

# Appendix B Illustrative Listing of Projects

## *Connections 2040 Metropolitan Transportation Plan*

**What is the "Illustrative Listing of Projects"** – Per federal regulation 23 CFR 450 320(e), "*For illustrative purposes, the financial plan may (but it is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.*" Any project listed in the Illustrative List must be added into the long-range plan (MTP) if financial resources become available.

- A project in the illustrative list does not need a lead agency/project sponsor identified.
- Full funding for the project does not need to be identified.

**Revising the MTP to include a funded project.** If a project listed in the illustrative list secures enough funding to complete a phase with logical termini, the MTP must be revised to include the project and the funding in the publicly funded project listing. The MTP's financial plan would also be revised to include the new fund source(s) which would then offset the project's cost, thus making the financial plan "fiscally constrained". Per 23 CFR 450.104 a revision to an MTP is undertaken either as an "amendment" for major revisions or an "administrative modification" for minor revisions. This is determined based on the extent of the revision and the analysis of the revision's impact to the network. To include a project in the funded project listing:

- Projects must have a lead agency/project sponsor identified who will be responsible for implementing the funded phases (design, right-of-way acquisition, construction, and future maintenance and operations) and provide any required matching funds.
- The cost of the project must be able to be covered by the fund sources identified in the MTP's financial plan for fiscal constraint. (ie. The cumulative total cost of all projects cannot exceed the cumulative total cost of all public revenue.)
  - If a project moves from non-funded or privately funded to publicly funded, either a new fund source is identified (ie. a grant of funds, local or state funds) or the equivalent amount of existing, federally funded, eligible projects must be deleted and funds reallocated to maintain fiscal constraint.

### **Projects Identified for the Illustrative List**

Projects are listed alphabetically

Note: All estimated project costs noted are very preliminary and will need to be reviewed and updated before applying for additional funds, grants, or amending the project into the MTP. Once funded, all project development and environmental processes would need to be followed.

**Atrisco Vista Boulevard Extension**, northward between Paseo del Norte and Southern Boulevard in Rio Rancho. A 2016 study prepared for Bernalillo County identified a preferred alignment and projected the cost of design, acquisition of rights-of-way (ROW), and construction for a 2-lane roadway at \$15,300,000. The 2016 estimates will need to be revised to "year of implementation" estimated amounts to obtain funding. This proposed roadway extension would intersect Southern Boulevard in the same vicinity as future Paseo del Volcan providing an additional connection from I-40 to US 550 utilizing that future portion of Paseo del Volcan as a connection to Unser Boulevard and US 550. This

project would require Southern Boulevard west of Rainbow Boulevard and Paseo del Norte west of Universe Boulevard to be reconstructed or rehabilitated to accommodate the increased traffic (costs not included above). ROW acquisition for corridor preservation utilizing future funding is fully consistent with, and part of this MTP. Should funds become available for design and construction and a lead agency sponsors the project, it will need to be added to the MTP after evaluating results from the travel demand model with the road's inclusion in the network. The MTP revision for new roadway construction will likely be a formal amendment.

Ancillary Project: Southern Boulevard reconstruction west of Rainbow Boulevard and improvements to Paseo del Norte west of Universe Boulevard.

**Gibson Boulevard Extension**, between Louisiana Boulevard and Eubank Boulevard.

This new proposed roadway would be built along the northern edge of the Kirtland Air Force Base (KAFB) boundary. Most of the rights-of-way are available with minimal cost. The project was under preliminary scoping and design prior to the events of 9/11 which halted the project after part of the route was built (currently Southern Blvd. between Eubank Blvd. and Juan Tabo Blvd.). This project would provide an alternate route across the city and a diversionary route in the event of a closure of I-40 (utilizing I-40 exit #166 to Juan Tabo Blvd., extended Gibson Blvd., I-25 between exits #220 and #222, and NM 500 to I-40 exit #149). Due to serving KAFB, existing Gibson Boulevard is part of the National Highway System (NHS) so the proposed extension is recommended to be added to the NHS which will also provide a connection to Wyoming Blvd. which is also part of the NHS as a "Strategic Highway Network (STRANET)" route. The Gibson extension would serve KAFB as part of the STRANET & NHS connection. Preliminary traffic projections indicate an average weekday daily traffic (AWDT) between 26,000 and 30,000 in 2040. Rough cost est: \$30,000,000. Should funds become available for design and construction and a lead agency sponsors the project, it will need to be added to the MTP after evaluating results from the travel demand model with the road's inclusion in the network. The MTP revision may be an administrative modification to the MTP or a formal amendment.

