVER be funded.

TOPIC: Highland Meadows

Comment	Response
<p>Please install speed humps on Highland Boulevard near Fama Road, and on Amarillo between Calle de Llano West and Sioux</p> <p>We need signs indicating that school buses stop on Amarillo between Calle de Llano West and Sioux</p> <p>Many of the roads in Highland Meadows need to be graded and graveled. The top priorities are: San Simon, Amigo Avenue, Cochiti, Jicarillo, and Mescalero.</p>	<p>Recommendation: Provide comments to Valencia County and Los Lunas School District</p>
<p>NM6 and Old Highway 66 is dangerous! We need caution lights and double turn lanes for right and left turning traffic from NM6 onto Old 66.</p>	<p>Recommendation: Provide comment to NMDOT District 6</p>
<p>Thank you for the paving work in Highland Meadows. We would like to move the following roads up on the paving priority list: Calle de Llano W, Caballo to Amarillo; Amarillo, Calle de LLano West to Sioux; Calle de Llano Loop, Amarillo to Marron; San Jan; and San Domingo.</p>	<p>Recommendation: Add these facilities to the Roadway projects list in the Plan</p>

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Another access to NM6 is badly needed for the southern portion of Highland Meadows. Please give us back our exit from Amarillo Road across the BNSF tracks to NM6.

Recommendation:
1) Add this connection to the Roadway projects map in the Plan
2) Provide information about this request to NMDOT District 6.

TOPIC: I-25 Access North of NM6

Comment

I do not see how the additional exit on the Isleta Reservation on I-25 will help the traffic problem in Los Lunas unless a bridge is constructed from the exit across to NM47. The frontage roads on I-25 to NM6 will keep the traffic the same.

We are concerned about Isleta Pueblo's request for a freeway interchange at the border between Valencia County and Isleta Pueblo. This new interchange would produce new business for Isleta Pueblo and for the descendents of the Pueblo's long-standing offenders while the long-standing friends of the Pueblo would continue to be punished by crowded roads that create a danger to Isleta's friends and their families safety. The desired interchange also aligns closely with Chughole Lane in Peralta on the east side of the river. A little over a year ago, a proposal was made to place a four-lane bridge connecting Chughole Lane with the interstate on the west side of the river. The outrage of the citizens of Peralta halted that proposal and caused the citizens of Peralta to incorporate. Now the plan is for two-lane bridges across the river at several places. The alignment of the Isleta-desired interchange still aligns with Chughole Lane in Peralta. The only reasonable thing to do is to delay the agreement to such an interchange until Isleta Pueblo agrees to help it's long-time friends alleviate the traffic safety issues on the east side of the river.

I-25 interchange north of NM6: This is truly an unnecessary interchange. There are few residences and businesses in that area north of Los Lunas. If the Pueblo wants economic development there in the form of housing or other businesses, they could gain access to that development using the current interchange and a frontage road or other surface roads. However if you are intent on keeping this, you should use it as a "bargaining chip" to allow Manzano Expressway to proceed north through Pueblo lands to connect to I-25. Offer them an interchange for the roadway.

TOPIC: I-25 Access south of NM6

Comment

Suggest an interchange and river crossing as follows: Square Deal Road between I-25 and NM314, Marquez Road between NM47 and La Entrada. Connect to South Rio del Oro Loop. Manzano Expressway to North Rio del Oro Loop.

Response

Recommendation: Inform Isleta Pueblo of concerns regarding traffic impacts and potential river crossings, and request that these be addressed as part of the environmental impact documentation for this interchange.

Response

Recommendation: Provide these comments to Los Lunas for consideration during Corridor Study

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The C-1 designation from the previous Bridge study would directly benefit both Belen and Los Lunas versus an interchange much further north or south.

I-25 interchange south of NM6: This interchange will become "over capacity" when the "Cielo" development east of I-25 and Belen is constructed. I saw no interchange south to accommodate that new development. If a frontage road will be constructed to the new development, it will also become very congested and I don't think this will help the original purpose of #6.

From my perspective you are faced with two independent problems. The first is providing easy access to I-25 for all commuters in the area. The second is new construction to alleviate N-S congestion, particularly east of the river. We all must strive to provide a fair and equitable solution that is close to optimum in solving the problem under study while restraining cost escalations and adverse impacts on all taxpayers.

TOPIC: Meadow Lake Road

Comment

Add uphill passing lane to Meadow Lake Road on hill, eliminate Ann Parish exit on Meadow Lake Road and do away with school zone by moving to Manzano Expressway.

Add turning lane that allows traffic to turn from Meadowlake Road south on to Manzano Expressway.

