



## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



### Santa Fe MPO Transportation Policy Board

**Thursday August 27, 2015, 3:00 P.M.**

*City of Santa Fe Offices @ Market Station  
500 Market Street, Suite 200, Santa Fe, NM  
(Map: <http://tinyurl.com/l6kejeg>)*

### AGENDA

CITY CLERK'S OFFICE

DATE 8/19/15 TIME 3:41pm

SERVED BY Mark Tibbetts

RECEIVED BY Alicia Harkins

**CALL to ORDER**

**ROLL CALL**

**APPROVAL of AGENDA**

**APPROVAL of MINUTES:** *August 13, 2015*

**A. MATTERS FROM THE PUBLIC**

**B. PUBLIC HEARING**

1. Approval of the Santa Fe MPO Metropolitan Transportation Plan 2015-2040 –  
*MPO Staff*

**C. MATTERS FROM THE MPO STAFF**

**D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

**E. MATTERS FROM THE NMDOT AND FHWA**

**F. ADJOURNMENT** – Next Scheduled Meeting September 24, 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.*



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RECEIVED BY Alicia Martinez

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**SUMMARY INDEX**  
**MPO TRANSPORTATION POLICY BOARD**  
**August 27, 2015**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>	<b><u>PAGE</u></b>
CALL TO ORDER AND ROLL CALL	Quorum	1
APPROVAL OF AGENDA	Approved	2
APPROVAL OF MINUTES: AUGUST 13, 2015	Approved	2
MATTERS FROM THE PUBLIC	None	2
<b><u>PUBLIC HEARING</u></b>		
APPROVAL OF THE SANTA FE MPO METROPOLITAN TRANSPORTATION PLAN 2015-2040	Approved w/commentary noted	2-9
MATTERS FROM THE MPO STAFF	Information/discussion	9
MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD	Information/discussion	9-10
MATTERS FROM THE NMDOT AND FHWA	None	10
ADJOURNMENT	Next meeting 09/24/15	10

**MINUTES OF THE  
SANTA FE  
MPO TRANSPORTATION POLICY BOARD  
Market Station  
August 27, 2015**

**CALL TO ORDER**

The Santa Fe MPO Transportation Policy Board was called to order by Chair Carmichael Dominguez, at approximately 3:00 p.m., on August 27, 2015, at Market Station 500 Market Street, Suite 200, Santa Fe, New Mexico.

**ROLL CALL**

**Members Present**

Councilor Carmichael Dominguez, Chair  
Commissioner Robert Anaya  
Councilor Patti J. Bushee  
Commissioner Liz Stefanics

**Alternates Present**

Jessica Griffin, DOT [alternate for Tamara Haas]

**Members Excused**

Commissioner Henry Roybal, Vice-Chair  
Mayor Javier Gonzales  
Tamara Haas, DOT  
Governor Robert Mora, Tesuque Pueblo

**Others Present**

Mark Tibbetts, MPO Officer  
Keith Wilson, MPO Planner  
Erik Aune, MPO Planner  
Melessia Helberg, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

## **APPROVAL OF AGENDA**

**MOTION:** Commissioner Stefanics moved, seconded by Councilor Bushee, to approve the Agenda as presented.

**VOTE:** The motion was approved unanimously on a voice vote.

## **APPROVAL OF MINUTES: AUGUST 13, 2015**

**MOTION:** Commissioner Stefanics moved, seconded by Chair Dominguez, to approve the minutes of the meeting of August 13, 2015, as presented.

**VOTE:** The motion was approved unanimously on a voice vote.

### **A. MATTERS FROM THE PUBLIC**

There were no matters from the public.

### **B. PUBLIC HEARING**

#### **1. APPROVAL OF THE SANTA FE MPO METROPOLITAN TRANSPORTATION PLAN 2015-2040 – MPO STAFF**

A copy of the *Public Review Draft – Santa Fe MPO Metropolitan Transportation Plan 2015-2014*, is incorporated herewith to these minutes as Exhibit “1.”

A copy of *Public Comments on DRAFT 2015 MTP with Suggested Revisions for TCC*, with attachments, is incorporated herewith to these minutes as Exhibit “2.”

A copy of *Table 7-1 Regional Roadway Priorities*, Revised 08/24/15 – TCC Recommendations, is incorporated herewith to these minutes as Exhibit “3.”

A copy of *Table 8-3 Fiscally Constrained Regional Roadway Projects*, Revised 08/24/15 – TCC Recommendations, is incorporated herewith to these minutes as Exhibit “4.”

Eric Aune reviewed the information in Exhibits "1" and "2" via slide presentation. See Exhibits "1" and "2" for specifics of this presentation.

Mr. Wilson said there was a public review July 20 to August 11, 2015, and during that time 3 public input meetings were held, one here, one at the Santa Fe Community College and one at the Southside library with a total for all 3 meetings of 15 people with 8 public comments, but none of the public comments raised issues that rose to the level of making changes to the plan. He noted those comments are in the packet [Exhibit "2"].

Mr. Wilson noted changes are proposed to the last two chapters, Chapter 7 and Chapter 8. He said Chapter 7 is where we outline the projects that we want to be considered for funding, noting Table 7-1 is in the packet [Exhibit "3"]. He said this is the list of proposed projects which mostly are roadway projects.

