

2023 Northeast Regional Transportation Plan

Preliminary Draft for Public Review
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Executive Summary

The Northeast Regional Transportation Plan (RTP) provides an overview of the transportation system functions, needs, and opportunities for the counties of San Miguel, Mora, Colfax, Guadalupe, Quay, Harding and Union. The RTP provides an overview of the counties, demographic information, crash data and maps, and sources of local, state and federal funding. The plan shows how local governments and entities in these counties should approach their transportation planning practices. With an overall total population decline and an aging population, there are specific needs to be addressed in these counties. Using this document can help align New Mexico Department of Transportation's (NMDOT) goals along with the specific needs from these counties.

Priorities for the region reflect input from community members, the Regional Transportation Planning Organization members, the North Central New Mexico Economic Development District (NCNMEDD) staff and the Eastern Plain's Council of Government (EPCOG) staff. Without the active participation from these individuals and entities this plan would not be possible. The plan demonstrates a need to focus on transportation for an aging population and improve transportation safety for all users. The plan also highlights several avenues to fund projects in the region. The goal of this document is to encourage the Northeast region to implement and apply for transportation projects that communities need.



Part I – Introduction

1.1 Regional Overview

The Northeast RTPO region comprises of 7 counties: San Miguel, Mora, and Colfax to the west and Guadalupe, Quay, Harding and Union to the South and East. The Northeast RTPO is co-managed between North Central New Mexico Economic Development District (NCNMEDD) who represent the three counties to the west and Eastern Plains Council of Governments (EPCOG) who represent the four counties to the south and east. This is a diverse region that sits at the eastern end of the Rocky Mountains to the west and the plains to the east. The region borders both Colorado and Texas and contains a rich array of outdoor recreation such as skiing and hiking, and a deep cultural history that is still seen in the architectural mix of the City of Las Vegas in San Miguel County and the City of Raton in Colfax County.

1.2 What is a Regional Transportation Plan?

The Regional Transportation Plan (RTP) is a guiding document that asks the questions: where has our region been, where is it now, and where do we want it to be in 25 years? The plan is informed by intensive data gathering and analysis, input from the Regional Transportation Planning Organization (RTPO) Board, which is comprised of community members and leaders, and a public input survey that asks residents within our region questions regarding the condition of their transportation system, access to amenities by various modes of transportation and where they want to see the biggest investments moving forward.

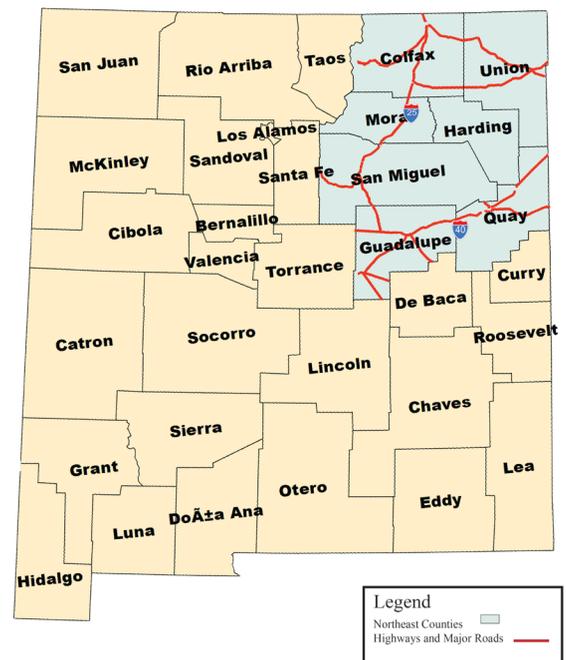
Combining data with public input will help designate a set of regional priorities, target areas for investments, and help guide the RTPO's rating and ranking process to put the needs of the residents in the forefront of planning decisions. Due to this plan being long range in nature it will address concerns and necessities surrounding the environment, social equity, access to jobs and services, an aging population, and affordable housing and how these issues implicate transportation and mobility

NERTPO is one of the seven Regional Transportation Planning Organizations (RTPOs) that were established by state statute and New Mexico State Transportation Commission Policy 68. Nonmetropolitan transportation planning is governed by U.S. Code: Title 23, Section 135(m) Designation of Regional Transportation Planning Organizations. The RTPOs are staffed by members of Councils of Government or Economic Development Districts in their respective regions. NERTPO is served by both the Eastern Plains Council of Governments (EPCOG) and the North Central New Mexico Economic Development District (NCNMEDD). EPCOG covers a seven-county region, including Union, Harding, Quay, and Guadalupe counties in the NERTPO region. NCNEDD covers an eight-county region, including the three other NERTPO counties, Colfax, Mora, San Miguel. EPCOG also supports the Southeast RTPO, while NCNMEDD covers the Northeast RTPO.

1.3 Title VI Compliance

EPCOG and NCNMEDD comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, contact the EPCOG Executive Director/Title VI Coordinator, Sandy Chancey, by phone: 575-762-7714 or by email: schancey@epcog.org, or NCNMEDD Executive Director/Title VI Coordinator, Monica Abeita by phone: 505-395-2668 or by email: monicaa@ncnmedd.com, or visit the NERTPO webpage at www.rtponm.org/north-east for additional information.

The Northeast Regional Transportation Organization

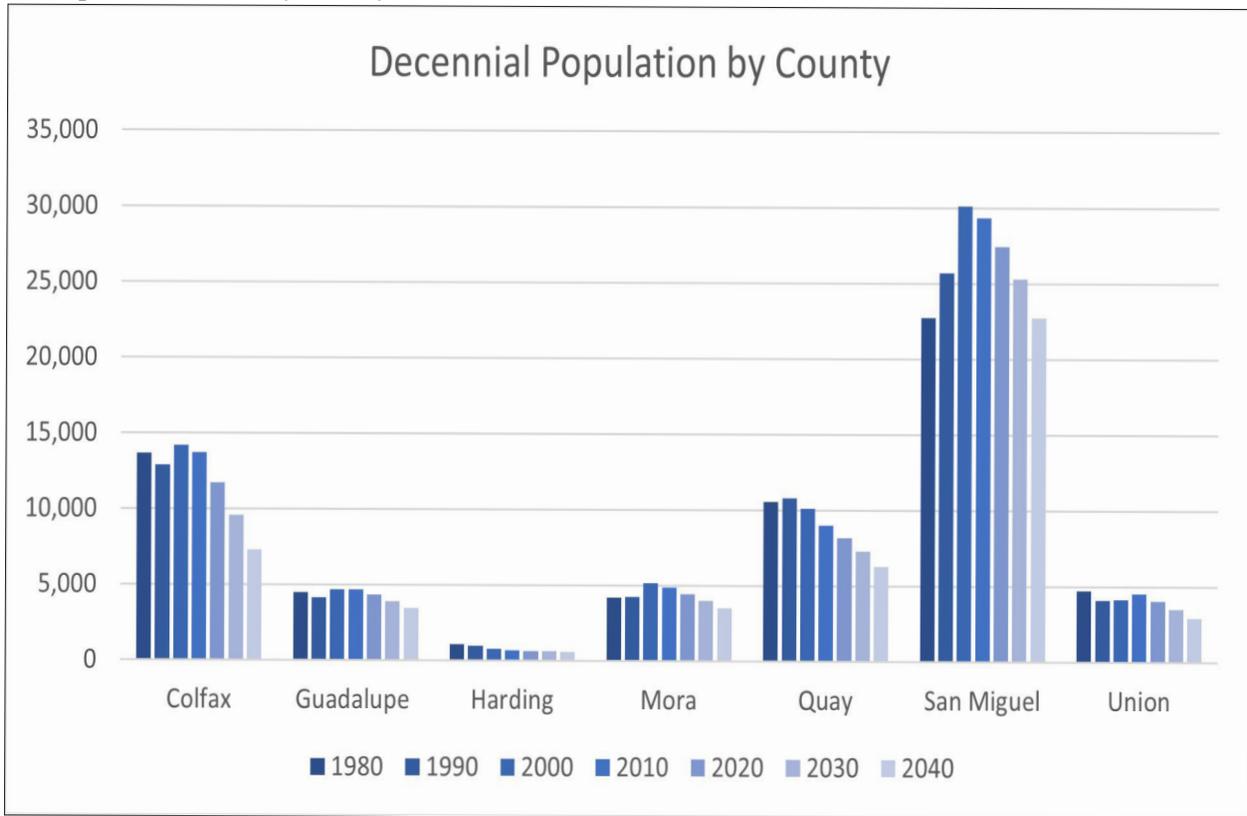


Part II – Current Conditions

2.1 County Overview

Similar to trends in rural regions and communities across the United States, communities in northeast New Mexico are declining in total population, particularly with younger people leaving for more economic opportunities in larger cities. These trends are captured in the recent and forecasted population declines, increasing median age, and decreasing median household income.

Figure 1-1: Population Trends by County

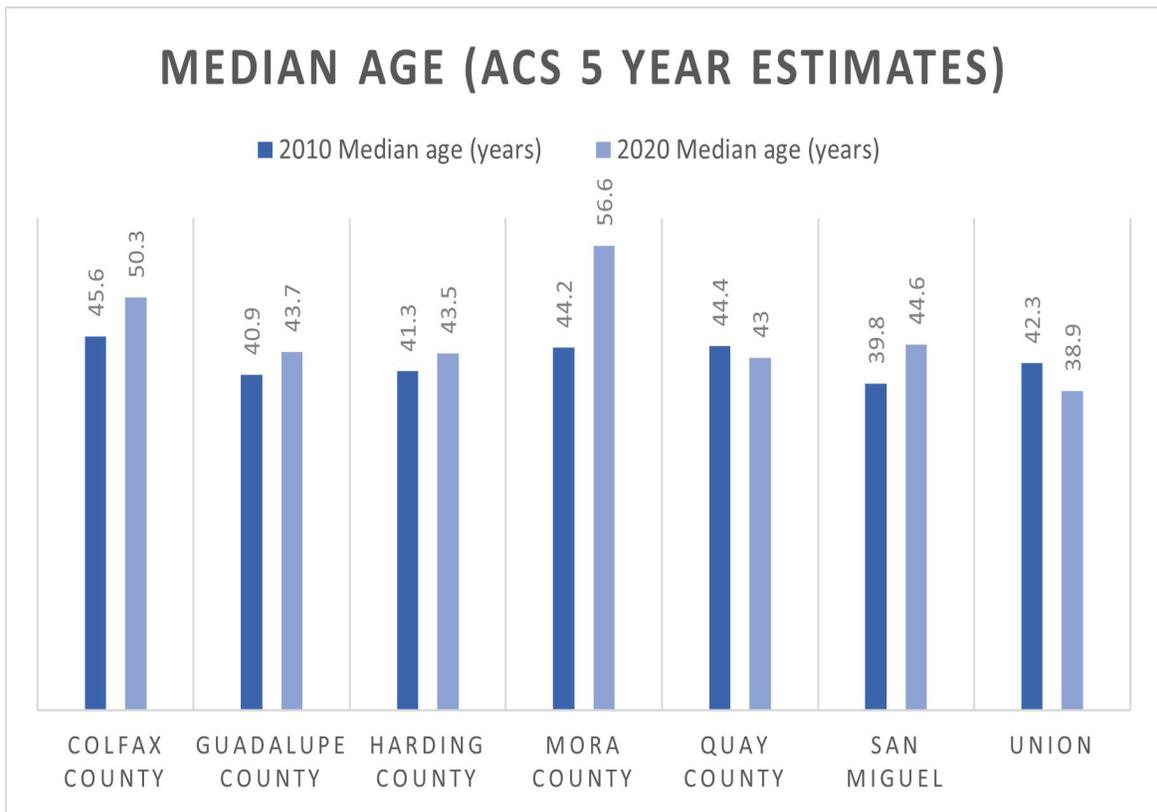


Sources: U.S. Census Bureau (historic); UNM Geospatial and Population Studies (forecasts)

While population decline is forecasted across the seven counties in the region (Figure 1-1), Quay and Union counties saw slight median age decreases from 2010 to 2020 (Figure 1-2). Regarding median household income (Figure 1-3), Quay County saw a significant increase from 2010 to 2020, some increase in Guadalupe County, and there was a slight increase in San Miguel County.

