



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday August 24, 2015, 1:30 P.M.

City of Santa Fe Offices @ Market Station

500 Market Street, Suite 200, Santa Fe, NM

(Map: <http://tinyurl.com/l6kejeq>)

AGENDA

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from August 10, 2015

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Review and Recommendation on the Santa Fe MPO Metropolitan Transportation Plan 2015-2040 -- *MPO Staff*

3. Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: Monday September 21, 2015

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to the meeting date.

CITY CLERK'S OFFICE

DATE 8/19/15 TIME 3:43pm

SERVED BY Mark Tibbets

RECEIVED BY Alicia Hartung

**SUMMARY OF ACTION
SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
AUGUST 24, 2015**

| <u>ITEM</u> | <u>ACTION TAKEN</u> | <u>PAGE</u> |
|---|-------------------------------|--------------------|
| CALL TO ORDER | | 1 |
| ROLL CALL | QUORUM | 1 |
| APPROVAL OF AGENDA | APPROVED | 2 |
| APPROVAL OF MINUTES August 10, 2015 | APPROVED | 2 |
| COMMUNICATIONS FROM THE PUBLIC | NONE | 2 |
| <u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u> | | |
| A. REVIEW AND RECOMMENDATION ON THE SANTA FE MPO TRANSPORTATION PLAN 2015-2040 | APPROVED/RECOMMENDED | 2-5 |
| MATTERS FROM THE MPO STAFF | INFORMATION/DISCUSSION | 5 |
| MATTERS FROM TCC MEMBERS | NONE | 5 |
| ADJOURNED | ADJOURNED AT 2:07 pm | 5 |

**MINUTES OF THE
SANTA FE MPO
TECHNICAL COORDINATING COMMITTEE
AUGUST 24, 2015**

CALL TO ORDER

A regular meeting of the Santa Fe MPO Technical Coordinating Committee was called to order on the above date by John Romero Chair, at approximately 1:30 pm in the Large Conference Room, 500 Market Station, Suite 200, Santa Fe, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

John Romero, Chair, City of Santa Fe
Erik Aaboe, Santa Fe County
Desirae Lujan, City of Santa Fe
Richard MacPherson, City of Santa Fe
Ray Matthew, Santa Fe County
Dave Quintana, NMDOT
Vicki Lucero, Santa Fe County
Anthony Mortillaro, NCRTD

MEMBERS ABSENT:

Jon Bulthuis, Santa Fe Trails
Charles Dorame, Tesuque Pueblo
Adam Leigland, Santa Fe County
Greg Smith, City of Santa Fe
Maria Lohmann, Santa Fe County

STAFF PRESENT:

Keith Wilson, Senior MPO Planner
Mark Tibbetts, MPO Officer
Erick Aune, MPO Transportation Planner

OTHERS PRESENT:

Jason Coffey, Urban and Regional Planner, NMDOT
Elizabeth Martin, Stenographer

APPROVAL OF THE AGENDA

MOTION: A motion was made by Erik Aaboe, seconded by Desirae Lujan, to approve the agenda as presented.

VOTE: The motion passed unanimously by voice vote.

APPROVAL OF MEETING MINUTES FROM AUGUST 10, 2015

Mr. Tibbetts said on page 2, item B, it should be Review and Recommendation of the Pedestrian Master Plan instead of the Metropolitan Transportation Plan. On page 4, it should say that Mr. Quintana moved to approve the Pedestrian Master Plan. A correction should also be made to the Summary Index by taking out the Metropolitan Transportation Plan and inserting Pedestrian Master Plan.

Chair Romero said he proposed specific language for the Pedestrian Master Plan at the last meeting and it is not shown correctly in the minutes. The exact wording of Chair Romero is incorporated herewith to these minutes as Exhibit "1".

MOTION: A motion was made by Erik Aaboe, seconded by Richard MacPherson to approve the minutes as amended.

VOTE: The motion passed unanimously by voice vote.

1. COMMUNICATION FROM THE PUBLIC

There was no communication from the public.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

A. REVIEW AND RECOMMENDATION ON THE SANTA FE MPO METROPOLITAN TRANSPORTATION PLAN 2015-2040.

Mr. Aune said he wanted to thank everyone for their patience. We have a solid work product now. Our work with Felsburg, Holt and Ulliveg has been outstanding and it was a pleasure to work with them. We provided you with the public comments and a list of responses and recommendations for changes. This information has been incorporated herewith into these minutes as Exhibit "2".

Mr. Aune said there are some substantive changes in terms of the list of projects. Keith Wilson will go through that.

Mr. Wilson reviewed the changes included in the exhibit.

Chair Romero said the City has their own ICIP list. The Public Works Committee recommended that the West Alameda Street Bike Lanes project be placed in the top 5 items of priority. If that is approved should we move it up to short term on our list.

Mr. Wilson said it is in that timeframe already.

Mr. Wilson said these changes will necessitate some minor language changes in the plan.

Mr. Quintana asked if the \$35 million for Richards Avenue is from the study.

Mr. Wilson said the amount is from the study. This was the higher end plan amount.

Mr. Aaboe said in the fiscally constrained list did you put in the contributions from all entities such as the City and County.

Mr. Wilson said he went through the TIP from over the last five years and extracted primarily the maintenance projects. It does include all funding sources.

Mr. Wilson reviewed the project map which is incorporated herewith to these minutes as Exhibit "3".

Mr. Quintana said the Canyoncito Interchange Project is not closed out and it is not substantially complete so it needs to stay on the list.

Mr. Wilson said we will keep it on there.

Mr. Wilson said those are the changes we propose. We are looking for your recommendation to approve the plan with the changes outlined today.

Mr. Quintana asked does the Richards amount include the auxiliary lanes.

Mr. Tibbetts said yes to allow for ramps.

Chair Romero said we needed the auxiliary lanes.

Mr. Wilson said the cost estimate was between \$15 million and \$35 million. We went with the highest amount.

Mr. Quintana said that seems like an awful lot.

Mr. Wilson asked do you want us to change the amount to a middle amount.

Mr. Quintana said he would say that \$20 million to \$25 million would be more accurate.

Mr. Wilson said Mr. Quintana could recommend changing it to \$25 million.

Mr. Quintana said it is not that big of a deal.