Chair Dominguez said he is still somewhat confused, and asked Mr. Wilson to review the proposed changes to projects.

Mr. Wilson reviewed the proposed changes in Exhibits "3," and "4." Please see Exhibits "3" and "4" for specifics of this presentation.

*The Board commented and asked questions as follows:*

- Responding to Councilor Bushee, Mr. Wilson said from Camino Alire almost to Calle Nopal there are striped shoulders on both sides.
- Councilor Bushee said then he will be going all the way to Chicon Vista.

Mr. Wilson said, basically from Nopal to Siler Road is one segment, and when they did the Siler Road roundabout they did the shoulders pretty much to Chicon Vista.

- Responding to Councilor Bushee, Mr. Wilson said he believes the project she's talking about from the CIP is from Nopal to Siler. He said in the Bicycle Master Plan they identified widening Alameda and then the drainage came up, so from a project of \$1 million to widen the roads it increased to \$2 million to widen the roads and deal with drainage issues.
- Responding to Councilor Bushee, Mr. Wilson said at this point, these are conceptual projects, with the specifics details to be determined. These projects identify the type of project and the timeline.

- Councilor Bushee asked if there are funds to do these projects.

Mr. Wilson said this is part of the process to identify projects, to see what is eligible for federal funding and what federal funds are available. Mr. Wilson said the next table shows what happens based on guestimate.

- Councilor Bushee asked where is the extension of the 599 frontage road across the Santa Fe River.

Mr. Wilson it is basically north of Airport Road, and right now there is an informal lower water crossing there, noting this came out of the 599 corridor project.

- Councilor Bushee asked about the interchange at 599 and Airport Road.

Mr. Wilson said the interchanges were identified and prioritized 5 years ago when we did the Corridor Study.

- Commissioner Anaya asked geographically where Via Vetronos is located.

Mr. Wilson said it will be the next one north on the map.

- Commissioner Anaya said the next one is the north frontage crossing which is on page 2, which is close to that particular interchange. He said from his perspective, the Santa River crossing is a higher priority than the one closer to Via Vetronos that is the top priority. He wants some clarity. He said County Road 70 and Vetronos is the number one priority, and it's north of CR 62. He said he thinks the next one should be the River Crossing, as opposed to another interchange in the north sector. He wants to hear some logic in this regard.

- Chair Dominguez said, "These aren't necessarily in prioritized Order."

Mr. Wilson said they are. He said, "When the corridor studies were done, for the 599 ones, they followed the priorities that came out of that corridor study, even though they're mixed in with all the other projects. One of the things we've talked about with the DOT is, for the 599 Corridor, we may, in the next year or two, need to do a reevaluation of those priorities. Because, with the CR 62 Interchange going in, if that has changed traffic patterns enough that the corridor is maybe different, so maybe the Interchange at Via Vetronos is no longer such a critical need as it was 5 years ago. And maybe the River Crossing is."

- Commissioner Anaya said he's not saying that isn't the next in line, but "I don't think the next one right after that should be in that same sector." He said the DOT is getting ready to close the River Crossing – they've already said they're going to close that. There is a lot of traffic that is going through the River crossing – which basically is an illegal crossing. He said everyone goes through there, all the County traffic, all the people going to the MRC, and others are accessing through there. He said the River Crossing should be built before another north frontage crossing comes in.

Mr. Wilson said this is a listing of what we think our priorities are now. He said we aren't held to the priorities in order. He said it also is driven by the funding we have at different times, and then another priority would come up. He said they update the list every 5 years. He said the fact that it's on the list means it's eligible and has a very strong need that has to be a priority. When the funding becomes available, there is nothing on the list to keep that from happening. He said this helps us to set our priorities, and ultimately use it to set our fiscal constraints, commenting we have to have a fiscally constrained plan.

- Chair Dominguez said this makes him nervous, because the last time we talked about priorities and how even if you were a priority you might not be funded. He said then you can be last on this list and still be considered.

Mr. Wilson said we can't just take something that is the last on the list because we want to. But if there is a strong justification for what is last on the list, and the traffic becomes a nightmare, we can shift those priorities. He said, worst case scenario, we come back and we formally reorder the list.

- Commissioner Anaya said there are a few entities that have been good about maintaining priorities, including the DOT. He said there is another crossing after the Santa Fe River Crossing, and there's Airport Road then there is another one, and asked what is the other crossing.

Mr. Wilson said it's probably at the top of page 4, the Camino de los Montoyas Interchange with Frontage, noting it is the furthest north.

- Commissioner Anaya said, "I just want to go on record that there are three on that north sector, and I'm not saying it's that, but I do think there needs to be parity associated with how we prioritize those. We need to be cognizant of all the traffic that's happening in that middle section as well as the other section. So I just put that on the record."



- Commissioner Anaya asked if there is connectivity between the Trails Project and the River and the new funding we're going to be getting to Diablo Canyon. He asked if there is anything in this document providing that connection to the "No Man's" space between Paseo de River where the trail stops on the other side of 599 and the trail to Diablo Canyon.

Mr. Wilson said that was all covered in the Bicycle Master Plan, noting they laid-out those connections. He said there will be a paved trail from the existing River Trail, with an underpass under 599 and continue all the way to the MRC, where there is an unpaved trail to the Forest Service, and then eventually it will continue all the way to Diablo Canyon.