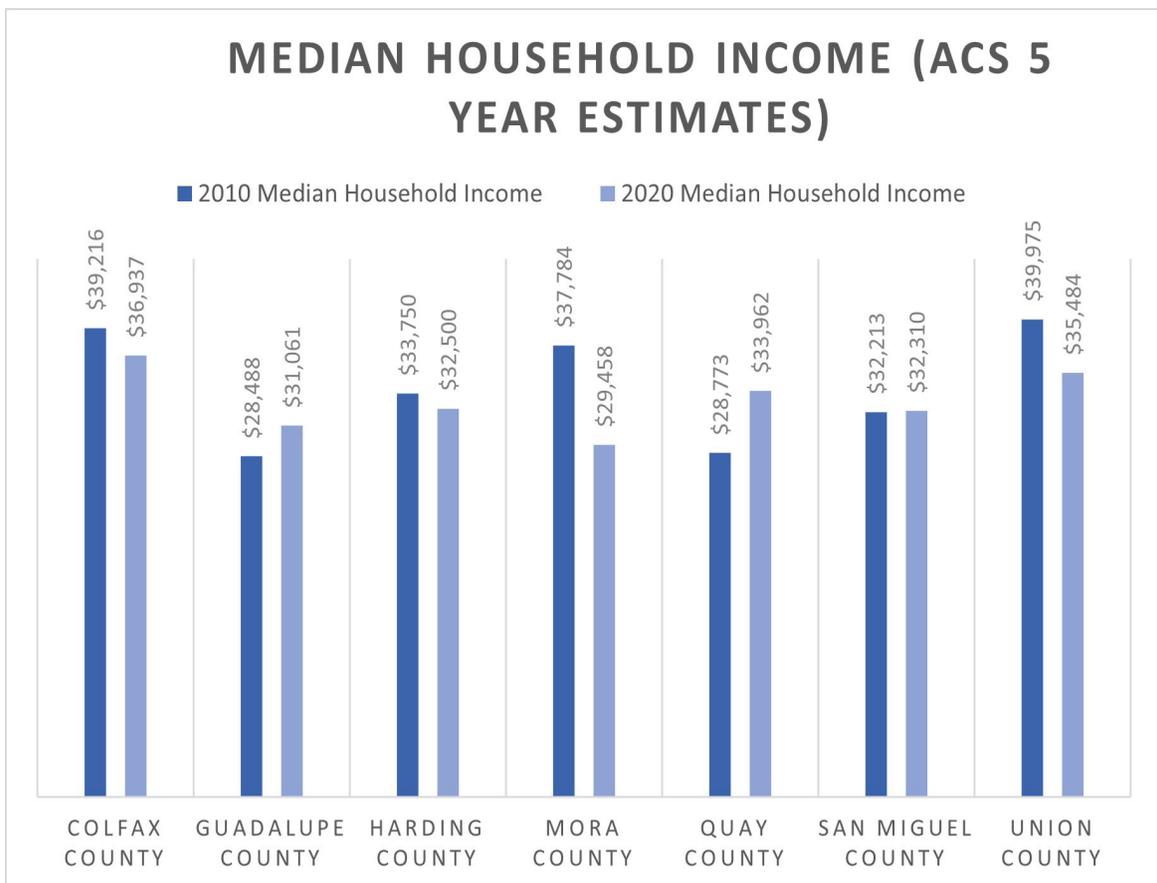
These demographic changes pose challenges, particularly with aging populations who will need additional support including transportation assistance.

Figure 1-2: Median Age in 2010 and 2020 by County



Source: American Community Survey, U.S. Census Bureau

Figure 1-3: Median Household Income in 2010 and 2020 by County

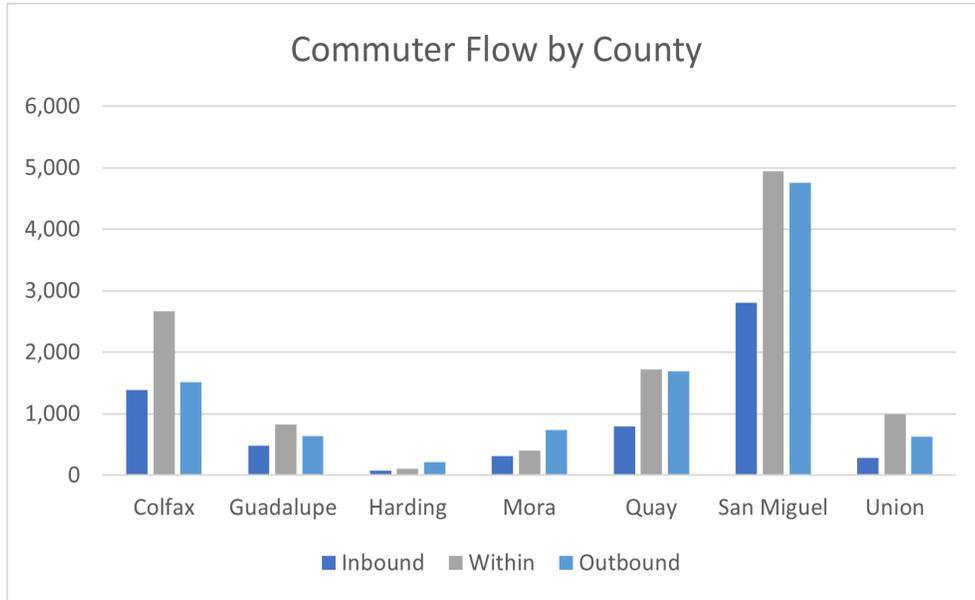


Source: American Community Survey, U.S. Census Bureau

2.2 Commuting, Crash and DUI Data

In the Northeast region, commuting data shows a mix of people living and working within their home counties, as well as those who travel in or out of a given county for work. Only Union County has more workers staying within the county than those who travel in or leave for work, and Colfax County is close to parity. While it seems positive that people would travel into a given county, this could balance out regionally, with the additional regional impact of additional vehicle miles traveled for work.

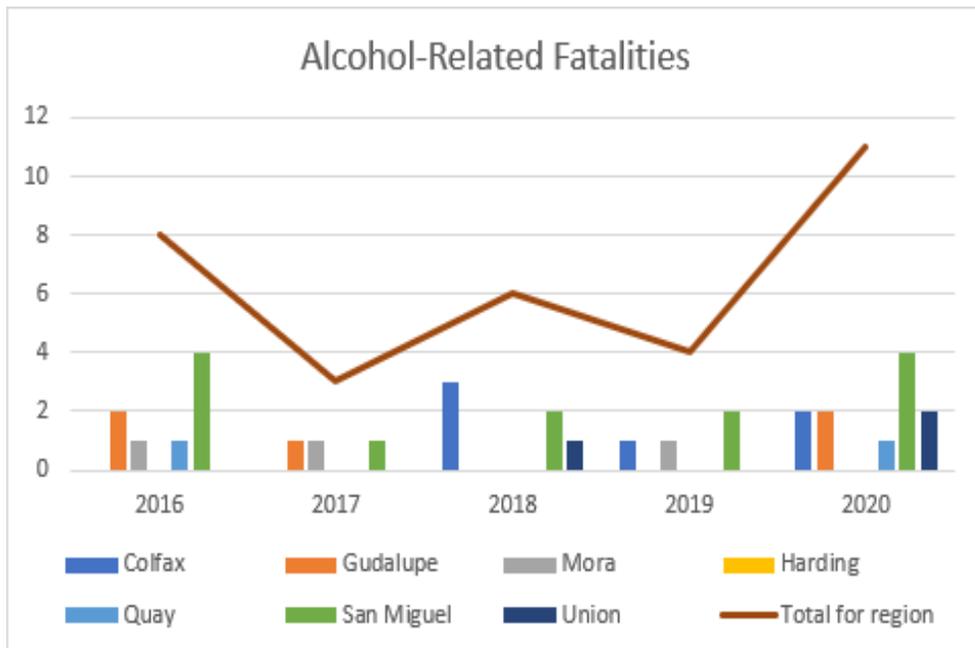
Figure 2-1: 2019 Commuter Flows by County



Source: ACS, Inflow/Outflow Counts of All Jobs for Selection Area in 2019, All Workers

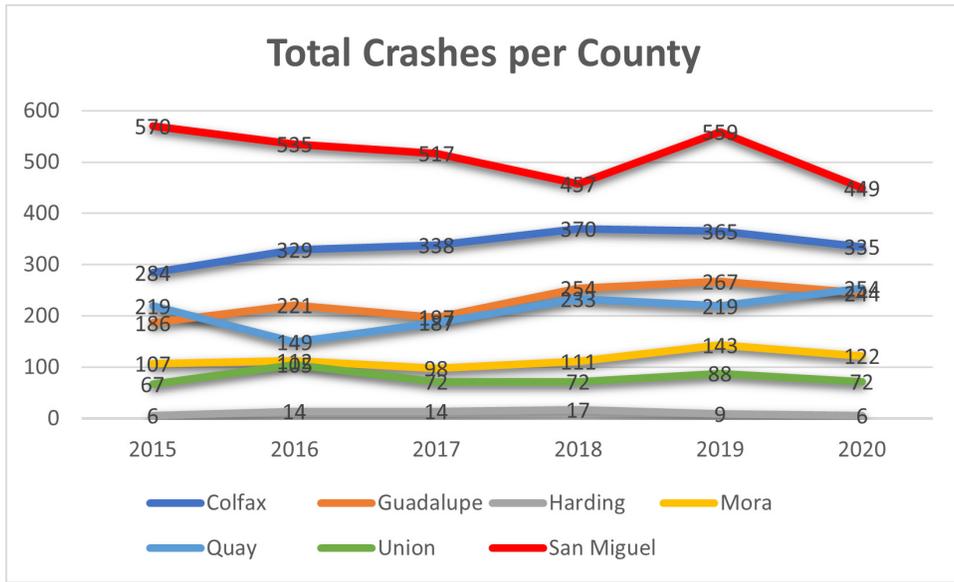
The transportation-related fatalities and crashes are also important factors to consider when planning for the region. The UNM Crash reports show the region and the hotspots of high fatalities and crashes (See Appendix D). The charts below show the alcohol-related fatalities and the total crashes for the counties in the Northeast region. By using the UNM Crash maps and the figures below allows for the counties to identify areas in need of safety improvement. Addressing the fatalities and crashes should be a priority for the region to improve transportation safety and to protect the lives of the community.

Figure 2-2: Alcohol Related Fatalities by County



Source: UNM Community Reports

Figure 2-3: Total Crashes per County



Source: UNM Community Reports

Part III – Transportation System Overview

The Northeast region has approximately 700 miles of interstate and US highways. Commercial vehicle traffic travels through the region on I-25 and I-40, as well as US Routes 54, 56, 64/87 and 84. The east-west traffic volumes are significant along I-40 and US 54 which serve as corridors for shipments going to and from California and Texas. The region is a gateway to travelers coming from Colorado, Oklahoma, and Texas, and is served locally by two transit systems in the region. Additionally, there are 5 scenic byways, and two significant regional trails running through the region.

3.1 Roadway network

The Northeast region is currently crossed by two interstate highways:

- I-25 runs from the Colorado border north of Raton south to Las Vegas and then east out of the region. I-25 closely parallels the old Santa Fe Trail from Wagon Mound on to Santa Fe;
- I-40 runs east/west, in many places overlying the alignment of Route 66, which was decommissioned in 1985. Route 66 passed through San Jon, Santa Rosa and Tucumcari, but when the interstate bypassed these towns, they lost valuable traffic.
- I-27 is a future Interstate that will expand a portion of US-87 to an Interstate-level facility, as approved by President Biden on March 15, 2022. Texas DOT will make improvements from Amarillo, Texas to the state border, and NMDOT will make improvements from there to Raton, New Mexico, where it would connect to I-25. This project will likely take a decade from design to construction before the improvements are complete.

The region's other major roadways include the following routes:

- US 54, which enters the southwestern part of Guadalupe, continues northwesterly to Santa Rosa, follows I-40 to Tucumcari, and then travels through Logan and Nara Visa before crossing into Texas;
- US 60 and US 285 cross US 54 at Vaughn, briefly traveling through the southwest corner of Guadalupe County before leaving District 4 for other parts of the state;
- US 84 enters Guadalupe County from Fort Sumner in District 2, then follows I-40 west of Santa Rosa for 16 miles, when it heads north to Romeroville. At Romeroville, it follows I-25 west into Santa Fe County and out of District 4;
- The northern part of the district is crossed by US 64 in Colfax County, US 64/87 from Raton to Clayton, and US 56/412 from Springer to Clayton. At Clayton, both alignments continue into adjoining states, as US 87 southeast to Texline, Texas, and US 56/64/412 (northeast to Boise City, Oklahoma).