Mr. Wilson said we rely on you guys to give us guidance on cost estimates. I am happy to go with that if you think it is more reasonable.

Mr. Quintana said he recommend that the amount be changed to \$25 million.

Mr. Aaboe said you call Mountain Cloud Zen Road, Zen Road. Please make this correction throughout the document.

Ms. Lujan said St. Michaels to St. Frances is really Yano to St. Francis.

Chair Romero said St. Michaels is a clearer frame of reference.

Mr. Quintana said it does not really matter.

Chair Romero said he thought it was clearer with St. Michaels for now.

Mr. Quintana said it makes sense.

Mr. Quintana said on the St. Francis Drive changes, he thought at the last meeting they decided to take that out.

Mr. Tibbetts said it is considered an interchange with a southbound merge.

Mr. Wilson said we talked about recognizing that the bridge stuff has been done. It is a medium/long term project.

Mr. Quintana said maybe then it should be with those longer term projects.

Mr. Wilson said it is in here because it is a call out from the I-25 study.

Mr. Quintana said he was more comfortable making it long term.

Chair Romero said if we do that wouldn't the auxiliary lane project accomplish that.

Mr. Wilson said this list comes from the Corridor Studies, the Bicycle Master Plan and individual projects. I think we will be looking at these over the next five years.

Mr. Wilson said realistically, in the future, if either one is needed we will look at it holistically.

Mr. Quintana said then no change is needed.

MOTION: A motion was made by Dave Quintana, seconded by Erik Aaboe, to recommend approval of the plan for Policy Board consideration.

VOTE: The motion passed unanimously by voice vote.

3. MATTERS FROM THE MPO STAFF

There were no matters from the MPO Staff.

4. MATTERS FROM TCC MEMBERS

Chair Romero said we started working on green lanes this week and the company doing it is having a presentation tomorrow if you would like to see it. The material is not reflective but it is bright colors.

Mr. Aaboe asked are they are going to put this in by Governor Miles.

Chair Romero said it will be in the conflict area.

Mr. Wilson said the company representatives will be on site between 10:00 am and 12:00 noon on Wednesday morning and they will be there to answer questions. Between 1:00 pm and 3:00 pm they will be here providing lunch and will demonstrate their product.


Chair Romero said they use crushed glass.

Mr. Aaboe said Mountain Cloud Zen Road to El Gaucho Way is out to bid. The bids are due at the end of this week.

Mr. Quintana said he would not be at the next TCC meeting.

5. ADJOURN

Having completed the agenda and with no further business, the meeting adjourned at 2:07 pm.



John Romero, Chair

Elizabeth Martin, Stenographer

TIBBETTS, MARK S.

From: ROMERO, JOHN J
Sent: Wednesday, August 12, 2015 10:02 AM
To: TIBBETTS, MARK S.
Subject: RE:

Yes. This was the condition the TCC included in their motion for approval.

From: TIBBETTS, MARK S.
Sent: Wednesday, August 12, 2015 10:02 AM
To: ROMERO, JOHN J
Subject:

These areas do not represent a complete evaluation of the Santa Fe Metropolitan Planning Area. Additional areas may be considered as deemed necessary by the respective agency.

Mark S. Tibbetts
MPO Officer
Santa Fe Metropolitan Planning Organization

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Fe & burg, Holt, Lilliveg

WILSON, KEITH P.

From: WILSON, KEITH P.
Sent: Thursday, August 20, 2015 5:42 PM
To: 'Adam Leigland - Santa Fe County Public Works'; 'Anthony Mortillaro - NCRTD'; 'Anthony Mortillaro - NCRTD Gmail'; AUNE, ERICK J.; BAER, TAMARA; BULTHUIS, JON R.; 'Carl Boaz'; 'Claude Morelli - NMDOT Planning'; 'Coffey, Jason, NMDOT'; 'David Harris, (DavidC.Harris@state.nm.us)'; DEVINE, RICHARD J.; 'Diego Gomez, SF Co Public Works, Santa Fe County'; 'Frank Sharpless (Frankj.Sharpless@state.nm.us)'; 'Ken Smithson - Santa Fe Trails'; 'Lawrence Lopez- D5 LGAU'; LIMING, REED C.; LUJAN, DESIRAE L.; MACPHERSON, RICHARD J.; 'Maria Lohmann'; 'Mary Pacheco - NMDOT Rail (Section 130)'; 'Michael Kelly - NCRTD'; 'Miguel Gabaldon - NMDOT District 5'; 'Nelson, David, NMDOT'; 'Penny Ellis-Green - County Land Use Administrator'; 'Ray Matthew - Santa Fe County'; 'Robert Griego - County Growth Management'; 'Robert Martinez - County Public Works'; 'Rodolfo Monge-Oviedo - FHWA Safety'; ROMERO, JOHN J.; 'Sandra Maes - Tesuque Pueblo'; SMITH, GREGORY T.; TIBBETTS, MARK S.; 'Vicki Lucero - County Land Use'; WILSON, KEITH P.
Cc: TODD, NATHAN W.; Jenny Young - FH&U
Subject: Public Comment and proposed changes to MTP for your review
Attachments: MTP Public comments compiled for TCC.pdf; Table 7-1 Revised 08-18-15.pdf; Table 8-3 Revised 08-18-15.pdf; SantaFe_MPO_Prioritization_Projects_8.5x11 updated 08-20-15.pdf

TCC:

Attached are a number of pdf files for your review ahead of Monday's TCC Meeting where we will be looking for a recommendation on the Metropolitan Transportation Plan.

We held a 30 day public review period during which we held 3 Open House Meetings to solicit Public Comment. In total about 15 people attended the Open Houses. We did receive some written comment, but we do not propose making any changes to the plan based on these comments as they generally related to issues addressed in the Ped, Bike or Transit Plans. Attached is a pdf with the public comments and a short response.

Where we do propose changes is to draft document are as follows:

Table 7-1 Regional Roadway Priorities

The changes proposed in this table include removal of a couple of projects as they are now in the process of being programmed in the TIP, deletion of a couple of projects because they were duplicates and minor reordering based on a review of the scoring showing they had a higher score. Attached is a pdf of table 7-3 with the changes redlines and an explanation in a text box of why the change is being proposed.