- Commissioner Anaya said that's different from what he's talking about, that worked on flat funding, the extension of Airport Road.

Mr. Wilson said that's the one that was funded was the one that makes connection to the existing piece of the River Trail under 599.

- Commissioner Anaya asked if it goes along the River and connects closer to the polo grounds.

Mr. Wilson said that is not part of the flat project. He said that is part of the larger River Trail.

- Commissioner Anaya said, "I know what the flats do, and we worked on the flat funding to take us to Diablo. I want to make sure we have adequate connectivity between that piece going toward the polo grounds from underneath 599 to that point. It's that one segment that makes us make that linkage on the west side, near the petroglyphs."

Commissioner Anaya continued, "In this meeting, I just want to put on the record that I absolutely want us to make sure we have this discussion here to make sure there is the linkage between those two heading west toward the petroglyphs and toward the polo grounds. And if it's not, I really want to stress that it's a crucial stretch."

Mr. Wilson said that would be separate project for the flat funding.

- Commissioner Anaya said he would like to see it as being planned in this document.

Mr. Wilson said that is part of the Bicycle Master Plan, and although it's not explicitly drawn in the MTP, the MTP references back to the Bicycle Master Plan. So if you want those details about the River Trail it is identified in the Bicycle Master Plan.

- Commissioner Anaya would like to have language added to this Plan that would articulate it in this plan.

Mr. Wilson said reiterated that this Plan references the Bicycle Master Plan.

- Commissioner Anaya asked when that Master Plan was approved, and Mr. Wilson said in 2012.
- Chair Dominguez said it was a Bicycle Master Plan and it was articulated in that one, and that Plan is actually a part of this one.

Mr. Wilson said the Bicycle Master Plan is referenced throughout this Plan, but the specific recommendations, the list of projects is not physically contained in this Plan, but it's also referenced back to the Bicycle Master Plan which was approved by the MPO in 2012.

- Commissioner Anaya said he wants to know if that segment is in there or not.

Mr. Wilson said, "I'm telling you it is."

- Commissioner Anaya said, "So I'll say it on the record, so it's clear, you're saying that the segment heading...what you explained goes back to the MRC. What I'm saying is underneath 599 alongside the Santa Fe River toward the polo grounds and then connecting into the flat project. That's what I just want to find clarity on."

Mr. Wilson demonstrated on the map the route that will be taken on the River Trail connection. He said the County's conceptual plan has the River Trail continuing, and it will go under 599 as far as the last set of *[inaudible]* and continue down close to the sewage treatment plan. He said in the Bicycle Master Plan there is long term connectivity to Arroyo Hondo and "things like that." He said those are longer term, but they're all laid-out in the Plan. He said in the next two years they will be revising the Bicycle Master Plan. He said he is unaware of any flat funds other than the path to the MRC.

- Chair Dominguez said, at the very least, Commissioner Anaya's point is on the record. He said he is reluctant to open the Bicycle Master Plan at this meeting. He said there is an avenue or an opportunity exists somewhere or somehow to amend that Plan if it needs to be amended.
- Commissioner Anaya said he would just make that formal request.

- Councilor Bushee said when we did the Corridor Plan the idea was that “we would eventually then have one traffic [signal] warranted, and do we have that study as part of this money.”

Mr. Wilson said this Plan isn’t intended to be at that level of detail. He said for the 599/Via Vetronos intersection, DOT did a traffic study earlier this year, and it didn’t meet the criteria for a traffic signal. They did come up with some designs for limiting access, but he doesn’t know the status of that project. He said based on the current 599 Corridor prioritization plan, the 599/Via Vetronos is the next one on the list for an interchange on 599.

Mr. Wilson reviewed the table on Fiscally Constrained Regional Roadway Projects [Exhibit “4”], commenting they are trying to figure out how many of these projects we can fund over the life of this Plan. He said they project about \$232 million of funding over the next 25 years – based on the federal, state and local funds that were expended over the last 5 years. Mr. Wilson said these are projects that already are funded as part of the new Transportation Improvement Program which has about \$25 million of projects. He said the second page identifies the projects that were programmed for \$25 million. He said we will now start working our way down the prioritized list we just reviewed and assigning dollars to it. He said when we get to the \$232 million, it will be projects with the exception of the I-25/Richards Interchange, because have to do calculations for one year, noting the longer it waits, the more expensive it becomes. He said they are anticipating that interchange will cost about \$45 million, but we don’t have enough projected funding in the Fiscally Constrained List. He said if conditions change dramatically in the next 5 years, we can always come back for an amendment. He said funding has been set out for the next 5 years, although they may tweak the plan by adding in the project at Guadalupe and a couple of other projects. He said for any other major projects, they are still 5 out years from programming them.

- Councilor Bushee asked if the three bridges are in really in bad shape, noting when they get to the Delgado Street Bridge they will run into a lot of opposition from the neighborhood.

Mr. Wilson said this conceptually identifies the project as a project once funding is assigned to it. He said based on bridge ratings, they’re getting close to needing major rehabilitation.

- Councilor Bushee said, “Try and widen it.”