3.2 Scenic Byways

The scenic beauty, cultural richness and historical significance of the Northeast region is highlighted by the ten scenic highways in the region. They include all or portions of the following byways:

1. Enchanted Circle Scenic Byway
2. La Frontera del Llano
3. Santa Fe Trail
4. Historic Route 66, and the pre-1937 alignment
5. Mesalands Scenic Byway



3.3 Trails in the Region

Another way to experience the Northeast region is by trekking on the trails. The Santa Fe Trail, “the Great prairie Highway,” runs east, connecting the capitol city with Franklin, Missouri, running through San Miguel, Mora, Colfax and Union Counties in northeast New Mexico. The Enchanted Circle Trails is a network that connects Eagle Nest and Angel Fire with Taos, Taos Ski Valley, and Red River around Wheeler Peak.

3.4 Public Transit

Northeast New Mexico is currently served by two on-demand transit services:

- Meadow City Express serves the City of Las Vegas and immediate outlying areas; and
- Golden Spread Rural Frontier Express operates in Union County.

Every year, NMDOT issues a call for Federal Transit Administration (FTA) funding applications for rural services as well as services supporting seniors and disabled adults. Communities and counties can apply for this funding if they wish to start a local or regional transit service with this funding.

3.5 Alternative Fuel Corridors

In 2016, FHWA announced the Alternative Fuel Corridor (AFC) program, in which State DOTs could designate corridors for five alternative fuel types: electric vehicle (EV) charging, compressed natural gas (CNG), liquid natural gas (LNG), liquid propane gas (LPG or propane), and hydrogen fueling. FHWA designated corridor standards for each fuel type, including the necessary frequency of fueling stations for a corridor to be designated as “ready” or fully operational, which would make the corridor eligible for signage, or “pending” for corridors in need of support and development to become “ready.”

FHWA’s initial focus was on building up AFCs along the Interstates to support regional and national travel, later allowing states to submit additional national and state highways. NMDOT partnered with the Department of Energy, Minerals, and Natural Resources (EMNRD), and in 2019 they designated New Mexico’s first AFCs. Based on existing fueling locations, there were EV and CNG “ready” corridors between Santa Fe and Albuquerque, with much of the Interstates designated “ready” for propane. The remainder of the Interstates were designated “pending” for all fuels except hydrogen, given the sparse deployment of hydrogen at that time. The following year, New Mexico designated four US routes in the southeast as “pending” due to known plans for EV charging station development in the region.

Funding was allocated by FHWA to assist states in developing their AFCs in 2021. The following year, FHWA issued new guidance for State DOTs to develop National Electric Vehicle Infrastructure (NEVI) Plans, which would enable them to utilize newly authorized funding. NMDOT’s initial focus is on Interstate development, and following completion of those corridors, NMDOT will support regional and rural EV development throughout the state. FHWA is also opening a nationally competitive funding source for non-state entities to apply for EV chargers.

3.6 Airports

There are eight airports in the Northeast region, though none offer regular public transport.

3.7 Freight

Freight activity in the Northeast region of the state is primarily through traffic, with most trucks running east-west along I-40, and I-25 serving as the second most active corridor, though freight moves throughout the regional roads.

Rail freight left the region when BNSF stopped operating freight on the Raton Line, which it reserves as a backup route in case service on the Transcon east of Belen is interrupted. The only regular rail service on the Raton Line in New Mexico is Amtrak’s Southwest Chief, which makes one trip per direction daily.

In terms of safety for truckers and the traveling public, there are ten public rest areas in the Northeast, but they are focused along the most active routes: three along I-40, two on I-25, and one on US-64. These facilities have between 10 and 20 designated truck parking spaces, except the Glenrio center near the Texas border, which has more than 50 truck spaces.

There are also several bridges with posted restrictions or that are functionally obsolete, though many are on frontage roads, not on the main interstate and highway routes.

The Raton Oil Basin in Colfax and Mora counties has been inactive in terms of coal mining since the 1990s, but there has been interest in mining the coalbed methane to produce natural gas from this region.

The region also includes a section of the Ports to Plains network, described earlier as the future extension of Interstate 27 in Texas.

Part IV – Community Participation

4.1 Public Outreach

The public outreach survey collected responses over a three month period, August through October 2021. The NERTPO board members took on the task of distributing the survey in their various communities through media publications, Facebook groups, and other forms of social media, email lists, and word of mouth. The survey count totaled 111 responses.

During monthly meetings, survey results were given to the members which included an overview of which counties saw the highest response rate, color coating total results and fill-in responses by county, and providing graphical representations of each question and how they were answered. The survey began by asking the respondent to identify their community and their age group. The subsequent sections were broken into three main components: (1) Transportation Investments and Priorities, (2) Transportation Challenges and Safety, and (3) Transportation Accessibility. The survey included multiple choice, ranking on a scale from 1-5, check boxes (with fill-in option), and short and long answer fill-in questions.

The results have indicated a need to improve roadway maintenance, specifically the participants selected the need to improve road and bridge conditions as one of a priority safety concern (See Appendix). Information from the survey's should be used for the region to understand the communities' desires and needs. In addition, continuous participation from the community should be encouraged. Public participation is critical to address the transportation needs of the community, especially those that may have limited or no access.



4.2 Goals, Objectives, Performance Measures, and Strategies

The following goals, objectives, and performance measures were created by NMDOT and are supported by the NERTPO Board. The Board developed additional strategies, expanding on the work by the Southeast RTPO Board. These strategies can be by counties and municipalities to support the goals, objectives, and performance measures.

Goals	NMDOT's Objectives	NMDOT's Performance Measures
<p>Safety: Improve Safety for all transportation system users</p>	<ul style="list-style-type: none"> • Reduce the number of roadway fatalities • Reduce the number of roadway serious injuries • Reduce the number of nonmotorized fatalities and serious injuries • Reduce the number of fatalities and serious injuries in NMDOT roadway work zones • Invest in infrastructure and programs that improve pedestrian safety. 	<ul style="list-style-type: none"> • Number of fatalities (statewide, rural, and urban) • Rate of fatalities per 100 million VMT • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of bicycle and pedestrian fatalities and serious injuries • Number of employee injuries occurring in work zones
NERTPO's Strategies		
<ul style="list-style-type: none"> • Implement NMDOT Priority Safety Strategies • Implement Complete Streets designs • Participate and establish partnerships with Safe Routes to School 	<ul style="list-style-type: none"> • Change roadway design to encourage appropriate speeds (Complete Streets) • Upgrade systematic safety • Increase shoulder miles • Increase and update guardrails • Develop, expand no passing zones • Create and map safe evacuation routes • Improve public education, expand Look for Me • Increase highway and street lighting 	<ul style="list-style-type: none"> • Improve safety for bus stops, by building shelters and implementing lighting • Safety improvements on rural highways with turning, passing, acceleration and deceleration lanes (not suitable on urban streets)
<p>Mobility and Accessibility: Efficiently, equitably invest in infrastructure and technology to provide reliable multimodal access and connectivity, improve mobility, foster economic growth, minimize transportation's contribution to climate change</p>	<ul style="list-style-type: none"> • Improve mobility and accessibility in strategic corridors • Address bottlenecks identified in the New Mexico Freight Plan • Facilitate the transition of the fleet to electric vehicles and alternative fuels • Expand transportation choice through multimodal investments and complete streets design 	<ul style="list-style-type: none"> • Percent of the person-miles traveled on the Interstate that are reliable • Percent of the non-Interstate NHS person-miles traveled that are reliable • Interstate Truck Travel Time Reliability Index
NERTPO's Strategies		
<ul style="list-style-type: none"> • Improve and implement connectivity between all modes of transportation • Regions trail systems • Freight corridors (through-traffic, agriculture) • Identify, support regionally appropriate design guidelines 	<ul style="list-style-type: none"> • Support and increase public transit, including microtransit • Develop system for/support rideshare matching • Design Complete Streets <ul style="list-style-type: none"> ○ Dedicated bike lanes ○ Improve ADA access ○ Right-size transportation infrastructure • Support local and regional efforts to improve jobs/housing balance • Employer incentives for mode shift and/or ridesharing 	<ul style="list-style-type: none"> • Economic Development + EV network • Encourage NPRTPO (entities) to educate the public to increase EV/alternative fuel adoption <ul style="list-style-type: none"> ○ Track statewide/ regional/ county-level private vehicle fleet from MVD data • Encourage fleet transition to EV

<p>Program Delivery: Deliver transportation programs through approaches and processes that improve resiliency, respect New Mexico's unique cultures, and promote fiscal and environmental stewardship</p>	<ul style="list-style-type: none"> • Deliver projects that adhere to local plans and respect New Mexico's unique cultural resources and community context • Implement projects and programs that reduce negative impacts on the natural environment • Deliver projects on-time and within budget 	<ul style="list-style-type: none"> • Emission Reductions for PM10 through Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects • Percent of cost-over-bid amount on highway construction projects • Percent of projects completed on time • Projects put out for bid as scheduled
<p>NERTPO's Strategies</p>		
<ul style="list-style-type: none"> • Coordinate with NMDOT on projects and priorities • Identify and develop major projects that are bigger than any one entity 	<ul style="list-style-type: none"> • Aid LPAs to identify priorities and projects • Public and agency coordination through project development to recognize and respect cultures • Assist LPAs in updating circulation elements 	<ul style="list-style-type: none"> • Use/access state's on-call contracts for engineering • Reference recent circulation elements in local, regional plans
<p>Asset Management: Optimize spending to cost effectively preserve our transportation assets in the best possible condition over the long term</p>	<ul style="list-style-type: none"> • Maintains pavement in a state of good repair • Maintain bridges in a state of good repair • Assess and address system risks to improve resiliency • Support improvement in the state of good repair for transit assets throughout the state • Maintain applicable runaways in the state 	<ul style="list-style-type: none"> • % of lane miles of pvmt in fair or better condition by tier (Interstate/ non-i-state/ NHS/non-NHS) • % of pavement in good condition (Interstate/ non-interstate NHS) • % of pavement in poor condition (Interstate/ non-interstate NHS) • % of NMDOT bridges in fair or better condition (based on deck area) • % of NHS bridges by square footage of deck area in good condition • % of NHS bridges by square footage of deck area in poor condition • % of revenue vehicles exceeding useful life benchmark (ULB) • % of non-revenue service vehicles exceeding ULB • % of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) condition rating scale • % of track segments under performance restriction • % of airport runways in satisfactory or better condition
<p>NERTPO's Strategies</p>		
<ul style="list-style-type: none"> • Encourage NMDOT to expand pavement condition surveys to local roads (MIRE) 	<ul style="list-style-type: none"> • Repurpose existing infrastructure for current uses/needs where overbuilt • Track and prioritize regional roads and bridges with regional significance (local or NMDOT) 	<ul style="list-style-type: none"> • Consider pavement life cycle estimates for design specs, and each improvement – cite or include FHWA Standard Specs (FP14) summary, reference

Part V – Plan Implementation

5.1 Funding Transportation

There are many opportunities for funding transportation planning projects at the local, state, and federal levels. The United States Congress typically votes to fund a new multi-year transportation infrastructure bill every 5 years, which may then be extended. At the time of writing this, the bill funding infrastructure improvement is called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), and was signed into law by President Joe Biden on November 15, 2021. Each transportation authorizing bill will change the scope and number of funding programs, and BIL provided a number of new transportation funding programs, and introduced [the Justice 40 Initiative](#), a goal that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.

To aid entities in locating suitable funding for projects, [the White House developed a guide to BIL](#). U.S. DOT also started [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\)](#), an initiative to address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance.

There are two main funding categories, with a number of different specific routes to follow. First, there is Federal funding that is disbursed to States and applied for by local governments through grants, either through the state (NMDOT), or by applying directly to the Federal agency managing the funding. The second funding source is state funding, either through the legislature or state agencies. The New Mexico State Legislature convenes annually for 30 or 60 days, starting on the third Tuesday of each January, and funding can be distributed by the State Legislature or from the Governor, or allocated to state agencies to manage and distribute.