Table 8-3 Fiscally Constrained Regional Roadway Projects

The original fiscally constrained table did not include the projects programmed in the FFY2016-2021 TIP or that are in the process of being programmed. These have been added and amount to approx. \$25 million. Therefore the new projects are not started to be assigned funding in the table until FFY2020. The table reflects the deletion of the projects mentioned in Table 7-1. Overall it moves most projects out a couple of additional years for funding. In the end we get closer to the 25 year funding amount of \$232 million so only one project (I-25/Richards Interchange) is now out with the fiscal constraints which is reflected in Table 8-5. Attached is a pdf with table 8-3 and table 8-5 with the changes redlined.

We are currently reviewing the text around tables 7-1 and table 8-3 to make sure it is consistent with the above changes and we will bring that any proposed changes to the meeting on Monday.

Finally, the Future Road Network Map has also been updated to reflect the changes in the tables above and has been attached for your review.

If you have any questions prior to our meeting on Monday, please do not hesitate to contact me, Erick or Mark.

Thanks.

Keith P. Wilson

MPO Senior Planner

Santa Fe Metropolitan Planning Organization

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Public Comments on DRAFT 2015 MTP with Suggested Revisions for TCC

I live in Eldorado and there has always been talk about opening a road from Eldorado to SF. I would recommend a (solar/electric) light rail, trolley that would connect Eldorado to SFCC, where riders could then hook up with local bus routes. I moved from San Diego and loved the red trolley, ~~safe, clean~~ and affordable.

Noted: No recommendation to change document. Response: Transit Master Plan touches on the possibility of the use of the old rail system and how it would simply be more cost effective to invest in possible bus routes.

Thanks for considering.

Tom Miller

Please extend Museum Hill buses in the summer, especially, by at least one hour in the evenings. This would allow us to get the bus home from music on the plaza, chamber music, and other summer events. Currently the last bus goes at 7:20p.m.

Noted: No recommendation to change document. Response: Transportation Master Plan identifies modification of routes to accommodate later evening services and additional weekend services.

Janet Peacock

433 Apadara Hill, Canyon Road

I would like to see the multi-use trail that starts at SWAAN Park connected to the Arroyo Chamisa trail at JC Penny and the rest of Santa Fe. Connecting District 3, via the multi-use trail to the rest of the city would be a concrete, tangible, and real life way to make "ONE Santa Fe, ONE City, ONE COMMUNITY" Until the multi-use trail is connected, District 3 will be physically disconnected from the rest of Santa Fe.

Noted: No recommendation to change document. Response: Connections via Arroyo Chamisa trail are detailed in Bicycle Master Plan.

Bridget Wolf

Tierra Contenta

WELL DONE!

Noted: Typo has been corrected.

I only saw one typo. Page 2-2 Reponse instead of Response

Ken Hughes

Energy Conservation and Management Division

505.476.3320

Keith, Here are my written comments.

1. More bus routes to interconnect cross town with existing routes, especially in Districts 3 and 4.
2. Extend bus hours in the evening on Saturday and Sunday, so that nighttime events can be attended with assurance of getting home. Most concerts, shows, ~~events end~~ by 10:30 pm. Venues include Lensic, St Francis Auditorium, NM History Museum, Plaza, James A Little Theatre.
3. Walking would be encouraged with more live trees lining the streets, with water budgeted and delivered to keep them healthy.
4. No-mow, low-water, high carbon retaining grasses sown on the trail shoulders and street medians.

Thanks again for all your work. Mary E

Congratulations on the release of your plan! I've started reading it and so far it looks great. Personally, I like what you are saying.

I have a quick comment regarding the language on page 2-8 describing the New Mexico Transportation Plan. The text notes that the NMTP was "developed in cooperation with seven regional transportation planning organizations including the Santa Fe MPO." I would recommend that you change the language to say something more like this: **"...developed in cooperation with New Mexico's seven Regional Transportation Planning Organizations and five Metropolitan Transportation Planning Organizations, including the Santa Fe MPO."**

Have a great weekend.

Claude Morelli

Noted: No recommendation to change document. Response: Transit Master Plan has recommendations to extend bus service hours and means to increase access to bus routes. touches on the possibility of the use of the old rail system and how it would simply be more cost effective to invest in possible bus routes. Pedestrian Master Plan includes language about enhanced walking experiences and xeriscape design approaches to minimize water consumption.

Noted: Recommendation that language on page 2-8 be changed per the request by NMDOT.

Just wanted to voice a few things regarding the plan. I read the entire document and I am proud to say that, as a whole, I think it is a good plan. As shown in table 8-3, you plan to implement the West Alameda widening in 2018 from Via Abajo to La Joya, and then add the bike lanes to W. Alameda in 2024. Why not do this all at ~~the same~~ time in 2018? This is a very ~~dangerous~~ section of road for bicyclists, which are forced off of the River Trail where it currently ends, and onto this section of road. As well, the bike lanes from the Siler overpass that need to connect to the River Trail also end here and force riders to battle tight lanes with fast-moving traffic. In my opinion, it is of utmost importance to get this done, it is not an issue of convenience but of safety. It appears very clear now that the situation was made more dangerous by the addition of traffic via the Siler Bridge overpass where now larger industrial vehicles regularly travel this section of road when they did not in the past.





































































Noted: No recommendation to change document. Response: the West Alameda projects are broken out into two projects because of the boundary of the Traditional Village of Agua Fria and thusly under the County's jurisdiction. The City and the County are listed as separate leads for each project. It is recommended that if funding becomes available that each jurisdiction strive to coordinate with the other for a seamless project.