Mr. Wilson said it will have to go through this process, commenting, “all these projects aren’t all of a sudden going be pulled out of this plan. Realistically, based on our federal funding, the way it’s been assigned, these bridges will not receive federal funding, and will be done with local funding and this gives the City more control.”

Mr. Wilson said staff is requesting Board approval of the Metropolitan Transportation Plan with the proposed changes as presented today.

### **Public Hearing**

There was no one speaking for or against this request.

### **The Public Testimony Portion of the Public Hearing Was Closed**

**MOTION:** Commissioner Anaya moved, seconded by Councilor Bushee, to approve the Santa Fe MPO Metropolitan Transportation Plan 2015-2040, as presented, with the comments by the Board duly noted.

**DISCUSSION:** Chair Dominguez thanked staff and the public, commented there was a significant effort to get the public involved. He said the public process in this case was something he hasn't seen before, and it was extensive, thorough and detailed.

**VOTE:** The motion was approved unanimously on a voice vote.

### **C. MATTERS FROM THE MPO STAFF**

Mr. Tibbetts said they will be hosting all of the MPOs in the State, plus the El Paso MPO, September 15-16, 2015, which will be before this Board meets again. He said members of this Board are welcome to attend. He said he will send information to the Board via email.

Unidentified said Jason Coffey will be moving to the City of Albuquerque, noting Mr. Coffey who has done excellent work over the past several months and he will be missed.

Mr. Wilson said he has been assisting the City with bicycle lane installation over the last two days on Richards Avenue, as one of the 7 locations within the City that are experimenting with the concept of making bicycle lines through complex zones. He asked for comment from the Board if they happen to be driving through any of those zones.

### **D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

Commissioner Anaya thanked the staff for their hard work saying, "perseverance pays off."

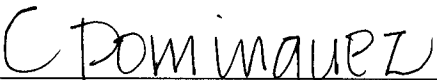
Responding to Councilor Bushee's question about the median on the north side of the River, across from Plants of the Southwest, Mr. Tibbetts said he spoke with Ed Vigil, and he has the information and he will keep her in the loop.

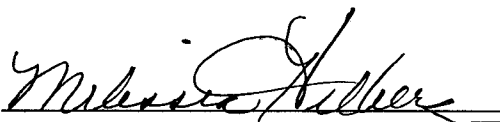
**E. MATTERS FROM THE NMDOT AND FHWA**

There were no matters from the NMDOT or the FHWA.

**F. ADJOURNMENT – Next scheduled meeting September 24, 2015**

There was no further business to come before the Board, and the meeting was adjourned at approximately 3:55 p.m.

  
\_\_\_\_\_  
Councilor Carmichael A. Dominguez, Chair

  
\_\_\_\_\_  
Melessia Helberg, Stenographer

List of regional project priorities which exceed the funding available between 2015 and 2040. If funding were available, these projects would be included in the fiscally constrained project list.



**How will the new conference be marketed? Will new decisions be made on the conference in 1996 or 1997?**


With limited funding available across all transportation modes and an active community desiring context sensitive and complete transportation improvements, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move our region's transportation system toward fulfilling our vision and achieving our goals. As such, the prioritization process for each transportation mode is linked to the goals, objectives, and performance measures.

The IMPO will track 13 performance measures over time to gauge progress toward meeting our goals and performance targets.


- Mode split
- Housing and Transportation Affordability Index
- Annual transit ridership
- Total crashes per VMT
- Bicycle crashes per 10k daily commuting pedestrians
- Total number of fatalities and serious injuries
- Percent of road, bike, pedestrian, and transit facilities in good or fair condition
- Number of miles of sidewalks, multi-use paths, and on-road bicycle facilities
- Vehicle delay per capita
- Annual tons of mobile source GHG emissions
- Number of projects that incorporate sustainable design

priority projects that are anticipated to be built or implemented with the transportation revenues that are reasonably expected to be available over the next 25 years.

The fiscally constrained roadway plan includes 39 projects to be funded over the next 25 years with the estimated \$332 million in revenue. Priority roadway projects are expected to contribute the greatest toward meeting the overall system performance targets and goals. Consistent with the MPO's Complete Streets Policy, the priority roadway projects are multimodal and are expected to improve roadway walking, transit riding, and driving experience. The biking, walking, transit riding, and driving experience.

 T. Santa Fe Metropolitan Public Transit Master Plan (PTMP) includes short, mid and long term strategies to address planning, marketing, infrastructure, and other needs designed to ensure sustainability and growth in transit ridership. Prioritized transit activities include service at Zionsville Station, construction for Southside and Sheridan Avenue transfer stations, and quarterly planning meetings, among other ongoing coordination, and enhancement activities.

The Santa Fe Metropolitan Pedestrian Master Plan (PMP) identifies more than 250 locations for pedestrian improvements through public input and data analysis. Roughly a quarter of the locations fall within 10 designated "Areas of Critical Concern" that call for improvements for safe passage for pedestrians, bicycles and vehicles. The plan prioritizes the need for the formation of a pedestrian advocacy committee to help coordinate implementation efforts.

 The Santa Fe Metropolitan Bicycle Master Plan (BMP) emphasizes that bikeway planning and development focus on contributing to develop "arterial" trail alignments and on-street and off-street connections to those alignments. Several high priority bike projects have been constructed using the City of Santa Fe and Santa Fe County GO Bond funds, supplemented with Federal funds.