**I-25 Reconstruction and Realignment between Avenida Cesar Chavez and Central Ave.** – this project would realign the "S-curve" that currently exists on I-25, reconfigure several interchange ramps and exits. A rough cost estimate is \$400,000,000 which includes the reconstruction of the bridges and interchanges. Should funds become available for design and construction, it will likely be added to the MTP by administrative modification since reconstruction and safety improvements are consistent with the goals of the MTP and the reconstruction and realignment would not affect the travel demand model results. If NMDOT elects to pursue reconstruction and/or rehabilitation of bridges and roadways without realignment, preservation of the infrastructure is within the fiscally constrained MTP and consistent with the MTP goals.

**Los Lunas River Crossing Corridor 4-Lane Construction** – This MTP includes funding for design, ROW, and construction of the initial 2-lane roadway. This project would widen the newly funded Los Lunas River Crossing Corridor from 2-lanes to 4-lanes. All traffic analyses were undertaken for the initial construction. In 2017 the cost for constructing the widening to 4-lanes was estimated at \$28,500,000. Should funds become available for the widening project, the funds will need to be added to the MTP as an administrative modification since the project's traffic analysis has been undertaken as part of the initial phase.

**Northwest Metro Bus Rapid Transit (NW BRT)**, utilizing one or more of several alternate routes identified in the *Paseo del Norte High Capacity Transit Study – Alternative Analysis Report, October 2014*. This would provide premium transit service from Rio Rancho and northwest Albuquerque to the

Journal Center activity center and connect with the University Corridor BRT. Prior to the feasibility of implementation, the University Corridor BRT would likely need to be extended to connect with this route and development at Volcano Heights would need to be under way. This project is considered a longer range future project. The report stated *"the cost of the project, conservatively developed assuming a 35 percent contingency in all construction categories, presented in FTA SCC format, is \$105,000,000"*. The 2014 estimate will need to be updated. Implementation will likely require the award of an FTA grant. Should a grant be awarded, the MTP would maintain its fiscal constraint of federal funds and the project could be added to the MTP via an administrative modification since this project is part of the MTP's priority transit network and its implementation is consistent with the MTP.

**Paseo del Volcan, NM 347 (PdV)**, (listed in previous long-range plans as Paseo del Volcan Western Alignment) is proposed at full build-out, to be a thirty mile long, four-lane expressway with grade separated interchanges beginning at a new interchange on I-40 approximately 1.7 miles west of existing Exit #149 to US 550 in Rio Rancho. It will provide an outer loop arterial for the west and northwest section of the metro area. Full implementation of this corridor should include provisions for future dedicated transit rights-of-way. Interim build-out provides a 2-lane roadway with at-grade intersections. Construction of the expressway would be undertaken in segments; the northernmost seven mile segment between Unser Boulevard and US 550 has already been constructed as a two-lane highway. A "Record of Decision" for the Environmental Impact Statement for the proposed alignment was signed March 29, 2002 under old project number CN 2607.

In 2014 study was prepared for the City of Albuquerque, to study of the economic impacts of this roadway. (Reference *Paseo del Volcan Corridor, Analysis of Economic Development Opportunities*; prepared by Parsons-Brinckerhoff, August 2014.) The PdV corridor will serve several master planned communities and future activity centers: Santolina, Upper Petroglyphs, Estrella, Quail Ranch, Rio Rancho Industrial Park, Rio Rancho City Center, and Paseo Gateway. Also, the City of Albuquerque's master plan for Double Eagle II Airport proposes an Aerospace Technology Park; the master plan was approved by the Environmental Planning Commission (EPC) and the Federal Aviation Administration (FAA). The land on the west side of the proposed road and west of the airport is in the city's open space master plan.

Construction of Paseo del Volcan will require significant funding for design and construction. Purchase of rights-of-way required for the project and to preserve the corridor has been underway for several years. Most of the right-of-way between the proposed new interchange at I-40 and the Bernalillo-Sandoval county line has been acquired. Also, the right-of-way between Rainbow Boulevard and Unser Boulevard has been acquired. The remainder of the Sandoval County segment between the county line and Rainbow Boulevard requires the acquisition of several hundred parcels and relocation of several residents. Given the uncertainties of federal, state and local funding availability along with the long-range implementation time frame for the construction of the planned communities/activity centers, much of the implementation of this corridor is beyond the 2040 horizon of this metropolitan transportation plan. However, it remains part of the long-range transportation system for the metro area.

#### Status of Various Sections of the Route

Between Unser Blvd. and US 550 – this 7.2 mile section has been built as a 2-lane roadway with Average Weekday Traffic ranging from 3,800 to 10,600 near US 550.