Thanks

-Aaron Miller

Table 7-1 Regional Roadway Priorities (REVISED 08/24/15)

| Project Name and Description | Multimodal Elements | Lead Agency | Cost (2015 Dollars) | Evaluation Criteria | | | | | | | | Time Frame/Need |
|--|---------------------|----------------------------|---------------------|---|---------------------|-------------------------------------|---------------------------------------|--------------------|---------------------------------|--------------------------|-----------------------------|-----------------|
| | | | | Safety & Security | System Preservation | Multimodal Mobility & Accessibility | Congestion Relief & System Operations | Freight & Commerce | Commercial & Community Vitality | Greenhouse Gas Reduction | Environmental Documentation | |
| Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage, median reconfiguration | 🚶 | City of Santa Fe | \$550,000 | 👍 | 👍 | 👍 | 👍 | 👍 | 👍 | 👍 | 👍 | Short |
| I-25 Interim Safety Improvements: Various interim improvements to interchanges plus installation of emergency safety gates at median crossings, addition of lighting | | NMDOT | \$2,400,000 | No Longer a Project | | | | | | | | Short |
| Guadalupe Street Road Diet: Reduce the Roadway from 4 to 3 lanes, add bike lanes, widen sidewalks, and add additional pedestrian crossing from Paseo de Peralta (North) to Agua Fria Street | 🚶 - 🚲 - | City of Santa Fe | \$2,000,000 | Projects Combined and are being programmed in the next Amendment of the FFY2016-2021 TIP \$4,000,000 HSIP Funding in FFY2017 and 2019 | | | | | | | | Short |
| Paseo de Peralta/Guadalupe Street Intersection Improvements: Reconfigure intersection to improve pedestrian crossings and upgrade traffic signals | 🚶 | City of Santa Fe | \$750,000 | | | | | | | | | Short |
| NM599/Via Veitranos (CR70) Interchange: Construction of a new interchange | | NMDOT | \$8,000,000 | 🟢 | | 👍 | 👍 | 👍 | 👍 | 👍 | 👍 | Short |
| St Francis Drive: Pedestrian Intersection Improvements: Pedestrian improvements at all the intersections along St Francis Drive | 🚶 | NMDOT/ City of Santa Fe | \$600,000 | 🟢 | | 👍 | 👍 | 👍 | 👍 | 👍 | 👍 | Short |
| NM599/Via Veitranos (CR70) Interchange: Construction of a new interchange | | NMDOT | \$8,000,000 | Moved up. Higher score than Ped Improvements | | | | | | | | Short |
| West Alameda Widening and Drainage Improvements (Via Abasco to La Joya Street): Widen road, significant drainage improvements, striping | | City of Santa Fe | \$7,000,000 | Duplication of Projects from BMP with Short/Medium Need shown below | | | | | | | | Short |

| Project Name and Description | Multimodal Elements | Lead Agency | Cost (2015 Dollars) | Evaluation Criteria | | | | | | | | Time Frame/Need | |
|---|---|------------------|---------------------|---|---|---|---|---|---|---|---|---|-----------------------|
| | | | | Safety & Security | System Preservation | Multimodal Mobility & Accessibility | Congestion Relief & System Operations | Freight & Commerce | Commercial & Community Vitality | Greenhouse Gas Reduction | Environmental Documentation | | Partnership & Funding |
| Agua Fria/South Meadows Intersection Improvements: Reconfigure intersection to include left turn bays on Agua Fria and to improve pedestrian crossings and upgrade traffic signals |  | City of Santa Fe | \$1,400,000 |  | |  |  |  |  |  |  |  | Short |
| Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado St. | | City of Santa Fe | \$3,000,000 |  |  |  |  |  |  |  | |  | Short |
| Old Santa Fe Trail Bike Lanes (City): Widen from Zia Road to Mountain Cloud Zen Road to add Bike Lanes |  | City of Santa Fe | \$1,000,000 |  | |  |  |  |  |  | |  | Short |
| Old Santa Fe Trail Bike Lanes (County): Widen from Zen Cloud Road to El Gancho Way/Old Las Vegas Highway (Designed and Funded with County Bond Funds) |  | Santa Fe County | \$2,000,000 | Project Funded and going to Construction in Fall | | | | | | | | | Short |
| Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians |  | City of Santa Fe | \$1,250,000 |  |  |  |  |  |  |  |  |  | Short/Medium |
| NM599/I-25 Frontage Road Overpass: Construction of an overpass to carry the North Frontage Road over NM599. Reconfigure existing Frontage Road at grade intersection with NM599 to right in/right out only | | NMDOT | \$6,000,000 |  | |  |  |  |  |  | |  | Short/Medium |
| Cerrillos Rd Reconstruction (St Michaels Drive to St Francis Drive): Reconstruction to add medians, drainage, bike lanes, sidewalks and transit facilities |  | City of Santa Fe | \$12,000,000 |  |  |  |  |  |  |  | |  | Short/Medium |
| Extension of NM599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to airport road | | NMDOT | \$4,300,000 |  | |  |  |  |  |  | |  | Short/Medium |
| Avenida Del Sur Extension: Construction of a new road and upgrade of existing roadway from NM14 to A Van Nu Po |  | Santa Fe County | \$2,500,000 |  |  |  |  |  |  |  | |  | Short/Medium |

| Evaluation Criteria | | | | Time Frame/ Need | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Partnership & Funding | Environmental Documentation | Greenhouse Gas Reduction | Commercial & Community Vitality | | Freight & Commerce | Congestion Relief & System Operations | Multimodal Mobility & Accessibility | System Preservation | Safety & Security | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cost (2015 Dollars) | Lead Agency | Multimodal Elements | Project Name and Description | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium | Short/ Medium |