For transportation funding managed by NMDOT, local agencies can apply for state and federal transportation funding managed by New Mexico Department of Transportation (NMDOT) through their respective Regional Transportation Planning Organization (RTPO) or Metropolitan Planning Organization (MPO). NMDOT provides specific guidance for each funding source, in addition to the general guidance provided in the Tribal/Local Public Agency [\(T/LPA\) Handbook](#) for federal projects.

The first step to apply for these funding opportunities often starts the local agency completing a Project Feasibility Form (PFF), where the agency presents the project scope, need, and budget. In the Northeast, the agency submits the PFF to NPRTP staff for initial review for accuracy and completeness, and RTPO staff may suggest modifications to better identify how the proposed project aligns with the funding category in a given call for projects. After the PFF is submitted and reviewed by RTPO staff, meetings are scheduled by RTPO staff and held between an NMDOT and the applicant to discuss feasibility and ensure the scope of the project is appropriate and complete, and to identify considerations and possible concerns. The local agency is then directed to complete additional forms, which may include Project Prospectus Form (PPFs) and/or project applications. These forms must be completed in as much detail as possible to ensure that the project be seriously considered for funding, and then submitted to the RTPO or MPO.

Most funding opportunities require some percentage of minimum local funding as match, ranging from 5 to 50 percent, depending on the funding type. Some state funding sources include the opportunity to request a match waiver where the local agency can prove financial hardship, while some Federal funds allow “soft” or in-kind matching funds, which can include donations of materials, land, use of equipment, and/or staff time. Desire to use these in-kind matches must be discussed and confirmed in advance with NMDOT District staff, to ensure federal requirements for project documentation are met.

The State Transportation Improvement Plan (STIP) fiscally constrained list of federally funded transportation projects within the state for 4 years. MPOs maintain a similar plan, called the Transportation Improvement Plan (TIP), for the transportation projects within the MPO’s boundaries for 4 years, and the content of the TIPs are included in the STIP. A list of proposed transportation projects outside of the metropolitan planning areas, called the Regional Transportation Improvement Program Recommendation (RTIPR), is maintained by each RTPO. The projects an RTIPR may be added to the STIP through coordination from and support of the respective NMDOT District or may be awarded funding through statewide competitive calls for applications for specific funding sources, as detailed below.

5.2 Federal and State Funding Sources

NMDOT-Managed Sources of Federal Funding for LPAs

Funding Name	Scope	Application Details	Federal/Local Match
Transportation Alternative Program (TAP)	Pedestrian, bicycle, and multimodal infrastructure projects and programs.	<ul style="list-style-type: none"> Maximum Application Amount: \$2 million Minimum Amount: \$75,000 Metropolitan Area Populations of 200,001+: \$1.07 million Populations of 5,001 – 200,000: \$1.09 million Populations of 5,000 or less: \$695,000 	85.44% Federal 14.56% Local Match
Recreational Trails Program (RTP)	Recreational Trails and trail-related facilities, non-motorized and motorized.	<ul style="list-style-type: none"> Annual Statewide funding: \$1,415,533 Motorized usage: \$424,659 Non-motorized usage: \$424,659 Flexible funding: \$566,213 	85.44% Federal 14.56% Local Match
Congestion Mitigation and Air Quality (CMAQ)	Projects that improve air quality and reduce congestion, in 3 categories: (1) Vehicle trips and/or vehicle miles traveled (VMT) (2) Emissions related to congestion (3) Per mile rate of vehicle emissions through improved vehicle and fuel technologies	<ul style="list-style-type: none"> Annual statewide funding: ~\$11 million 	85.44% Federal 14.56% Local Match
Highway Safety Improvement Program (HSIP)	Improves safety for 3 major areas (1) Driver and Pedestrian (2) Vehicle (3) Roadway	<p>Encompassing Functional Groups including:</p> <ol style="list-style-type: none"> Education of driver, pedestrian, and bicyclists Emergency medical response to traffic crashes involving injuries and fatalities Engineering physical improvements to facilities or systems that improve the safety of the transportation network 	90% Federal 10% Local Match
Bridge Formula Program (BFP)	State DOTs may allocate a percentage of BFP to non-state-maintained bridges	NMDOT is allocating a minimum of \$6.75 million per year for 2022-2026 to non-NHS bridges owned by local public agencies, and will prioritize spending based on need and budget	100% Federal

Notable Federal Funding Sources Managed Nation-wide

Funding Name	Scope	Application Details	Federal/Local Match
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	State and local governments can apply for funding.	<ul style="list-style-type: none"> Formerly BUILD and TIGER Annual Nationwide funding: ~\$11 billion (2020) Maximum project costs: \$25 million Minimum project costs: \$5 million 	80% Federal 20% Local Match (USDOT may increase federal portion for rural areas)
Federal Lands Access Program (FLAP)	To improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.	The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities that provide seamless access to high-use Federal recreation sites or Federal economic generators within federally-owned lands, as identified by the Secretaries of the appropriate Federal land management agencies (FLMAs).	Funding split varies, up to 100% federal for safety projects
Safe Streets and Roads for All (SS4A)	Funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries	Two project types: Action Plan to scope the project, and Implementation to build improvements. Action Plan is necessary for implementation, but entities may self-certify a prior plan	80/20 split
Reconnecting Communities Pilot Program	Reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure	Two project types: Planning and Capital Construction	
INFRA	Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.	Eligible projects include — <ul style="list-style-type: none"> Highway freight projects on the National Highway Freight Network; Highway or bridge projects on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; Railway-highway grade crossing or grade separation projects; Freight project that is 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility; Wildlife crossing project; Surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, State, or local government and increases throughput efficiency; highway, bridge, or freight project on the National Multimodal Freight 	INFRA: 60% Other federal funding: 20% Local: 20%

<p>Rural Surface Transportation Grant</p>	<p>Rural support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.</p>	<p>Eligible projects include —</p> <ul style="list-style-type: none"> • Highway, bridge, or tunnel project eligible under National Highway Performance Program, Surface Transportation Block Grant, or Tribal Transportation Program; • Highway freight project eligible under National Highway Freight Program; • Highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program; • Project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area; or • Project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services. 	<p>Rural grants may be used for up to 80%. Other Federal assistance may satisfy the non-Rural share for a Rural grant up to 100%.</p>
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State Funding Sources

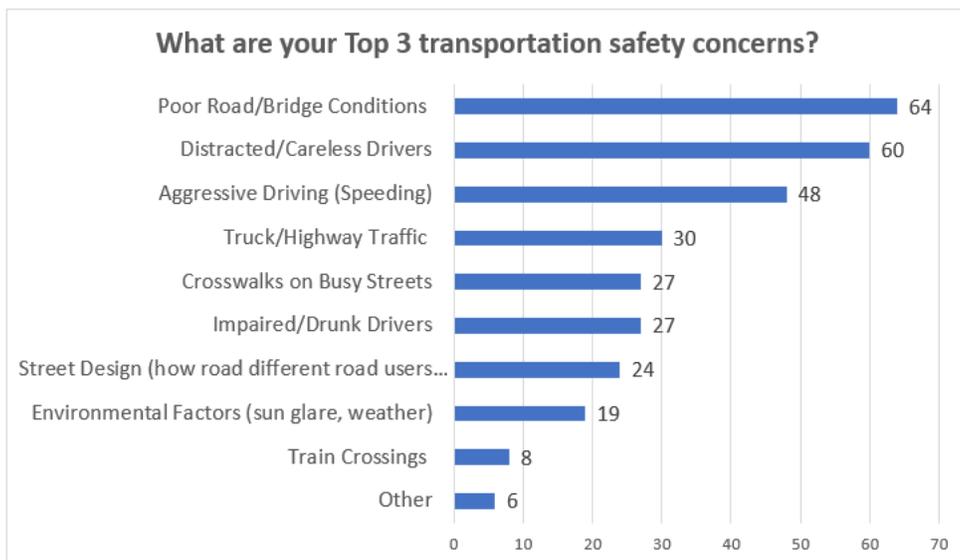
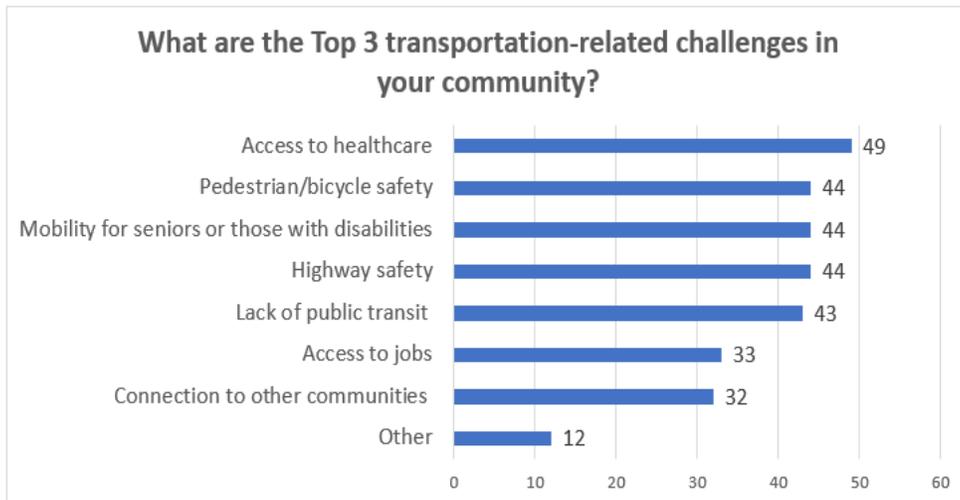
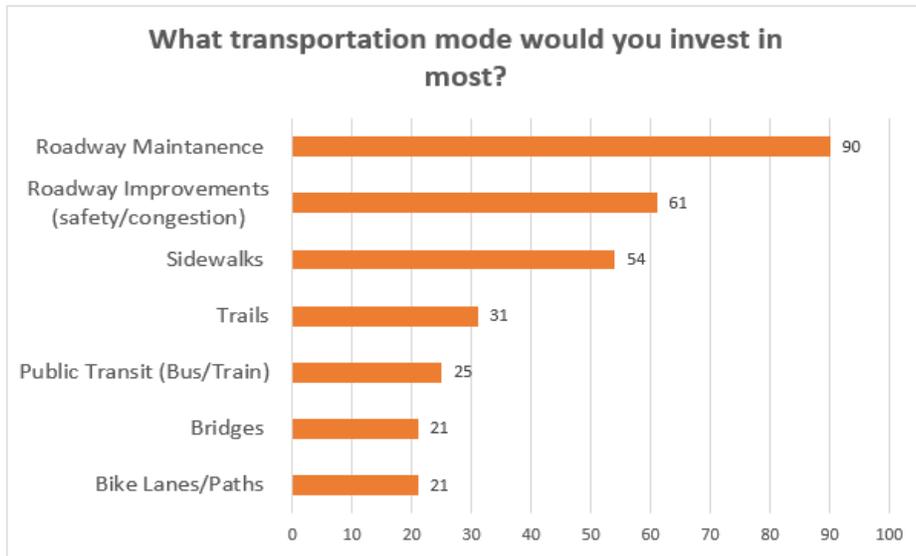
Funding Name	Scope	Application Details	State/Local Match
Capital Outlay	Funds that are used to build, improve, or equip physical property that will be used by the public.	<p>Funded through sources of general obligation bonds, severance tax bonds, and nonrecurring general fund revenue.</p> <p>Funding is determined by the legislative session. First, the House and Senate hold hearings on projects. Second, after initial funding is allocated towards statewide projects, the remaining funding will be divided between the House and Senate.</p>	%100 State Funding (Any project that utilizes federal funding may be subject to federal standards)
Local Government Road Fund (LGRF)	<p>Eligible projects include:</p> <ul style="list-style-type: none"> • Construction and reconstruction • Maintenance, Maintenance or repair of public highways, streets, and public-school parking lots • Project development • Improvement • Acquisition of right-of-way 	<p>5 Funding Types:</p> <ol style="list-style-type: none"> 1. County School Bus Route Program (SB) 2. County Cooperative Program (SP) 3. County Arterial Program (CAP) 4. Municipal Arterial Program (MAP) <p>(1) Municipal Co-Op Program (SP)</p>	75% State 25% Local Match
Transportation Project Fund (TPF)	<p>A county, municipal, or tribal government can apply for funding through their RTPO or MPO.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> • Design • Planning • Construction • Maintenance • Environmental projects 	<ul style="list-style-type: none"> • Annual Statewide funding: ~\$40 million • Application and Selection process: <ol style="list-style-type: none"> (1) RTPOs and MPOs each set their own process of accepting applications (2) RTPO planners send the applications and rankings to NMDOT (3) NMDOT reviews and ranks the projects <ol style="list-style-type: none"> 1. The Cabinet Secretary sends their recommendations to the State Transportation Commission (STC) by August 1st each year 	95% State 5% Local Match Match may be waived, if requested & approved