Response

Recommendation:
1) Include passing lane and turning lane concepts in Plan.
2) Inform commenter that Los Lunas School District has plans to move access point to Manzano Expressway.

TOPIC: Miscellaneous

Comment

Consider identifying a "loop" road that would connect the north Belen interchange to NM6 west of Los Lunas Hill

Add speed humps to Valencia and Molina to control 35 mph but remove stop signs to aid in travel time.

Response

Recommendation: Include this facility as a future corridor in the 2019 -2030 time frame

Recommendation: Provide comment to Town of Peralta

process.

Recommendation: Inform commenter that Belen North interchange is also intended to provide access to Rancho Cielo and that the developer's analysis indicates a third interchange will not be necessary.

Recommendation: No change is necessary.

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I believe the Valencia County Transportation Plan should also liaise with the Water and Waste Water Plan, being written by Tim Karpoff and associates with regard to providing for ways to capture water “runoff” from roadways so that it could be redirected and used in our arid community.

Recommendation: Respond to commenters explaining that the transportation study process requires consideration of water plans and environmental impacts such as water as part of project development.

I am uncertain about the plan’s concept with regard to widening Route 6 through Los Lunas or providing a right-hand turn lane from Route 6 East to 314 South. For the record, I am against encroaching on or disturbing land or structures that disturb the historic Luna Mansion.

Recommendation: Provide comment to Village of Los Lunas

TOPIC: NM47

Comment

I would like to see State Highway 47 stay the way it is due to the fact this is a farming community. There are several dwellings qualifying for historical sites. My recommendation and neighbors around me prefer a "scenic route" like in the town of Corrales. People that live around the towns of Adelino and Tome very much would like to keep this area "rural."

I live on the first section of NM47 south of the Y. I would like to have it widened. There was an accident 1-1/2 miles south of the Y during the 4/12 public meeting. I support another bridge between Los Lunas and Belen. The traffic is really bad in Los Lunas. Concerned about problems if there was a need for emergency evacuation.

HWY 47 from North El Cerro Loop to Wolfe Road: This is the new "autobahn"...vehicles going far in excess of the speed limit as they try to gain "position" before the road narrows down to 2 lanes, lest they be "stuck" behind someone actually going the speed limit. We need enforcement of speed limits here. Furthermore, I live on Lemons Dr. which is the next street south of Wolfe. There have been many times that I have narrowly avoided being rear-ended by these speedsters as I attempt to make a left hand turn on to Lemons and go home. I generally start slowing down and put my signal on way ahead of time so those behind me know my intentions, this still does not keep some people from aggressive driving and "flipping me off" for just trying to make a left hand turn on to my street.

Address the catchment ponds along HWY 47. They are ugly and unfriendly. Please remove the chain link fences and make these "Nature Areas." Currently weeds and unsightly litter catch on the chain link fences, it looks horrid. Inside there are pheasants, redwing blackbirds, ducks, roadrunners, etc. Let us enjoy these areas instead of keeping those dang fences up!

Response

Recommendation: Respond to commenters explaining that the proposed community process for NM47, Wolfe Rd to River Road is intended to address these issues and reach community consensus regarding long term plans for the road.

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TOPIC: North El Cerro

Comment

Objection to NM263 expansion between NM47 and Meadow Lake Road. As a resident who has lived on NM263 most of my life, I believe there would be a better way to address the traffic on this road. The priority should be getting a bridge to cross the river south of NM263 which would lessen the traffic on NM263. This is where the majority of growth is happening. The expansion of NM263 may actually create a bigger problem than solve the current problem. As it is now people that abide by the traffic rules actually help keep the speed on this road in check. Expansion will lead to higher speeds and does not address the request of the NM State Police Dept for more access roads for Meadow Lake. Expansion of NM263 will endanger the residents that live on this stretch of road.

Do not make/add two lanes to North El Cerro (NM263). This will ruin country feel, not do anything but move bottleneck to Main Street Los Lunas and Hwy 47. What is needed is east/west crossing South El Cerro/Manzano Expressway/NM 47/NM314/I-25. Another river crossing near Bosque Farms would also help.

TOPIC: Planning Philosophy

Comment

I am in favor of twenty-year planning, but I believe that essentials, such as maintaining the rural quality of Valencia County and protecting the environment must be addressed in detail before any final plans are adopted regarding transportation.

In light of the global warming crisis, along with the rising cost of gasoline, we need to be careful that our road building plans not encourage more driving and more sprawl. We do know that "if we build it they will come." And now we're looking at a food crisis and it becomes even more important that we preserve every bit of farm land possible for whatever the future brings. What about a "make do" mentality where we manage with what we have at present?