| Project Name and Description | | | | Multimodal Elements | Lead Agency | Cost (2015 Dollars) | Evaluation Criteria | | | | | | | | Time Frame/ Need | | |
|---|--|--|--|---------------------|-----------------|---------------------|---------------------|---------------------|-------------------------------------|---------------------------------------|--------------------|---------------------------------|--------------------------|-----------------------------|-----------------------|---|--------------|
| | | | | | | | Safety & Security | System Preservation | Multimodal Mobility & Accessibility | Congestion Relief & System Operations | Freight & Commerce | Commercial & Community Vitality | Greenhouse Gas Reduction | Environmental Documentation | Partnership & Funding | | |
| NM599/Camino de los Montoyas Interchange w/ Frontage Road: Construction of a new interchange | | | | | NMDOT | \$11,050,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | Medium |
| I-25/NM599: Interchange Ramp Improvements: Lengthening of on and off ramps | | | | | NMDOT | \$2,500,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | | | ☺ | Medium |
| St Francis Drive US 84/285 Auxiliary Lane NM599 to Guadalupe: Construction of a SB auxiliary lane from NM599 to Guadalupe Exit | | | | | NMDOT | \$1,000,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | | ☺ | Medium |
| St Francis Drive (US 84/285)/Guadalupe Interchange Improvements: Reconstruction of existing Interchange to replace existing bridge on Guadalupe and possibly convert from a left hand exit to a right hand exit | | | | | NMDOT | \$17,000,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | | ☺ | Medium |
| Old Santa Fe Trail Bike Lanes (County): Widen from Mountain-Gleed-Zen-Road to El Gancho Way/Old-Las-Vegas Highway to Two Trails Road | | | | 🚲 | Santa Fe County | \$1,000,000 | | | | | | | | | | | Medium |
| Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes | | | | 🚲 | Santa Fe County | \$1,000,000 | ☺ | | ● | ☺ | ☺ | ☺ | ☺ | ☺ | | ☺ | Medium |
| I-25/NM466: Interchange Improvements: Reconfiguration of interchange and ramp lengthening | | | | | NMDOT | \$7,200,000 | ● | | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | Medium/ Long |
| I-25/St Francis Drive: Interchange Improvements: Reconfiguration of interchange and ramp lengthening | | | | | NMDOT | \$8,300,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ | | ☺ | Medium/ Long |
| I-25 Auxiliary Lanes: NM599 to Cerrillos: Construction of third lane in each direction between interchanges | | | | | NMDOT | \$4,000,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | | | ☺ | Long |
| I-25 Auxiliary Lanes: St Francis to NM466: Construction of third lane in each direction between interchanges | | | | | NMDOT | \$2,000,000 | ☺ | | ☺ | ☺ | ☺ | ☺ | ☺ | | | ☺ | Long |






























| Project Name and Description | Multimodal Elements | Lead Agency | Cost (2015 Dollars) | Evaluation Criteria | | | | | | | | Time Frame/Need | | |
|--|---|-----------------|---------------------|---|---------------------|---|---|---|---|---|-----------------------------|---|-----------------------|------|
| | | | | Safety & Security | System Preservation | Multimodal Mobility & Accessibility | Congestion Relief & System Operations | Freight & Commerce | Commercial & Community Vitality | Greenhouse Gas Reduction | Environmental Documentation | | Partnership & Funding | |
| I-25 Auxiliary Lanes: Cerrillos to St Francis: Construction of third lane in each direction between interchanges | | NMDOI | \$17,000,000 | | | | | | | | | | | Long |
| I-25/Richards Avenue Interchange: Construction of a new interchange | | NMDOI | \$35,000,000 | | | | | | | | | | | Long |
| County Road 62 Realignment and Improvements: NM599 to Caja del Rio |  | Santa Fe County | \$3,000,000 |  | |  |  |  |  |  | |  | Long | |
| Connection between Caja del Rio and Airport Road: Construction of a new roadway between Caja del Rio to the Santa Fe River, including the construction of a low water crossing. Private developer to complete roadway to Airport Road |  | Santa Fe County | \$3,000,000 |  | |  |  | |  |  | |  | Long | |
| I-25 Auxiliary Lanes: Cerrillos to St Francis: Construction of third lane in each direction between interchanges | | NMDOI | \$17,000,000 |  | |  |  |  |  |  | |  | Long | |
| I-25/Richards Avenue Interchange: Construction of a new interchange | | NMDOI | \$35,000,000 |  | |  |  |  |  |  | |  | Long | |

Table-8-2. Reasonably Expected Revenue Projections

| Time Period | Reasonably Expected Revenue Projections |
|--------------|---|
| 2016 – 2020 | \$39.0 million |
| 2021 – 2025 | \$41.4 million |
| 2026 – 2030 | \$45.7 million |
| 2031 – 2035 | \$50.5 million |
| 2036 – 2040 | \$55.7 million |
| Total | \$232.3 million |

The total cost of the regional roadway projects included in Chapter 7 (Table 7-1) is approximately ~~\$189.177~~ million in 2015 Dollars. However, the cost to construct projects will continue to increase over time. The prioritized project list and associated project costs have been paired with the annual revenue projects to estimate the Year of Expenditure (YOE) for each project. An annual construct cost increase of 2.5 percent was used to inflate project costs and calculate the corresponding YOE cost for each project. Based on the YOE project costs, the total cost for the regional roadway projects exceeds ~~\$270.290~~ million. With estimated revenues of \$232.3 million, the region faces a shortfall of approximately ~~\$40.60~~ million over the 25 years of the MTP. The results of the YOE analysis were used to establish the Fiscally Constrained Plan, as shown in Table 8-3. All but ~~two-one~~ projects ~~are~~ is included in the Fiscally Constrained Plan.

Table 8-3 Fiscally Constrained Regional Roadway Projects (REVISED 08/24/15)

| Project Name and Description | Lead Agency | Cost (2015 Dollars) | Time Frame/Need | Priority | Year of Expenditure (YOE) | |
|--|------------------------|---------------------|---|----------|---------------------------|-----------------------|
| | | | | | Year | Cumulative Cost (YOE) |
| <u>S100440 – St Francis Dr./St Michaels Dr. Interchange Improvements:</u> Reconfiguration of Interchange and improve pedestrian and bicycle facilities | NMDOI | <u>\$6,250,000</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$6,250,000</u> | <u>\$6,250,000</u> |
| <u>S100121 – NE Connector (I-25 Frontage Road) from Richards Ave to St Francis Dr.:</u> Construction of a New Section of Roadway and Upgrade of Existing Roadway | NMDOI | <u>\$3,651,644</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$3,651,644</u> | <u>\$9,901,644</u> |
| <u>S100122 – SE Connector from NE Connector to Richards Ave.:</u> Construction of a New Roadway | Santa Fe County | <u>\$6,775,000</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$6,775,000</u> | <u>\$16,676,644</u> |
| <u>S100230 – NM14 (Cerrillos Rd.) ADA Study:</u> ADA Feasibility Study and ROW Acquisition from St Michaels Dr. to St Francis Dr. | NMDOI | <u>\$1,250,000</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$1,250,000</u> | <u>\$17,926,644</u> |
| <u>S100340 – NM466 (St Michaels Dr.) Pedestrian ADA Improvements:</u> Pedestrian/ADA Improvements at various Locations along the Corridor between Cerrillos Rd. and Boluph Rd. | NMDOI | <u>\$232,629</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$232,629</u> | <u>\$18,159,273</u> |
| <u>S100370 – Agua Fria St./Cottonwood Intersection Safety Improvements:</u> Construction of a Roundabout at the Intersection | City of Santa Fe | <u>\$1,000,000</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$1,000,000</u> | <u>\$19,159,273</u> |
| <u>S100430 – NM599/Us84-285 Ramp Modifications:</u> | NMDOI | <u>\$395,819</u> | <u>Programmed in FFY2016-2021 TIP</u> | | <u>\$395,819</u> | <u>\$19,555,092</u> |
| <u>Guadalupe Street Road Diet & Paseo de Peralta/Guadalupe Street Intersection Improvements:</u> Reduce the Roadway from 4 to 3 lanes, add bike lanes, widen sidewalks and add additional pedestrian crossing from Paseo de Peralta (North) to Agua Fria Street. Reconfigure Intersection to improve pedestrian crossings and upgrade traffic signals | City of Santa Fe/NMDOI | <u>\$4,000,000</u> | <u>To be Programmed in FFY2016-2021 TIP</u> | | <u>\$4,000,000</u> | <u>\$23,555,092</u> |
| <u>Old Santa Fe Trail Bike Lanes (County):</u> Road Widening from Zen Cloud Road to El Gancho Way/Old Las Vegas Highway (Designed and Funded with County Bond Funds) | Santa Fe County | <u>\$2,000,000</u> | <u>To be Programmed in FFY2016-2021 TIP</u> | | <u>\$2,000,000</u> | <u>\$25,555,092</u> |