<p>Outdoor Recreation Trails+</p>	<p>This grant program supports projects that enhance communities' outdoor recreation opportunities. Trails, river parks, wildlife viewing areas, and more contribute to economic development, prosperity, and wellness. This grant funds shovel-ready projects that directly add to that access.</p>	<p>Two tiers of grant award: up to \$99,999 for Tier 1 and \$500,000 for Tier 2</p> <p>Applications accepted on a rolling basis</p> <p>Grants will be split between tribal, rural, acequia/land grant, and urban communities</p> <p>Higher funding for rural projects (in any part of the state other than: Los Alamos County; Albuquerque; Rio Rancho; Farmington; Las Cruces; Roswell; Santa Fe; and a 10-mile radius around those cities)</p>	<p>Urban: 50/50</p> <p>Rural: 66/33 (2:1 state/local funding)</p>
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Appendix

Appendix 1: Survey Results

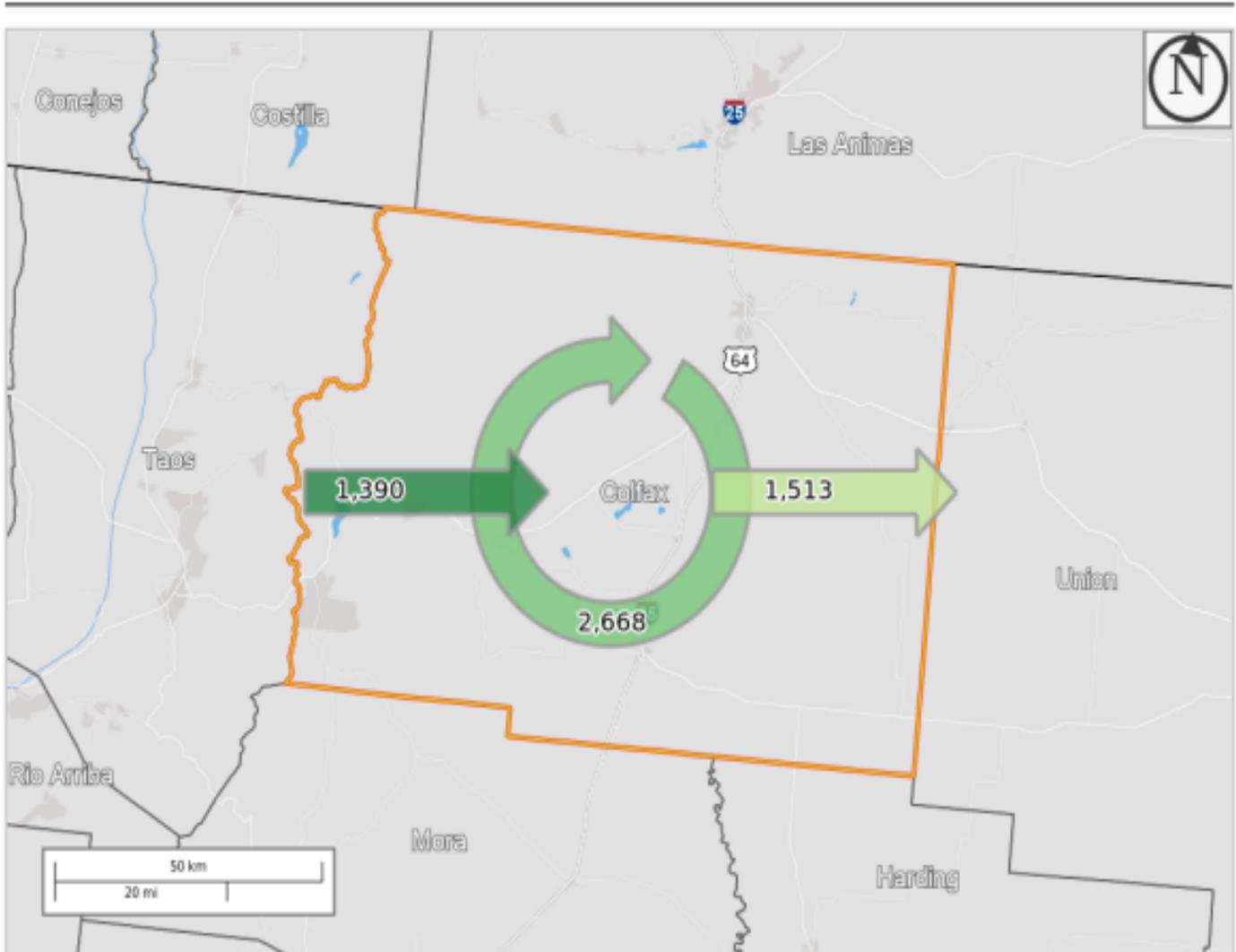


Inflow/Outflow Report
All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 05/24/2022

Inflow/Outflow Counts of All Jobs for Selection Area in 2019

All Workers



Map Legend

Selection Areas

Analysis Selection

Inflow/Outflow

- ◆ Employed and Live in Selection Area
 - ◆ Employed in Selection Area, Live Outside
 - ◆ Live in Selection Area, Employed Outside
- Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



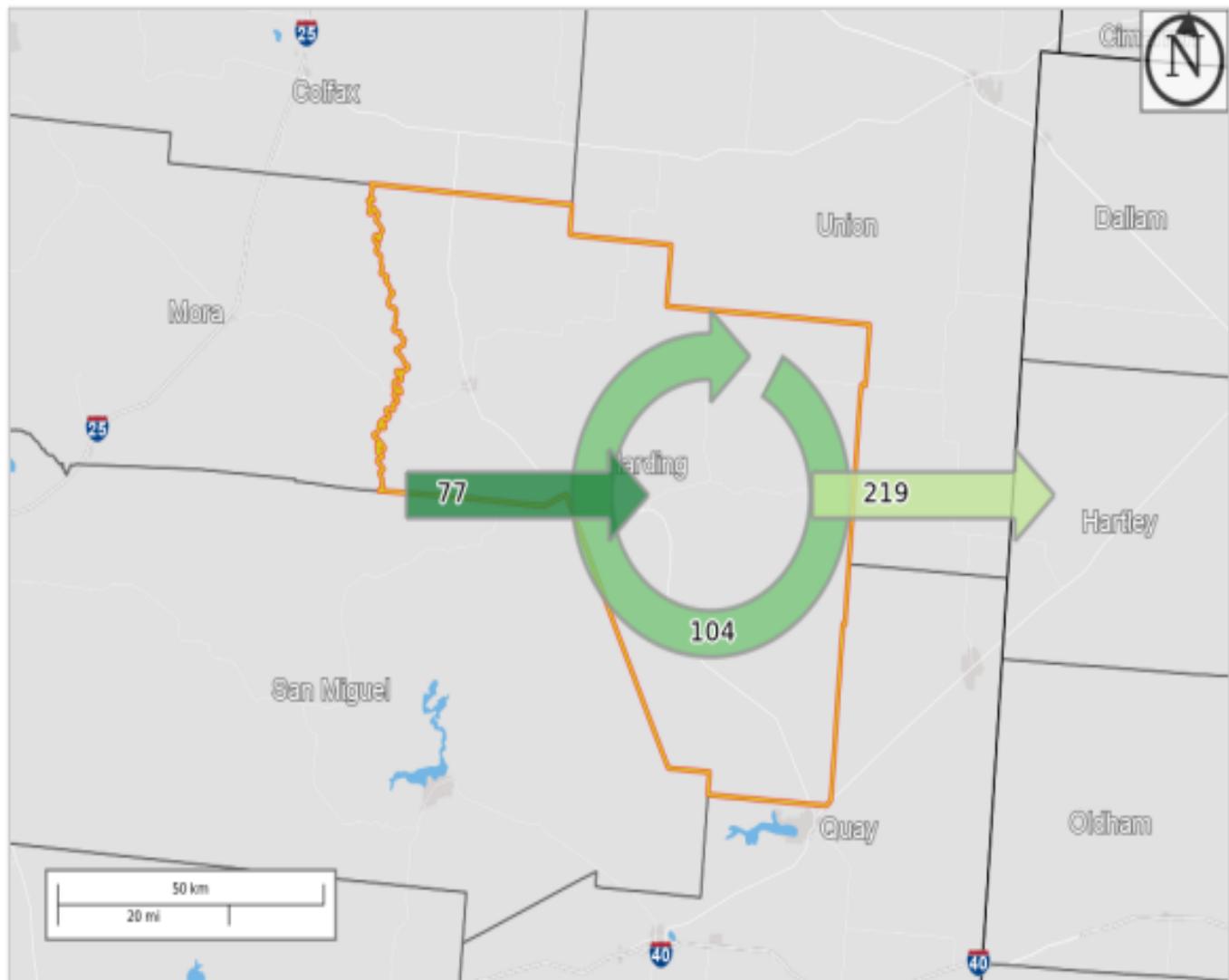
Inflow/Outflow Report

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Created by the U.S. Census Bureau's OnTheMap <https://ontheap.ces.census.gov> on 05/24/2022