TOPIC: Public Transportation

Comment

In the wake of increasing gas prices, it may be beneficial to plan for more

Staff Recommendation

Recommendation:
1) Provide comments to NM DOT for consideration during project development.
2) Provide information to commenters regarding the study process and opportunities for input.

Staff Recommendation

Recommendation: Respond to commenter explaining that the transportation study process requires consideration of environmental impacts as part of project development.

Recommendation: Respond to commenter explaining that financial constraints require planning now to provide for facilities in the distant future.

Staff Recommendation

Recommendation: Provide comments to Regional

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rail links and shuttles within and beyond the county.

Transit District staff for consideration as part of Public Transportation Service Plan effort.

We need a bus that comes from Albuquerque and transports people to and from Highland Meadows. With the high cost of gas, many people are on limited budgets and would use public bus transportation.

Please consider the new influx population of retired seniors (over age 55) living in Sunrise Bluffs, along the I-25 Frontage road. We need mini bus service to and through Belen (ex: post office, groceries, beauty and barber shop, the library, health clinic, etc.).

TOPIC: South El Cerro

Comment

Staff Recommendation

South El Cerro Loop Road will become "over capacity" and lose its rural character if it aligns with a river crossing of ANY size. Please don't connect South El Cerro Loop Road or it will become just like the "short cut" (the road that connects HWY 6 to North El Cerro Loop) in the vicinity of the middle school, and that would be congested and unsafe.

Recommendation:
1) Provide comments to Village of Los Lunas for consideration as part of Corridor Study
2) Provide information to commenters regarding the study process and opportunities for input.

Under the plan's current language, all of NM 263—the entire El Cerro Loop—may be expanded to four lanes. Even if only North El Cerro Loop is expanded to four lanes, the planned expansion of El Cerro Mission Road and the search for a river crossing may lead to a 4-lane South El Cerro Loop. During the April 9 public meeting on the Valencia County Mobility Plan Update, I learned that no environmental impact study had been done regarding the expansion of NM 263 (North El Cerro Loop) or of El Cerro Mission Road. Under the proposed lane expansion, homes will be condemned, many trees will be cut down, and pasture will be lost. I request that an environmental impact study be commenced forthwith before any of the above mentioned lane expansions are approved, and stand against such lane expansion until the said study is done. My own property would lose hundreds of trees and saplings if the road expansion or extension of a new river crossing is carried through on South El Cerro Loop. For the record, I am against the expansion of El Cerro Loop and EL Cerro Mission Road to four-lane thoroughfares.

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Results of Emergency Services Workshop

Comment	Staff Recommendation
Meadow Lake area evacuation is a problem with the current configuration, especially given proximity of schools.	Recommendation: Retain proposed route south of Meadow Lake Road.
Need bridges across the river - safety issue	Recommendation: Provide information about safety concerns to Village of Los Lunas for use during Corridor Study process.
Need three lanes each direction on I-25 from Valencia County to Santa Fe	Recommendation: 1) Retain recommendation for additional I-25 lanes in Plan. 2) Provide information regarding comment to NMDOT
Need more separate bicycle lanes, especially on Camino del Llano	Recommendation: Provide information regarding Camino del Llano bike facilities and sidewalks to City of Belen
Sidewalk conditions sometimes force people to walk or use wheelchairs on roads (Camino del Llano)	
NM47, Wolfe Lane to River Road - need turn lanes and pullouts for farm equipment.	Recommendation: Retain language NM47, Wolfe Lane to River Rd in Plan
NM47 and south El Cerro Loop - need traffic light	Recommendation: Add this project to Plan

Proposed Modifications Due to Additional Information

Item	Explanation
Valencia County Roadway Data	Updated information was obtained related to number of miles in gravel, dirt, asphalt and chip seal
Mid-Valley Airpark	Airpark was designated as "private" on map. Although privately owned, the Airpark is a public access airport.

The Plan update was formally accepted by each of the local governments at the following meetings:

- o Belen City Council, Monday, June 2
- o Valencia County Commission – Public Hearing June 11, Formal Action June 18

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- Peralta Town Council – June 25
- Los Lunas Village Council – June 12
- Bosque Farms Village Council – June 19

The Valencia County Commission action included a request to address a proposed extension of Fence Line Road (also known as Mesa Road) from the Meadow Lake community to La Ladera. This proposal was presented to the Valencia County Transportation Steering Committee meeting at their July meeting, where they authorized an administrative modification of the Update to reflect the addition of a roadway that would extend Mesa/Fenceline Road west and south to connect to Manzano Expressway.

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