| Project Name and Description | Lead Agency | Cost (2015 Dollars) | Time Frame/Need | Priority | Year of Expenditure (YOE) | | |
|--|-------------------------|---------------------|-----------------|----------|---------------------------|----------------------------|------------------------------|
| | | | | | Year | YOE Cost | Cumulative Cost (YOE) |
| Sandoval/MonteZuma Intersection Improvements: Pedestrian improvements, striping, signage, median reconfiguration | City of Santa Fe | \$550,000 | Short | 1 | 20162020 | \$550,000\$600,000 | \$26,155,092 \$550,000 |
| 1-25 Interim Safety Improvements: Various interim improvements to interchanges plus installation of emergency safety gates at median crossings, addition of lighting | NMDOT | \$2,400,000 | Short | 2 | 2016 | \$2,400,000 | \$2,950,000 |
| Guadalupe Street Road Diet: Reduce the roadway from 4 to 3 lanes, add bike lanes, widen sidewalks, and add additional pedestrian crossing from Paseo de Peralte (North) to Agua Fria Street | City of Santa Fe | \$2,000,000 | Short | 2 | 2016 | \$2,000,000 | \$4,950,000 |
| Paseo de Peralte/Guadalupe Street Intersection Improvements: Reconfigure intersection to improve pedestrian crossings and upgrade traffic signals | City of Santa Fe | \$750,000 | Short | 2 | 2016 | \$750,000 | \$5,700,000 |
| NM 599/Via Vetranos (CR70) Interchange: Construction of a new interchange | NMDOT | \$8,000,000 | Short | 2 | 2020 | \$8,800,000 | \$34,955,092 |
| St Francis Drive: Pedestrian Intersection Improvements: Pedestrian improvements at all the intersections along St Francis Drive | NMDOT/ City of Santa Fe | \$600,000 | Short | 53 | 20162020 | \$700,000 \$600,000 | \$35,655,092 \$6,300,000 |
| NM 599/Via Vetranos (CR70) Interchange: Construction of a new interchange | NMDOT | \$8,000,000 | Short | 6 | 2017 | \$8,200,000 | \$14,500,000 |
| West Alameda Widening and Drainage Improvements (Via Abasco to La Joya Street): Widen road, significant drainage improvements, striping | City of Santa Fe | \$7,000,000 | Short | 7 | 2018 | \$7,400,000 | \$21,900,000 |
| Agua Fria/South Meadows Intersection Improvements: Reconfigure intersection to include left turn bays on Agua Fria and to improve pedestrian crossings and upgrade traffic signals | City of Santa Fe | \$1,400,000 | Short | 74 | 20182020 | \$1,500,000 | \$37,155,092 \$23,400,000 |
| Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado Street | City of Santa Fe | \$3,000,000 | Short | 95 | 20192021 | \$3,400,000 \$3,200,000 | \$40,555,092 \$26,600,000 |
| Old Santa Fe Trail Bike Lanes (City): Widen from Zia Road to Mountain Cloud Zen Road to add bike lanes | City of Santa Fe | \$1,000,000 | Short | 106 | 20192021 | \$1,100,000 | \$41,655,092 \$27,700,000 |