Inflow/Outflow Counts of All Jobs for Selection Area in 2019

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Map Legend

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Map Legend

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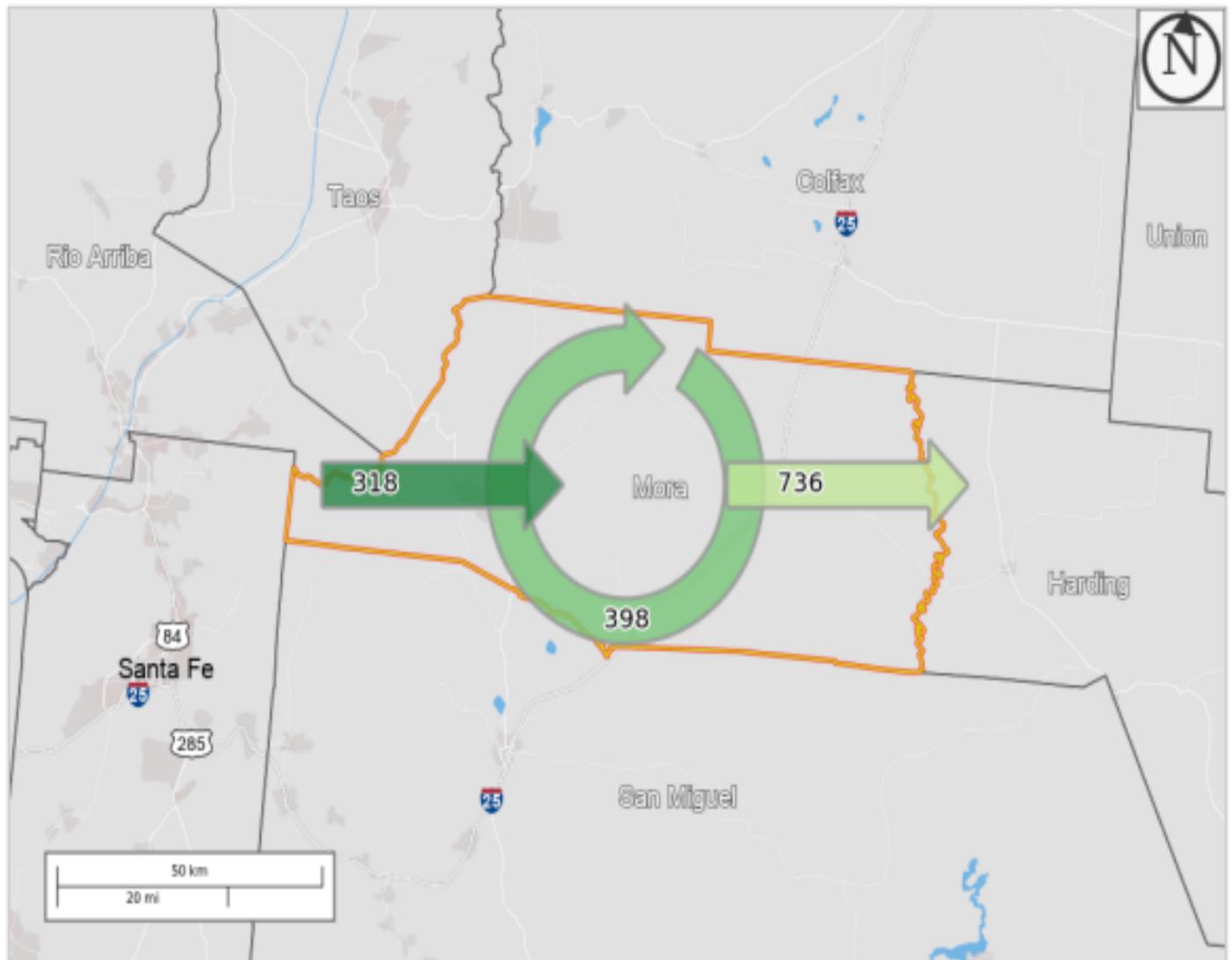
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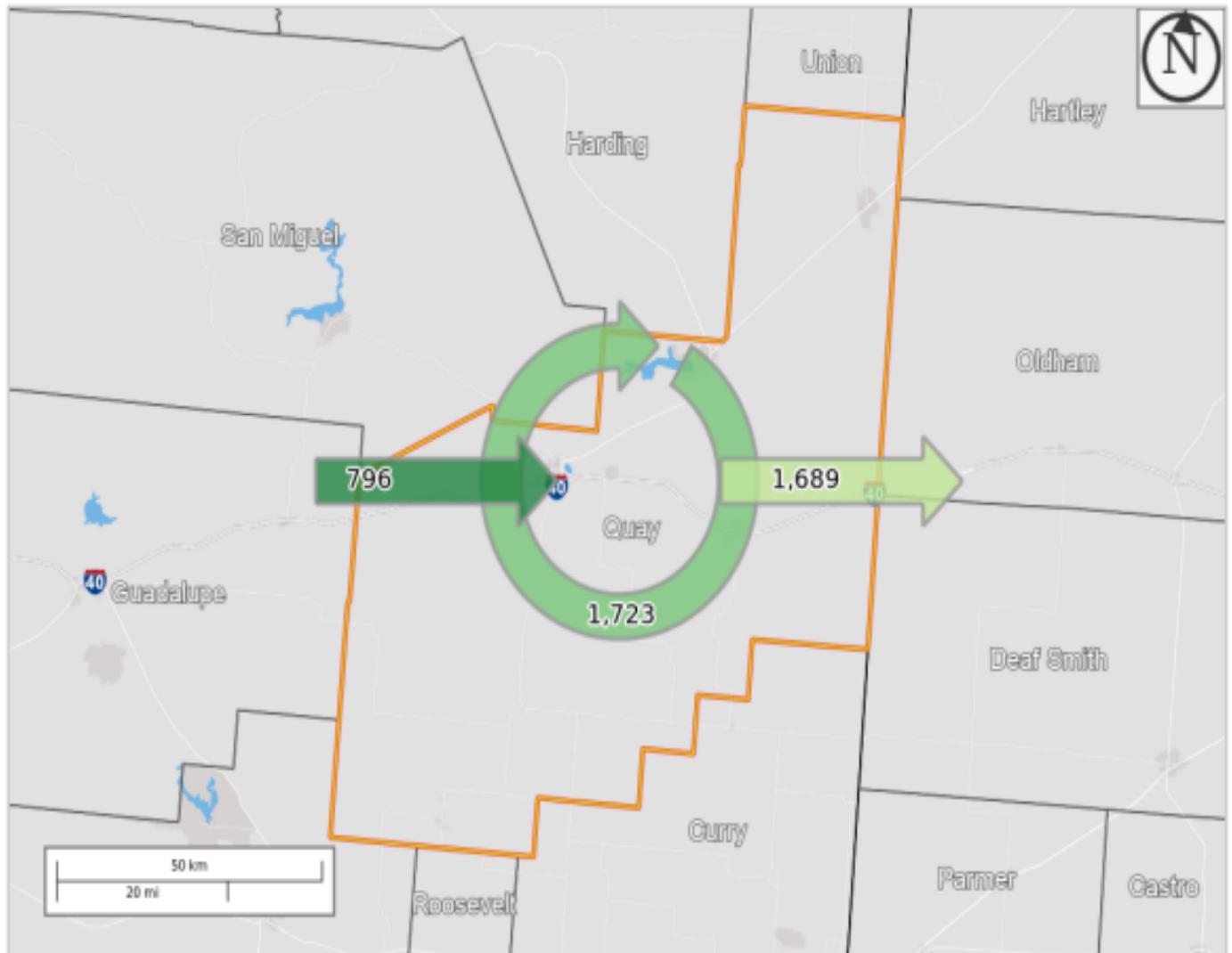
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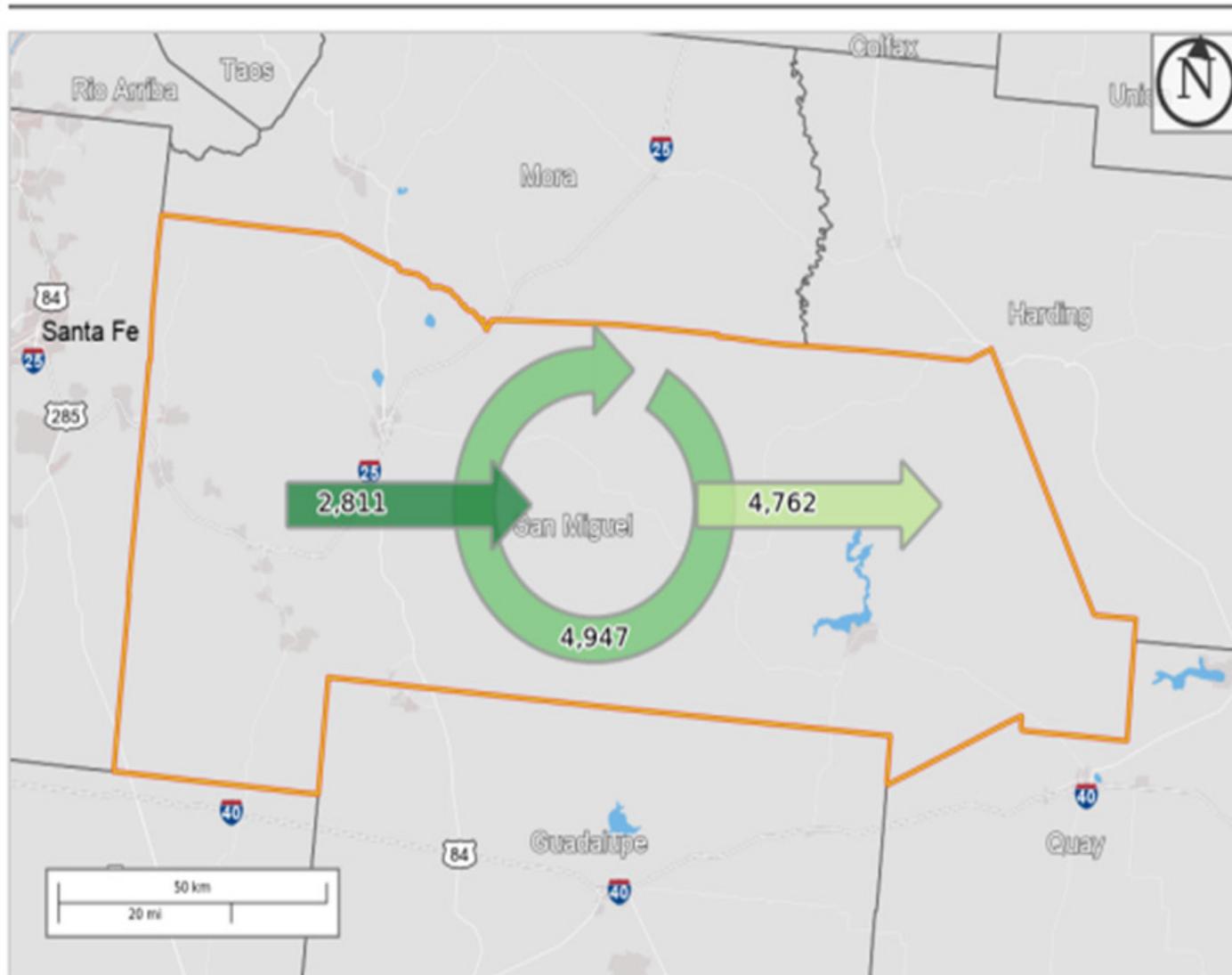
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All Workers



Map Legend

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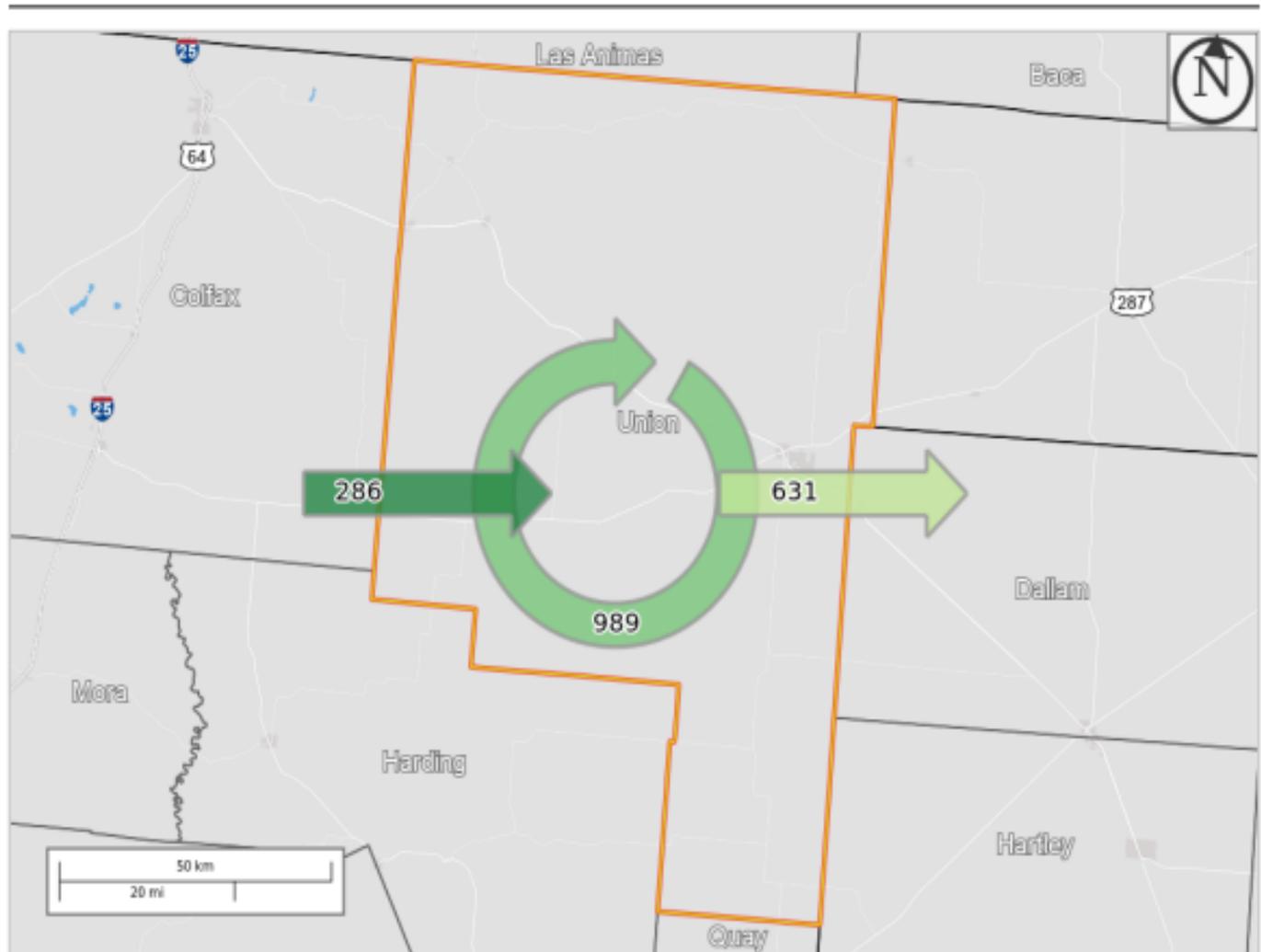
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All Workers



