

**Appendix B: Illustrative Listing of Projects in the
Connections 2040 Metropolitan Transportation Plan**

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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 to maintain fiscal constraint.

Projects Identified for the Illustrative List

Projects are listed alphabetically

Note: Any estimated project cost 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. This proposed roadway extension would intersect Southern Boulevard in the same vicinity as future Paseo del Volcan providing a connection 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 to be reconstructed to accommodate the increased traffic (cost not included above). At Southern Boulevard, Atrisco Vista merges with Paseo del Volcan to complete a new connection to Unser Boulevard and US 550. ROW acquisition for corridor preservation utilizing future funding is fully consistent with 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 may be an administrative modification to the MTP or a formal amendment.

Ancillary Project: Southern Boulevard reconstruction west of Rainbow 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. Rough cost est: \$400,000,000 which includes the reconstruction of the bridges and interchange at Avenida Cesar Chavez. 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. **Needs review and update by NMDOT.**

Jarales Road New Overpass over BNSF – this project would construct a viaduct over the Burlington Northern & Santa Fe Railroad tracks in Belen, eliminating a dangerous rail crossing and eliminating traffic delays caused by trains blocking the roadway. Projected cost is \$30,000,000 with possible public and private fund sources. Should funding for design and construction become available through grants, private sources or state funding, this project can be added to the MTP via administrative modification since fiscal constraint would be maintained and the improvement of safety is consistent with the MTP, a travel demand model analysis would not be necessary. **Needs review and update by NMDOT.**

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. **NOTE: This project may move to the main project list.**

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.

This PdV section will be revised with updated figures.

Paseo del Volcan, NM 347 (PdV), is a proposed roadway serving the west and northwest portions of the metro area. Ultimate build-out proposes a 4-lane divided, limited access, expressway-level highway with grade separated interchanges. Interim build-out provides a 2-lane roadway with at-grade intersections. A "Record of Decision" for the Environmental Impact Statement for the proposed alignment was signed March 29, 2002 under old project number CN 2607.

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 crossing of Arroyo de las Montoyas. Design and construction are pending funding availability and project sponsorship by an implementing agency. The cost estimate for 2-lane facility with at-grade intersections is included in the cost estimate below and would need to be broken-out if this section is to be designed and constructed separately.

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. Over 700 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. Continued ROW acquisition with current and future funding availability is fully consistent with this MTP. Cost est. for remaining ROW acquisition:
\$ [REDACTED].

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) to request 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.

Design and Construction of 2-Lane Roadway Between I-40 Interchange & Rainbow Blvd.

Cost Estimates for Construction of Paseo del Volcan from 2014 Study

(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. Additional funds will be required for design and the completion of rights-of-way acquisition. ROW acquisition for corridor preservation utilizing future funding is fully consistent with 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 may be an administrative modification to the MTP or a formal amendment.

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

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.