Between Rainbow Blvd. and Unser Blvd. – this 1.65 mile portion has recently had all rights-of-way acquired and includes a large crossing of Arroyo de las Montoyas. Design and construction are pending funding availability and project sponsorship by an implementing

agency. The cost estimate of roughly \$7 million for 2-lane facility with at-grade intersections is included in the cost estimate below and would need to be updated if this section is to be designed and constructed separately. This design and construction of this section is within the fiscally constrained MTP project list.

Between Bernalillo-Sandoval County Line and Rainbow Blvd. – this section is currently in the process of right-of-way (ROW) acquisition to preserve the corridor for future roadway construction. Several hundred parcels remain to be acquired and several residential relocations will be required. Funding for ROW acquisition has been identified as part of the fiscally constrained long-range plan for over 2 decades and programmed in the Transportation Improvement Program (TIP) as funds were available. In 2019, additional funds were appropriated and programmed for ROW acquisition and NMDOT is the project sponsor for the ROW phase. Funds for continued ROW acquisition have been programmed in the TIP and ROW acquisition is fully consistent with this MTP and included in the fiscally constrained MTP.

Between I-40 and Bernalillo-Sandoval County Line – most ROW has been acquired by NMDOT with some remaining parcels needed near I-40 for construction of the future new I-40 interchange. Additional ROW funding is not anticipated to be needed.

Design and Construction of New I-40 & PdV Interchange – this phase of the project will require the development of an Interchange Change Request (ICR) for approval by the FHWA of a new interchange on I-40. In 2014 the conceptual cost for the interchange was estimated at \$14,400,000 and is within the fiscally constrained MTP project list.

Design and Construction of 2-Lane Roadway Between I-40 Interchange & Rainbow Blvd. Cost Estimates for Construction of Paseo del Volcan from 2014 Study and will need to be updated prior to requesting funds for design and construction.

(These figures do not include design or ROW costs.)

Segment 1: I-40 Interchange	\$14,400,000
Segment 2: 9.5 miles between I-40 Interchange and Paseo del Norte	\$15,200,000*
Segment 3: 4.2 miles between Paseo del Norte and Southern Blvd.	\$ 7,840,000
Segment 4: 8.6 miles between Southern Blvd. and Unser Blvd.	\$18,240,000
	<u>2014 NMGRT at 7%</u>
	<u>\$ 3,897,600</u>
Total Construction Phase 2014 Est.	\$59,577,600

This project would require Southern Boulevard west of Rainbow Boulevard and Northern Boulevard west of Rainbow Boulevard to be reconstructed to accommodate the increased traffic (cost not included above). The 2014 estimates will need to be revised to "year of implementation" estimated amounts. ROW acquisition for corridor preservation utilizing future funding is fully consistent with this MTP. Design and construction of PdV along the west side of Double Eagle II Airport (and improvements to Shooting Range Road) to accommodate economic development and improvements to the Aerospace Technology Park, is consistent with the MTP as funding becomes available. Should funds become available for design and construction and a lead agency sponsors the project, it will need to be added to the MTP after evaluating results from the travel demand model with the road's inclusion in the network. The MTP revision would likely require a formal amendment.

Ancillary Projects: Southern Boulevard reconstruction west of Rainbow Boulevard, Northern Boulevard reconstruction west of Rainbow Boulevard, improvements to Shooting Range Road, and construction of Paseo del Norte Extension westward from Atrisco Vista Boulevard (private developer funded).

Between NM 500, Senator Dennis Chavez Blvd. and I-40 – this section is within the fiscally constrained MTP as a privately funded project as part of the Santolina development.

**University Corridor Rapid Bus Service Extension to Journal Center** – this project would extend the proposed University Corridor Rapid Bus Service northward into the Journal Center vicinity and connect with a future Northwest Metro BRT route. This project is considered a longer range future project. Projected costs have not been estimated at this time. Implementation will likely require the award of an FTA grant and is contingent upon implementation of phase one. Should a grant be awarded, the MTP would maintain its fiscal constraint of federal funds and the project could be added to the MTP via an administrative modification since this project is part of the MTP's priority transit network and its implementation is consistent with the MTP.

Ancillary Project: University Corridor Rapid Bus Service and/or Northwest Metro BRT.

# Illustrative Project Listing (Non-Funded List)

- Project Names**
- 1. Paseo Del Volcan
  - 2. Northwest Metro BRT
  - 3. Atrisco Vista Blvd. Extension
  - 4. University Corridor and RBS Extension\*
  - 5. I-25 Realignment
  - 6. Gibson Blvd. Extension
  - 7. Four Lane Widening of River Crossing Corridor
- \* General area improvements may occur