Map Legend

Selection Areas

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Inflow/Outflow

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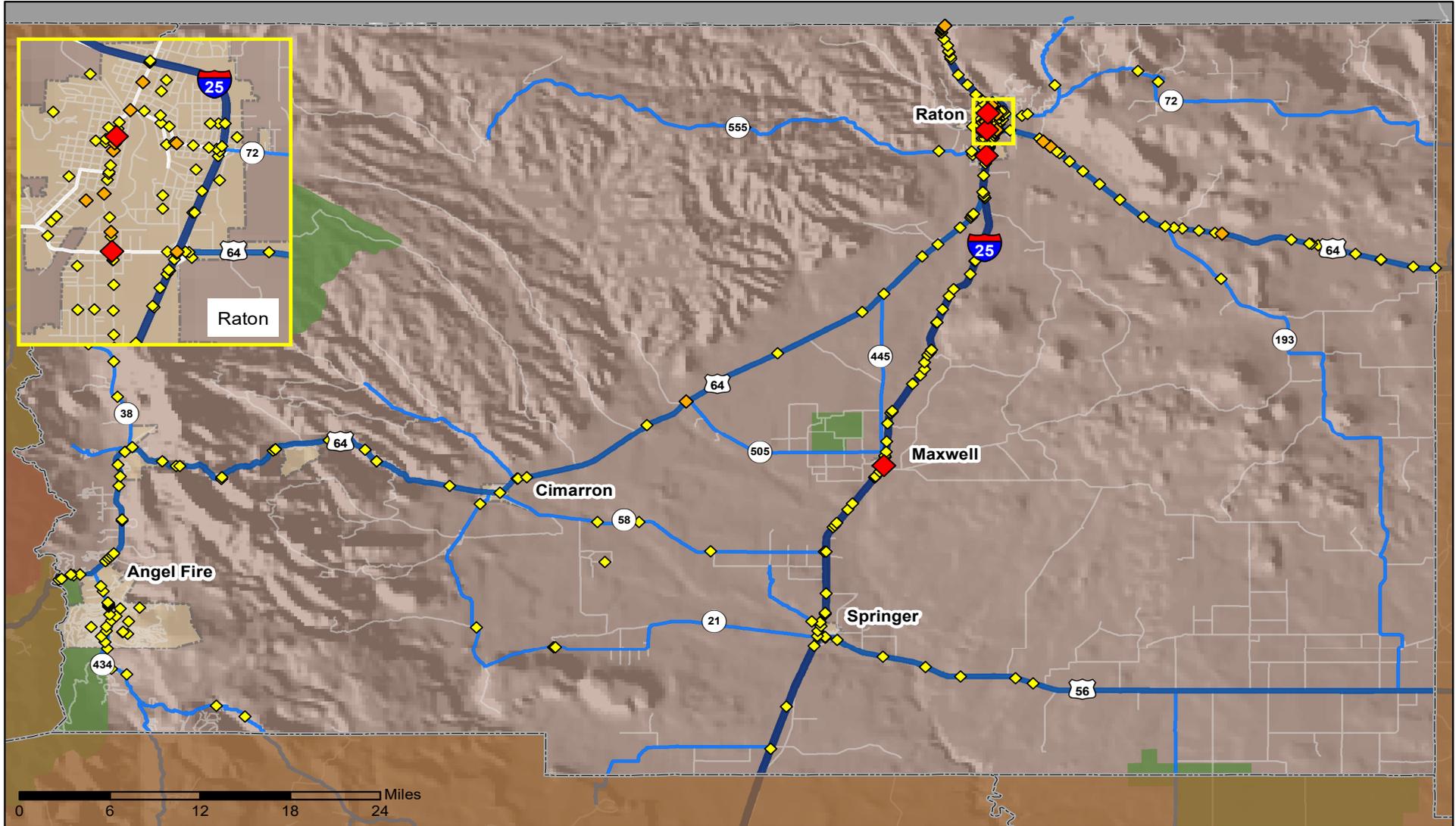
Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.





Crashes in Colfax County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu

- Forest & Wildlife Areas
- Reservations & Pueblos
- County Boundaries
- City Boundaries
- Interstate Highways
- U.S. Highways
- State Highways
- Streets & Roadways

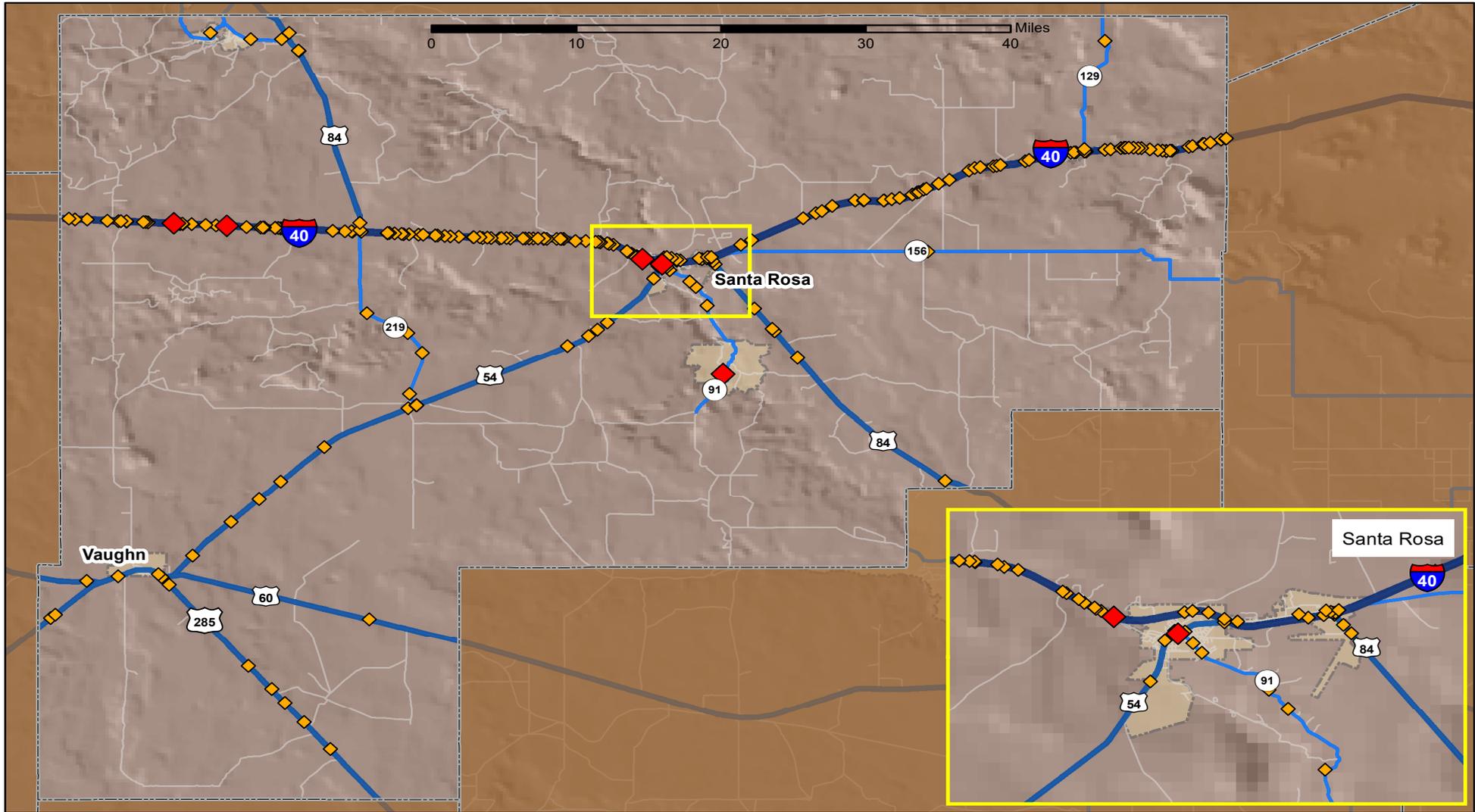
Crashes 2020

- 1 Crash
- 2 Crashes
- 3 Crashes



Crashes in Guadalupe County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu

-  Forest & Wildlife Areas
-  Reservations & Pueblos
-  County Boundaries
-  City Boundaries

-  Interstate Highways
-  U.S. Highways
-  State Highways
-  Streets & Roadways

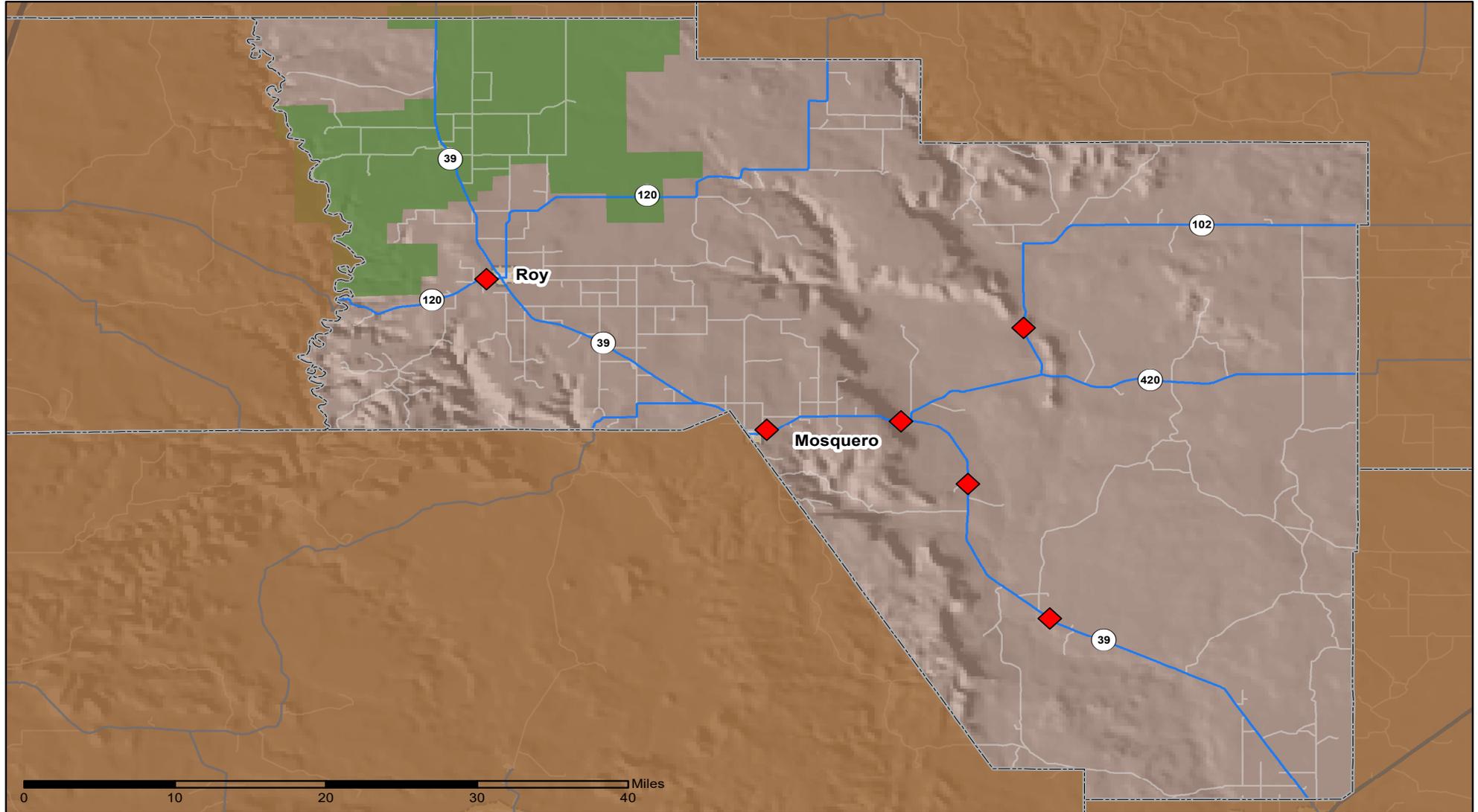
Crashes 2020

-  1 Crash
-  2 Crashes



Crashes in Harding County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu

-  Forest & Wildlife Areas
-  Reservations & Pueblos
-  County Boundaries
-  City Boundaries