| Project Name and Description | | Lead Agency | Cost (2015 Dollars) | Time Frame/ Need | Priority | Year of Expenditure (YOE) | | |
|---|--|------------------|--------------------------|------------------|----------|---------------------------|------------------------------|------------------------------|
| | | | | | | Year | YOE Cost | Cumulative Cost (YOE) |
| Old Santa Fe Trail Bike Lanes (County): Widen from Zen Cloud Road to El Gancho Way/Old Las Vegas Highway (Designed and Funded with County Bond Funds) | | Santa Fe County | \$2,000,000 | Short | 10 | 2019 | \$2,200,000 | \$29,900,000 |
| Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians | | City of Santa Fe | \$1,250,000 | Short/Medium | 12 | 2019-2021 | \$1,400,000 \$1,300,000 | \$43,055,092 \$21,200,000 |
| NM599/I-25 Frontage Road Overpass: Construction of an overpass to carry the North Frontage Road over NM599. Reconfigure existing Frontage Road at grade intersection with NM599 to right in/right out only | | NMDOT | \$6,000,000 | Short/Medium | 13 | 2020-2022 | \$7,000,000 \$6,600,000 | \$50,055,092 \$37,800,000 |
| Cerrillos Road Reconstruction (St Michaels Drive to St Francis Drive): Reconstruction to add medians, drainage, bike lanes, sidewalks, and transit facilities | | City of Santa Fe | \$12,000,000 | Short/Medium | 13 | 2022-2023 | \$14,300,000 \$13,900,000 | \$64,355,092 \$51,700,000 |
| Extension of NM599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to Airport Road | | NMDOT | \$4,300,000 | Short/Medium | 15 | 2023-2024 | \$5,200,000 \$5,100,000 | \$69,555,092 \$56,800,000 |
| Avenida Del Sur Extension: Construction of a new road and an upgrade of existing roadway from NM14 to A Van Nu Po | | Santa Fe County | \$2,500,000 | Short/Medium | 16 | 2023-2024 | \$3,000,000 | \$72,555,092 \$59,800,000 |
| Governor Miles Road Bike Lanes: Widen from Richards Avenue to Pueblos del sol to add bike lanes | | City of Santa Fe | \$275,000 | Short/Medium | 17 | 2023-2025 | \$300,000 | \$72,855,092 \$60,100,000 |
| San Felipe Road Bike Lanes: Widen from Airport Road to Agua Fria Street to add bike lanes | | City of Santa Fe | \$165,000 | Short/Medium | 17 | 2023-2025 | \$200,000 | \$73,055,092 \$60,300,000 |
| West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage | | City of Santa Fe | \$65,000,000 | Short/Medium | 17 | 2024-2025 | \$7,500,000 \$6,100,000 | \$80,555,092 \$66,400,000 |
| West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes | | Santa Fe County | \$210,000 \$1,000,000 | Short/Medium | 17 | 2024-2026 | \$1,300,000 \$260,000 | \$81,855,092 \$66,660,000 |
| Henry Lynch Road Bike Lanes: Widen from Agua Fria to Rufina Street to add bike lanes | | City of Santa Fe | \$275,000 | Short/Medium | 17 | 2024-2026 | \$400,000 \$340,000 | \$82,255,092 \$67,000,000 |
| Tesuque Village Road Bike Lanes: From US84/285 Interchange to Tesuque Village to add bike lanes | | Santa Fe County | \$825,000 | Short/Medium | 17 | 2024-2026 | \$1,100,000 \$1,000,000 | \$83,355,092 \$68,000,000 |

| Project Name and Description | Lead Agency | Cost (2015 Dollars) | Time Frame/Need | Priority | Year of Expenditure (YOE) | | |
|---|------------------|---------------------|-----------------|----------|---------------------------|------------------------------|--------------------------------|
| | | | | | Year | YOE Cost | Cumulative Cost (YOE) |
| Hyde Park Road (NM475) Bike Lanes: Widen from Artist Road to Little Tesuque Creek to add bike lanes | NMDOT | \$1,925,000 | Short/Medium | 1712 | 2024-2026 | \$2,500,000 \$2,300,000 | \$85,855,092 \$70,300,000 |
| Avenida Del Sur Bike Lanes: Widen from NM14-Richards Ave to Avenida del Sur A Van Nu Po to add bike lanes | Santa Fe County | \$1,000,000 | Short/Medium | 1712 | 2024-2026 | \$1,300,000 \$1,200,000 | \$87,155,092 \$71,500,000 |
| Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey | City of Santa Fe | \$450,000 | Short/Medium | 2520 | 2025-2026 | \$600,000 | \$87,755,092 \$72,100,000 |
| NM599/Airport Road Interchange: Construction of a new interchange | NMDOT | \$11,000,000 | Medium | 2621 | 2026-2028 | \$14,800,000 \$14,100,000 | \$102,555,092 \$86,200,000 |
| Calle Po Ae Pi Extension: Pave dirt section and include sidewalks | City of Santa Fe | \$850,000 | Medium | 2722 | 2026-2028 | \$1,100,000 | \$103,655,092 \$87,300,000 |
| NM599/Camino de los Montoyas Interchange w/ Frontage Road: Construction of a new interchange | NMDOT | \$11,050,000 | Medium | 2823 | 2028-2030 | \$15,600,000 \$14,900,000 | \$119,255,092 \$102,200,000 |
| I-25/NM599: Interchange Ramp Improvements: Lengthening of on and off ramps | NMDOT | \$2,500,000 | Medium | 2924 | 2028-2030 | \$3,500,000 \$3,400,000 | \$122,755,092 \$105,600,000 |
| St Francis Drive US 84/285 Auxiliary Lane NM599 to Guadalupe Exit | NMDOT | \$1,000,000 | Medium | 3025 | 2028-2030 | \$1,400,000 \$1,300,000 | \$124,155,092 \$106,900,000 |
| St Francis Drive (US 84/285)/Guadalupe Interchange Improvements: Reconstruction of existing interchange to replace existing bridge on Guadalupe and possibly convert from a left hand exit to a right hand exit | NMDOT | \$17,000,000 | Medium | 30 | 2031 | \$24,600,000 | \$131,500,000 |
| Old Santa Fe Trail Bike Lanes (County): Widen from Mountain Cloud Zen Road to El Gancho Way/Old Las Vegas Highway to Two Trails Road | Santa Fe County | \$1,000,000 | Medium | 3227 | 2031-2030 | \$1,400,000 | \$125,555,092 \$132,900,000 |
| Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes | Santa Fe County | \$1,000,000 | Medium | 3227 | 2031-2031 | \$1,400,000 | \$126,955,092 \$134,300,000 |
| St Francis Drive (US 84/285)/Guadalupe Interchange Improvements: Reconstruction of existing interchange to replace existing bridge on Guadalupe and possibly convert from a left hand exit to a right hand exit | NMDOT | \$17,000,000 | Medium | 26 | 2033 | \$25,900,000 | \$152,855,092 |