2010 CORRIDOR STUDIES	2012 METROPOLITAN BICYCLE MASTER PLAN	2015 METROPOLITAN PUBLIC TRANSIT PLAN	2015 METROPOLITAN PEDESTRIAN PLAN
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**2015  
METROPOLITAN  
PEDESTRIAN  
MASTER PLAN**

 **Santa Fe MPO  
Metropolitan**

Create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible for all users.

**CONGESTION RELIEF AND  
SYSTEM OPERATIONS**  
Efficient operation and management of  
the transportation system.

**Efficient operation and management of the transportation system.**

A transportation system that supports economic and community vitality.

A transportation system that supports economic and community vitality.

## STEWARDSHIP

A transportation system that protects and enhances the natural, cultural and built environment.

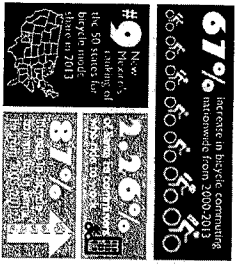
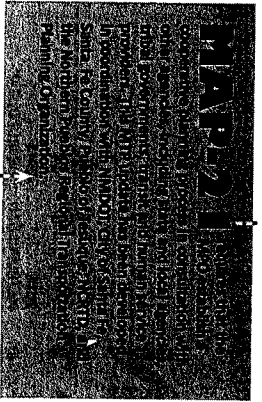
## Regional collaboration in transportation planning, funding, and implementation

## Regional collaboration in transportation planning, funding, and implementation



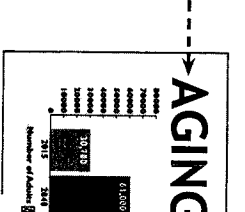
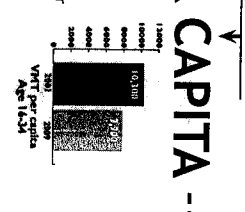
## THE COMMUNITY VALUES

of transportation into the goals, objectives, performance measures, and ultimately, evaluation criteria used to identify high priority transportation projects.



**#20** Increase in bicycle commuting mode share in the Santa Fe metro area, likely as a result of expanded infrastructure, increased awareness and concern about climate change, the positive health and wellness impacts, and time and money savings.

**TRANSPORTATION PLANNING** must now consider the impact that the Millennial's preferences will have on the use of the existing transportation network and their demand for transit services and walkable communities.



The Santa Fe region needs to be ready for the impact the aging baby boomers will have on the larger transportation system and the shift in how and where this population is choosing to age.

To create a vision that reflects the needs and desires of Santa Fe metro area residents, Santa Fe MPO reached out to thousands of stakeholders across the region through internet surveys, open houses, focus groups, stakeholder meetings and many other means

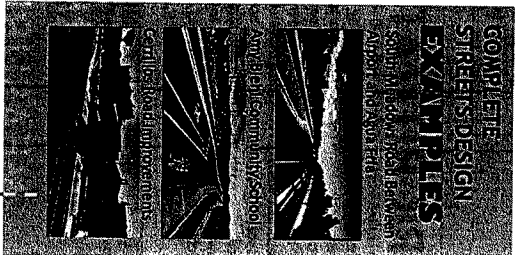
**SURVEY RESPONSES**

Several public surveys were conducted to help inform decisions; the response was strong:

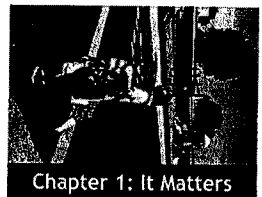
- 240** Bike-to-Work Week Santa Fe Surveys completed
- 878** Pedestrian Plan online surveys completed
- 740** Transit Plan online surveys completed
- 300** RTTP online surveys completed

**COMPLETE STREETS**

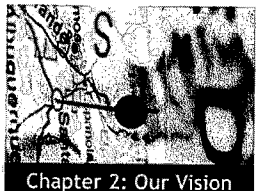
In 2007, the Santa Fe MPO supported the national "Complete Streets" movement through a resolution. Complete Streets are roadways designed to accommodate safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.



## CHAPTERS



Describes the importance of a well-connected and safe multimodal transportation system for our region and describes how this performance-based MTP is vital in realizing our region's transportation goals.



Documents the community outreach efforts for this plan which were broad based, inclusive, and encouraged active participation in identifying the vision, goals, and needs of the region.



Describes current and future population and employment trends, as well as our region's natural and cultural resources.



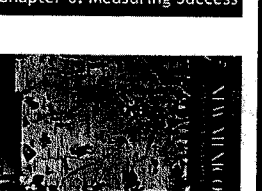
Presents our region's current transportation system, which consists of a historically significant and complex network of state and federal highways, local streets and roadways, transit services, a series of bicycle and pedestrian multi-use paths, a railway line, and the Santa Fe Airport.



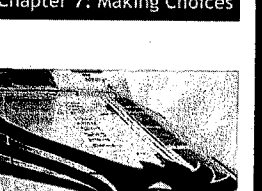
Presents a combination of national trends, market forces, socioeconomic preferences, innovative transportation designs and plans being implemented that shed light on what our region may look like in 2040.