| Project Name and Description | Lead Agency | Cost (2015 Dollars) | Time Frame/ Need | Priority | Year of Expenditure (YOE) | | |
|--|-----------------|---------------------|------------------|-------------------------|-----------------------------|---|---|
| | | | | | Year | YOE Cost | Cumulative Cost (YOE) |
| I-25/NM466: Interchange Improvements: Reconfiguration of interchange and ramp lengthening | NMDOT | \$7,200,000 | Medium/ Long | 34 <u>29</u> | 2032 <u>2034</u> | \$11,200,000 \$10,700,000 | \$164,055,092 \$145,000,000 |
| I-25/St Francis Drive: Interchange Improvements: Reconfiguration of interchange and ramp lengthening | NMDOT | \$8,300,000 | Medium/ Long | 35 <u>30</u> | 2034 <u>2035</u> | \$13,300,000 \$12,900,000 | \$177,355,092 \$157,900,000 |
| I-25 Auxiliary Lanes: NM599 to Cerrillos: Construction of third lane in each direction between interchanges | NMDOT | \$4,000,000 | Long | 36 <u>31</u> | 2034 <u>2036</u> | \$6,600,000 \$6,200,000 | \$183,955,092 \$164,100,000 |
| I-25 Auxiliary Lanes: St Francis to NM466: Construction of third lane in each direction between interchanges | NMDOT | \$2,000,000 | Long | 36 <u>31</u> | 2035 <u>2036</u> | \$3,300,000 \$3,200,000 | \$187,255,092 \$167,300,000 |
| I-25 Auxiliary Lanes: Cerrillos to St Francis: Construction of third lane in each direction between interchanges | NMDOT | \$17,000,000 | Long | <u>31</u> | <u>2039</u> | \$30,000,000 | \$217,255,092 |
| County Road 62 Realignment and Improvements: NM599 to Caja del Rio | Santa Fe County | \$3,000,000 | Long | 38 <u>35</u> | 2035 <u>2040</u> | \$5,400,000 \$4,800,000 | \$222,655,092 \$172,100,000 |
| Connection between Caja del Rio and Airport Road: Construction of a new roadway between Caja del Rio to the Santa Fe River, including the construction of a low water crossing. Private developer to complete roadway to Airport Road | Santa Fe County | \$3,000,000 | Long | 39 <u>35</u> | 2036 <u>2040</u> | \$5,400,000 \$4,900,000 | \$228,055,092 \$177,000,000 |

Table-8-54 Illustrative Plan Regional Roadway Projects

| Project Name and Description | Lead Agency | Cost (2015 Dollars) | Time Frame/Need | Priority | Year of Expenditure (YOE) | | |
|--|-------------|---------------------|-----------------|----------|---------------------------|--------------|---|
| | | | | | Year | YOE Cost | Cumulative Cost (YOE) |
| I-25 Auxiliary Lanes- Cerrillos to St. Francis: Construction of third lane in each direction between interchanges | NMDOT | \$17,000,000 | Long | 40 | 2040+ | \$30,700,000 | \$30,700,000 |
| I-25/Richards Avenue Interchange: Construction of a new interchange | NMDOT | \$35,000,000 | Long | 41-34 | 2040+ | \$63,300,000 | \$63,300,000 \$94,000,000 |

Figure 5-3. Future Road Network (REVISED 08-24-15)

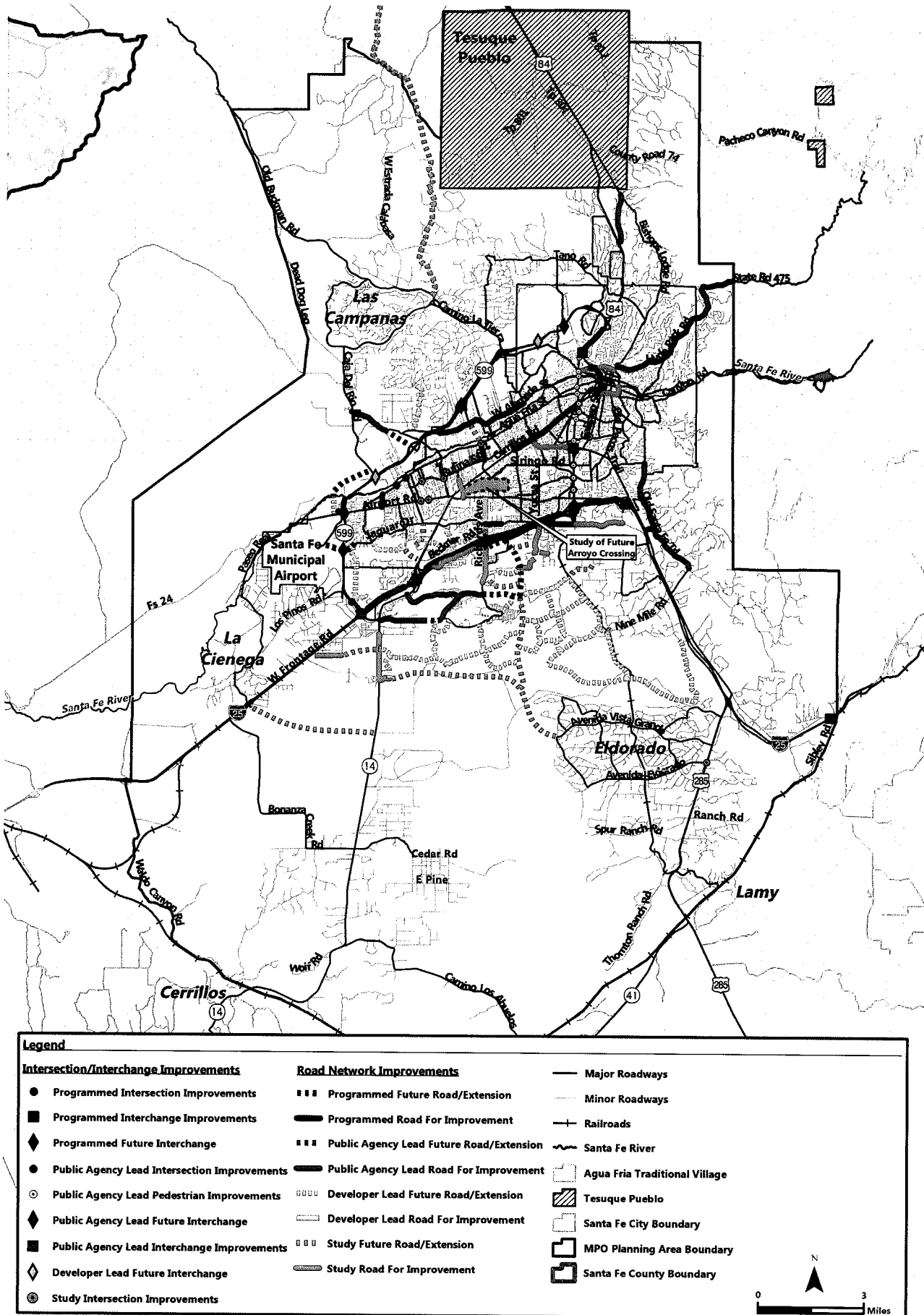


Exhibit "3"