Outlines performance measures that will be tracked over time to measure progress toward meeting our region's transportation goals, along with specific strategies to achieve the performance targets.



Forms the basis for making difficult choices about how best to prioritize and phase transportation improvement projects.



Presents a plan to implement high priority projects that are expected to be funded over the next 25 years based on anticipated funding, along with a toolbox for sustainable planning and design and an action plan for the MPO to progress policy, strategies, and data collection.

## 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.

Thanks for considering.

Tom Miller

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.

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.

Janet Peacock

433 Apadara Hill, Canyon Road

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

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, traversable, 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.

Bridget Wolf

Tierra Contenta

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

WELL DONE!

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

Ken Hughes

Energy Conservation and Management Division

505.476.3320

Noted: Typo has been corrected.



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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

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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.

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

Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria										Time Frame/Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	System Operations	Congestion Relief & Freight & Commerce	Community Vitality	Commercial & Community Reduction	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	
<b>Sandoval/Montezuma Intersection Improvements:</b> Pedestrian improvements, striping, signage, median reconfiguration	✓	City of Santa Fe	\$550,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Short
<b>1-25 Interim Safety Improvements:</b> 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
<b>Guadalupe Street Road Diet:</b> Reduces the Roadway from 4 to 3 lanes; add bike lanes; widen sidewalks; and add additional pedestrian crossing from Paseo de Perote (North) to Agave 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
<b>Paseo de Perote/Guadalupe Street Intersection Improvements:</b> Resurface intersection to improve pedestrian crossings and upgrade traffic signals	✓	City of Santa Fe	\$750,000											Short
<b>NM599/Via Valeramos (CR70) Interchange:</b> Construction of a new interchange		NMDOT	\$8,000,000											Short
<b>St Francis Drive: Pedestrian Intersection Improvements:</b> Pedestrian improvements at all the intersections along St Francis Drive	✓	NMDOT/ City of Santa Fe	\$600,000	●	—	✓	✓	—	—	—	—	—	—	Short
<b>NM599/Via Valeramos (CR70) Interchange:</b> Construction of a new interchange		NMDOT	\$9,000,000	Moved up. Higher score than Ped Improvements										Short
<b>West Alameda Widening and Drainage Improvement:</b> Via Alameda 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











































DRAFT

Exhibit "3"

Project Name and Description				Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria										Time Frame/ Need			
							Safety & Security	System Preservation	Multimodal Mobility & Accessibility	System Operations	Freight & Commerce	Community Vitality	Commercial & Reduction	Greenhouse Gas	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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	Short		
Old Santa Fe Trail Bike Lanes (County): Widen from Zen Cloud Road to El Camacho Way/Old Las Vegas Highway (Designated 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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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								NMMDOT	\$6,000,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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								NMMDOT	\$4,300,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	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	System Operations	Congestion Relief & Freight & Commerce	Community Vitality	Commercial & Reduction	Greenhouse Gas	Environmental Documentation	Partnership & Funding	
<b>Governor Miles Road Bike Lanes:</b> Widen from Richards Avenue to Pueblos del sol to add bike lanes		City of Santa Fe	\$275,000											Short/Medium
<b>San Felipe Road Bike Lanes:</b> Widen from Airport Road to Agua Fria Street to add bike lanes		City of Santa Fe	\$165,000											Short/Medium
<b>West Alameda Street Bike Lanes (City):</b> Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage		City of Santa Fe	\$5,000,000 <del>\$6,000,000</del>	Costs adjusted to reflect latest cost estimate of \$7 million from CIP										Short/Medium
<b>West Alameda Street Bike Lanes (County):</b> Widen from Chicoma Vista to Frontage Road to add bike lanes		Santa Fe County	\$210,000 <del>\$1,000,000</del>											Short/Medium
<b>Henry Lynch Road Bike Lanes:</b> Widen from Agua Fria to Rufina Street to add bike lanes		City of Santa Fe	\$275,000											Short/Medium
<b>Tesque Village Road Bike Lanes:</b> From US 84/285 interchange to Tesque Village to add bike lanes		Santa Fe County	\$825,000											Short/Medium
<b>Hyde Park Road (NM475) Bike Lanes:</b> Widen from Arist Road to Little Tesque Creek to add bike lanes		NMDOT	\$1,925,000											Short/Medium
<b>Avenida Del Sur Bike Lanes:</b> Widen from NM44 Richards Ave to A Van Nu Parkway del Sur to add bike lanes		Santa Fe County	\$1,000,000	Termini Corrected										Short/Medium
<b>Rufin Street Connection:</b> New roadway connection between Harrison Road and Camino Carlos Rey		City of Santa Fe	\$450,000											Short/Medium
<b>NM599/Airport Road Interchange:</b> Construction of a new interchange		NMDOT	\$11,000,000											Medium
<b>Calle Po Ae Pi Extension:</b> Pave dirt section include sidewalks		City of Santa Fe	\$650,000											Medium

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

Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria										Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	System Operations	Congestion Relief & Freight & Commerce	Community Vitality	Commercial & Reduction	Greenhouse Gas	Environmental Documentation	Partnership & Funding	
<b>I-25 Auxiliary Lanes: Cerrillos to St Francis: Construction of third lane in each direction between interchanges</b>		NMDOT	\$17,000,000	<b>Moved up. Higher score</b>										Long
<b>I-25/Richards Avenue Interchange: Construction of a new interchange</b>		NMDOT	\$25,000,000	<b>Moved up. Higher score. Cost Estimate adjusted from \$35,000,000 to \$25,000,000</b>										Long
<b>County Road 62 Realignment and Improvements: NM599 to Caja del Rio</b>		Santa Fe County	\$3,000,000											Long
<b>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</b>		Santa Fe County	\$3,000,000											Long
<b>I-25 Auxiliary Lanes: Cerrillos to St Francis: Construction of third lane in each direction between interchanges</b>		NMDOT	\$17,000,000											Long
<b>I-25/Richards Avenue Interchange: Construction of a new interchange</b>		NMDOT	\$35,000,000											Long

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

Project Name and Description	Lead Agency	Cost (2015 Dollars)	Time Frame/ Need	Priority	Year	Year of Expenditure (YOE)	
						YOE Cost	Cumulative Cost (YOE)
<b>S100440 - St Francis Dr./St Michaels Dr. Interchange Improvements:</b> Reconfiguration of Interchange and improve pedestrian and bicycle facilities	NMDOT	\$6,250,000	Programmed in FFY2016-2021 TIP			\$6,250,000	\$6,250,000
<b>S100121 - NE Connector (I-25 Frontage Road) from Richards Ave to St Francis Dr.:</b> Construction of a New Section of Roadway and Upgrade of Existing Roadway	NMDOT	\$3,651,644	Programmed in FFY2016-2021 TIP			\$3,651,644	\$9,901,644
<b>S100122 - SE Connector from NE Connector to Richards Ave.:</b> Construction of a New Roadway	Santa Fe County	\$6,775,000	Programmed in FFY2016-2021 TIP			\$6,775,000	\$16,676,644
<b>S100230 - NM14 (Cerrillos Rd.) ADA Study:</b> ADA Feasibility Study and ROW Acquisition from St Michaels Dr. to St Francis Dr.	NMDOT	\$1,250,000	Programmed in FFY2016-2021 TIP			\$1,250,000	\$17,926,644
<b>S100340 - NM466 (St Michaels Dr.) Pedestrian ADA Improvements:</b> Pedestrian/ADA Improvements at various locations along the Corridor between Cerrillos Rd. and Botolph Rd.	NMDOT	\$232,629	Programmed in FFY2016-2021 TIP			\$232,629	\$18,159,273
<b>S100370 - Agua Fria St./Cottonwood Intersection Safety Improvements:</b> Construction of a Roundabout at the Intersection	City of Santa Fe	\$1,000,000	Programmed in FFY2016-2021 TIP			\$1,000,000	\$19,159,273
<b>S100430 - NM599/Us84-285 Ramp Modifications:</b>	NMDOT	\$395,819	Programmed in FFY2016-2021 TIP			\$395,819	\$19,555,092
<b>Guadalupe Street Road Diet &amp; Paseo de Peralta/Guadalupe Street Intersection Improvements:</b> 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/NMDOT	\$4,000,000	To be Programmed in FFY2016-2021 TIP			\$4,000,000	\$23,555,092

Exhibit "4"



Project Name and Description	Lead Agency	Cost (2015 Dollars)	Time Frame/ Need	Priority	Year	Year of Expenditure (YOE)	
						YOE Cost	Cumulative Cost (YOE)
Old Santa Fe Trail Bike Lanes (County): Road Widening from Mountain Cloud Zen Road to El Gancho Way/Old Las Vegas Highway (Designed and Funded with County Bond Funds)	Santa Fe County	\$2,000,000	To be Programmed in FFY2016-2021 TIP			\$2,000,000	\$25,555,092
Sandoval/Monteizuma 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 sidewalk, and add additional pedestrian crossing from Paseo de Perote (North) to Agua Fria Street	City of Santa Fe	\$2,000,000	Short	2	2016	\$2,000,000	\$4,950,000
Paseo de Perote/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 Veltranos (CRZ0) 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 Veltranos (CRZ0) 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 Abele 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

Project Name and Description	Lead Agency	Cost (2015 Dollars)	Time Frame/ Need	Priority	Year	Year of Expenditure (YOE)	
						YOE Cost	Cumulative Cost (YOE)
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 <del>\$3,200,000</del>	\$40,555,092 <del>\$26,600,000</del>
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 <del>\$27,700,000</del>
Old Santa Fe Trail Bike Lanes (County): Widen from Zen Cloud Road to El Gordo Way/Old Las Vegas Highway (Designed and Funded with County Bond Funds)	Santa Fe County	<del>\$2,000,000</del>	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	127	20192021	\$1,400,000 <del>\$1,300,000</del>	\$43,055,092 <del>\$31,200,000</del>
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	138	20202022	<del>\$7,000,000</del> <del>\$6,600,000</del>	\$50,055,092 <del>\$37,800,000</del>
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	138	20222023	\$14,300,000 <del>\$13,900,000</del>	\$64,355,092 <del>\$51,700,000</del>
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	1510	20232024	\$5,200,000 <del>\$5,100,000</del>	\$69,555,092 <del>\$56,800,000</del>
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	1610	20232024	\$3,000,000	\$72,555,092 <del>\$59,800,000</del>
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	1712	20232025	\$300,000	\$72,855,092 <del>\$60,100,000</del>
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	1712	20232025	\$200,000	\$73,055,092 <del>\$60,300,000</del>
West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage	City of Santa Fe	<del>\$65,000,000</del>	Short/ Medium	1712	20242025	<del>\$7,500,000</del> <del>\$6,100,000</del>	<del>\$80,555,092</del> <del>\$66,400,000</del>
West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes	Santa Fe County	<del>\$210,000</del> <del>\$1,000,000</del>	Short/ Medium	1712	20242026	<del>\$1,300,000</del> <del>\$260,000</del>	<del>\$81,855,092</del> <del>\$66,660,000</del>

Project Name and Description	Lead Agency	Cost (2015 Dollars)	Time Frame/ Need	Priority	Year	Year of Expenditure (YOE)	
						YOE Cost	Cumulative Cost (YOE)
Henry Lynch Road Bike Lanes: Widen from Agua Fria to Rufina Street to add bike lanes	City of Santa Fe	\$275,000	Short/ Medium	1712	20242026	\$400,000 \$340,000	\$82,255,092 \$67,000,000
Tesque Village Road Bike Lanes: From US84/285 Interchange to Tesque Village to add bike lanes	Santa Fe County	\$825,000	Short/ Medium	1712	20242026	\$1,100,000 \$1,000,000	\$83,355,092 \$68,000,000
Hyde Park Road (NM475) Bike Lanes: Widen from Artist Road to Little Tesque Creek to add bike lanes	NMDOT	\$1,925,000	Short/ Medium	1712	20242026	\$2,500,000 \$2,200,000	\$85,855,092 \$70,200,000
Avenida Del Sur Bike Lanes: Widen from NM44-Richards Ave to Avenida del Sur Van Nu Pk to add bike lanes	Santa Fe County	\$1,000,000	Short/ Medium	1712	20242026	\$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	20252026	\$600,000	\$87,755,092 \$72,100,000
NM599/Airport Road Interchange: Construction of a new interchange	NMDOT	\$11,000,000	Medium	2621	20262028	\$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	20262028	\$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	20282030	\$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	20282030	\$3,500,000 \$3,400,000	\$122,755,092 \$105,600,000
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	3025	20282030	\$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 connect 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 Reed to El Concho Way/Old Las Vegas Highway to Two Trails Road	Santa Fe County	\$1,000,000	Medium	3222	20312030	\$1,400,000	\$125,555,092 \$132,900,000

Project Name and Description	Lead Agency	Cost (2015 Dollars)	Time Frame/ Need	Priority	Year of Expenditure (YOE)			Cumulative Cost (YOE)
					Year	YOE Cost		
<b>Rancho Viejo Blvd Bike Lanes (Shoulders):</b> Widen from NM14 to Avenida del Sur to add bike lanes	Santa Fe County	\$1,000,000	Medium	322Z	2031-2031	\$1,400,000		\$126,955,092 \$134,300,000
<b>St Francis Drive (US 84/285)/Guadalupe Interchange Improvements:</b> 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
<b>I-25/NM466: Interchange Improvements:</b> Reconfiguration of interchange and ramp lengthening	NMDOT	\$7,200,000	Medium/ Long	3429	2032-2034	\$11,200,000 \$10,700,000		\$164,055,092 \$145,000,000
<b>I-25/St Francis Drive: Interchange Improvements:</b> Reconfiguration of interchange and ramp lengthening	NMDOT	\$8,300,000	Medium/ Long	3530	2034-2035	\$13,300,000 \$12,900,000		\$177,355,092 \$157,900,000
<b>I-25 Auxiliary Lanes: NM599 to Cerrillos:</b> Construction of third lane in each direction between interchanges	NMDOT	\$4,000,000	Long	3631	2034-2036	\$6,600,000 \$6,200,000		\$183,955,092 \$164,100,000
<b>I-25 Auxiliary Lanes: St Francis to NM466:</b> Construction of third lane in each direction between interchanges	NMDOT	\$2,000,000	Long	3631	2035-2036	\$3,300,000 \$2,200,000		\$187,255,092 \$167,300,000
<b>I-25 Auxiliary Lanes: Cerrillos to St Francis:</b> Construction of third lane in each direction between interchanges	NMDOT	\$17,000,000	Long	31	2039	\$30,000,000		\$217,255,092
<b>County Road 62 Realignment and Improvements:</b> NM599 to Caja del Rio	Santa Fe County	\$3,000,000	Long	3835	2035-2040	\$5,400,000 \$4,800,000		\$222,655,092 \$172,100,000
<b>Connection between Caja del Rio and Airport Road:</b> 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	3935	2036-2040	\$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	Year of Expenditure (YOE)	
						YOE Cost	Cumulative Cost (YOE)
<del>H25 Auxiliary Lanes: Cerritos to St-Francisco: Construction of third lane in each direction between interchanges</del>	NMDOT	\$17,000,000	Long	40	2040+	\$30,700,000	\$30,700,000
<del>H25/Richards Avenue Interchange: Construction of a new interchange</del>	NMDOT	\$325,000,000	Long	4134	2040+	\$45,200,000\$63,300,000	\$45,200,000 \$94,000,000