-  Interstate Highways
-  U.S. Highways
-  State Highways
-  Streets & Roadways

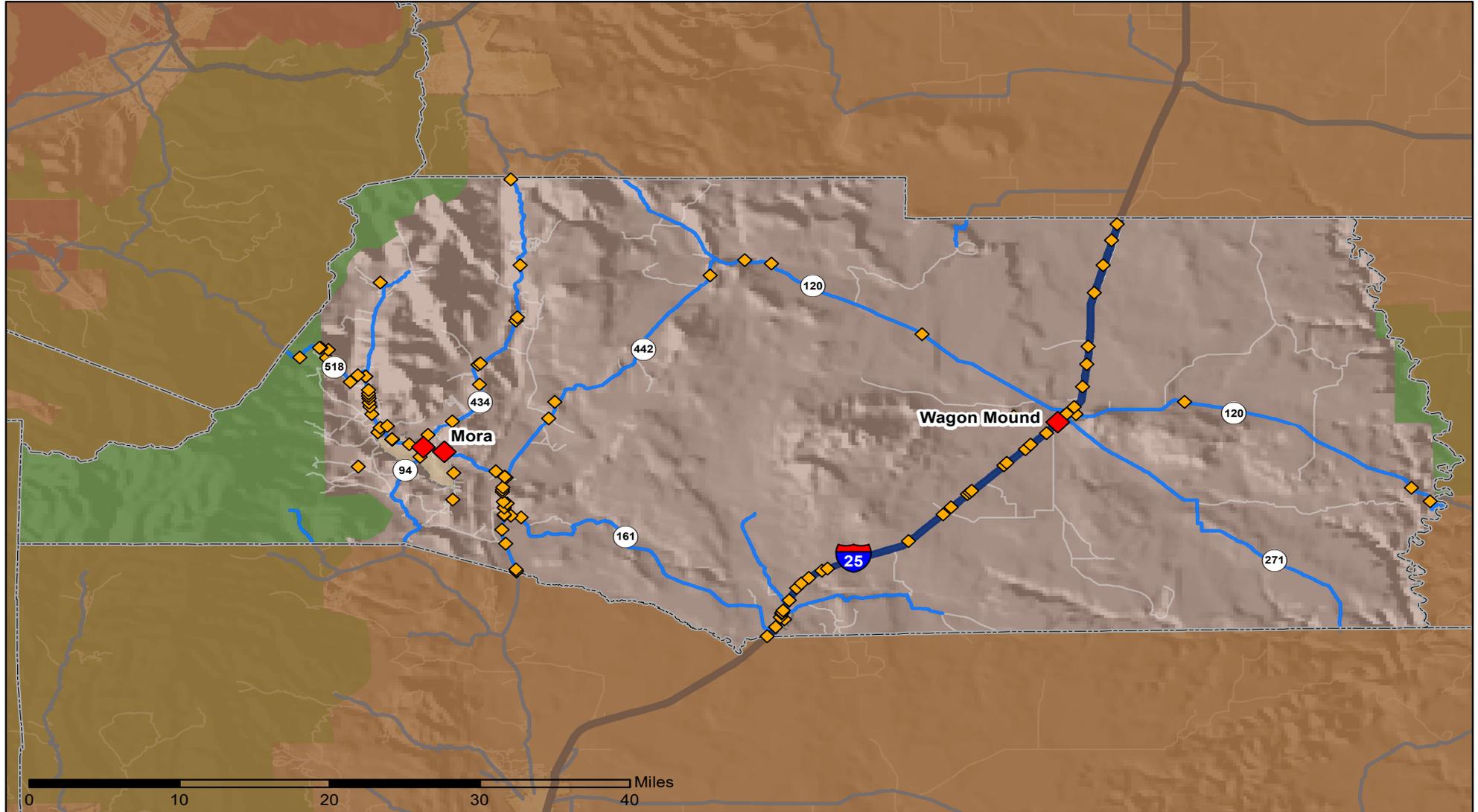
Crashes 2020

-  1 Crash



Crashes in Mora County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu

-  Forest & Wildlife Areas
-  Reservations & Pueblos
-  County Boundaries
-  City Boundaries

-  Interstate Highways
-  U.S. Highways
-  State Highways
-  Streets & Roadways

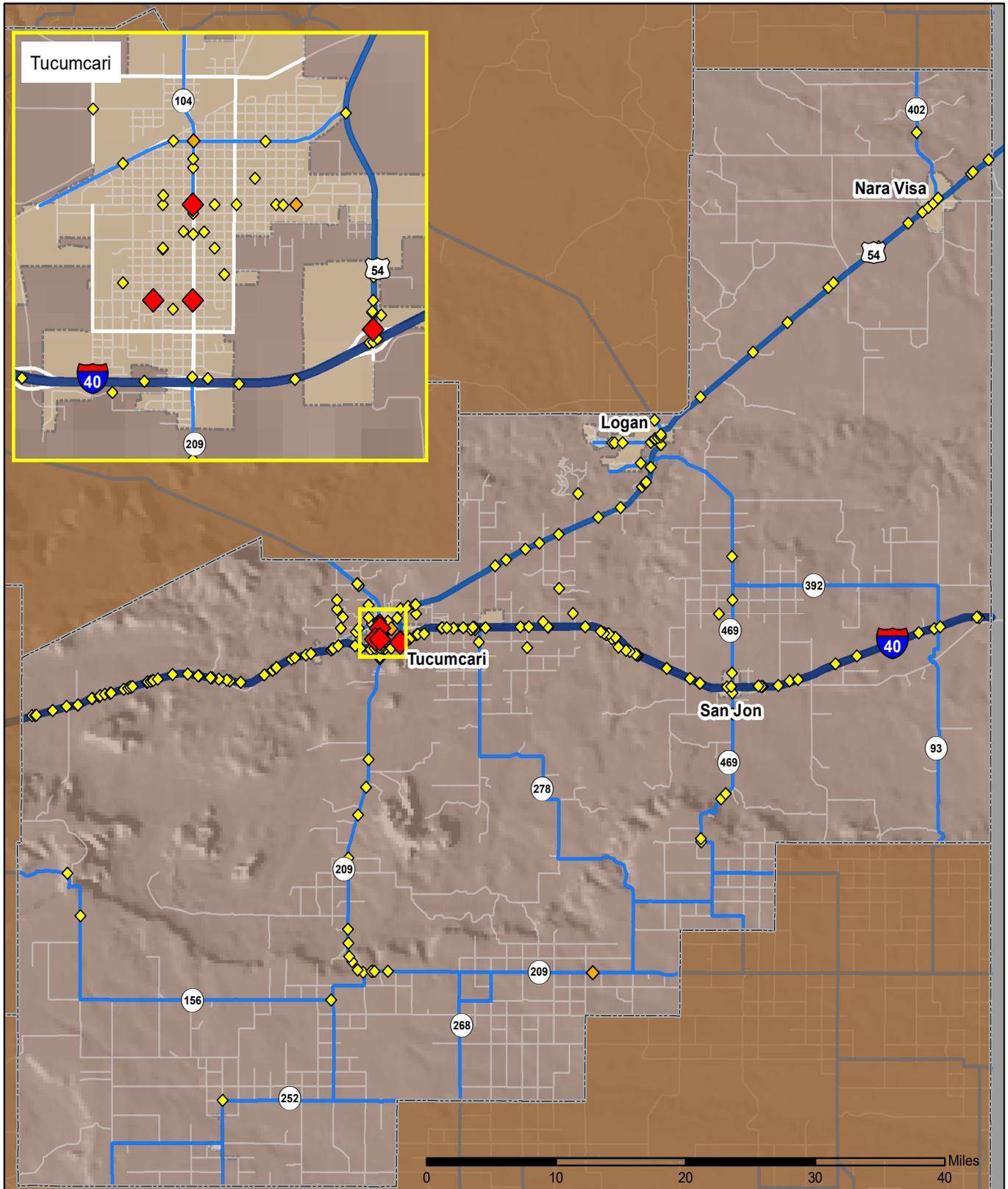
Crashes 2020

-  1 Crash
-  2 Crashes



Crashes in Quay County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend



- Forest & Wildlife Areas
- Reservations & Pueblos
- County Boundaries
- City Boundaries
- Interstate Highways
- U.S. Highways
- State Highways
- Streets & Roadways

Crashes 2020

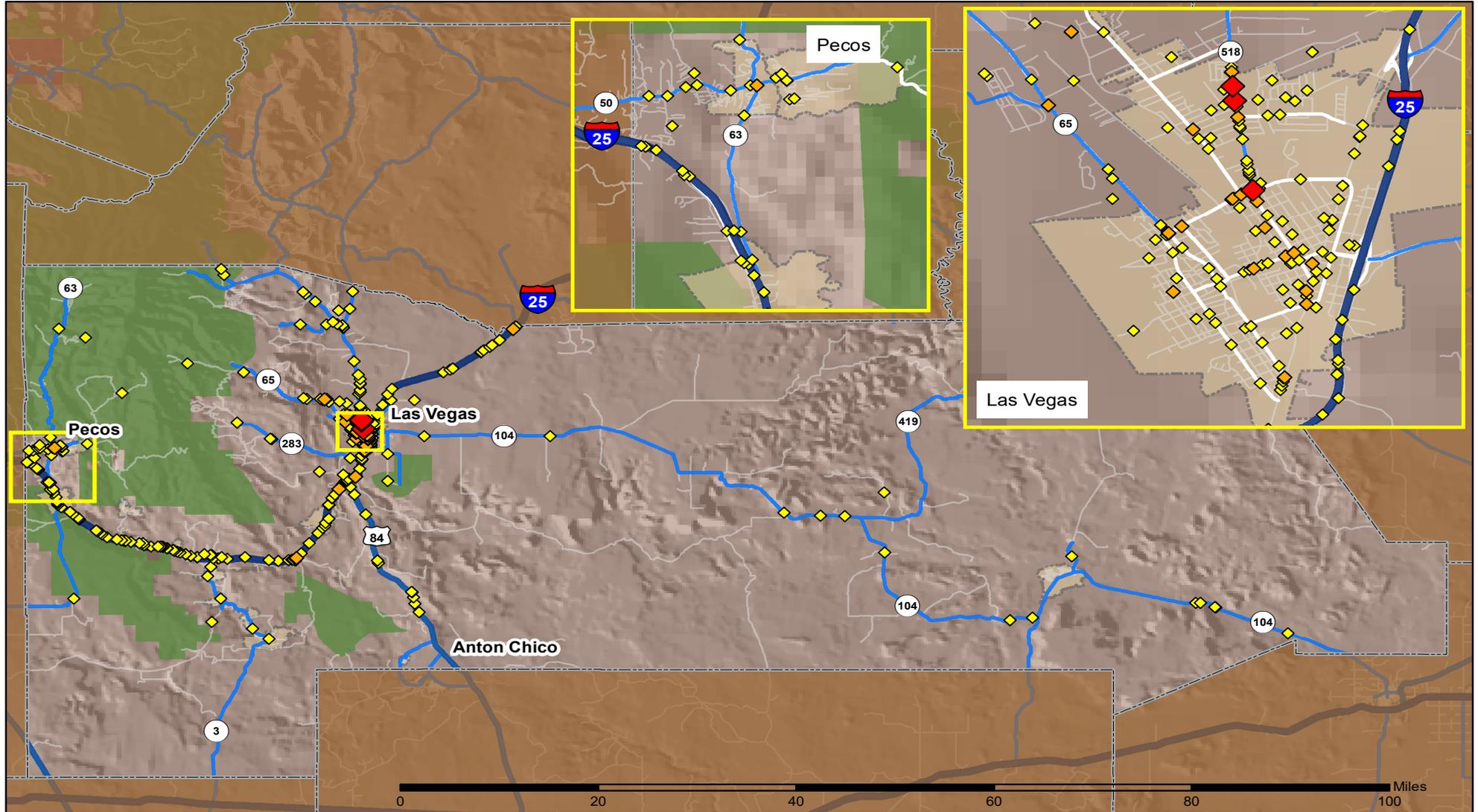
- 1 Crash
- 2 Crashes
- 3 - 4 Crashes

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu



Crashes in San Miguel County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu

- Forest & Wildlife Areas
- Reservations & Pueblos
- County Boundaries
- City Boundaries

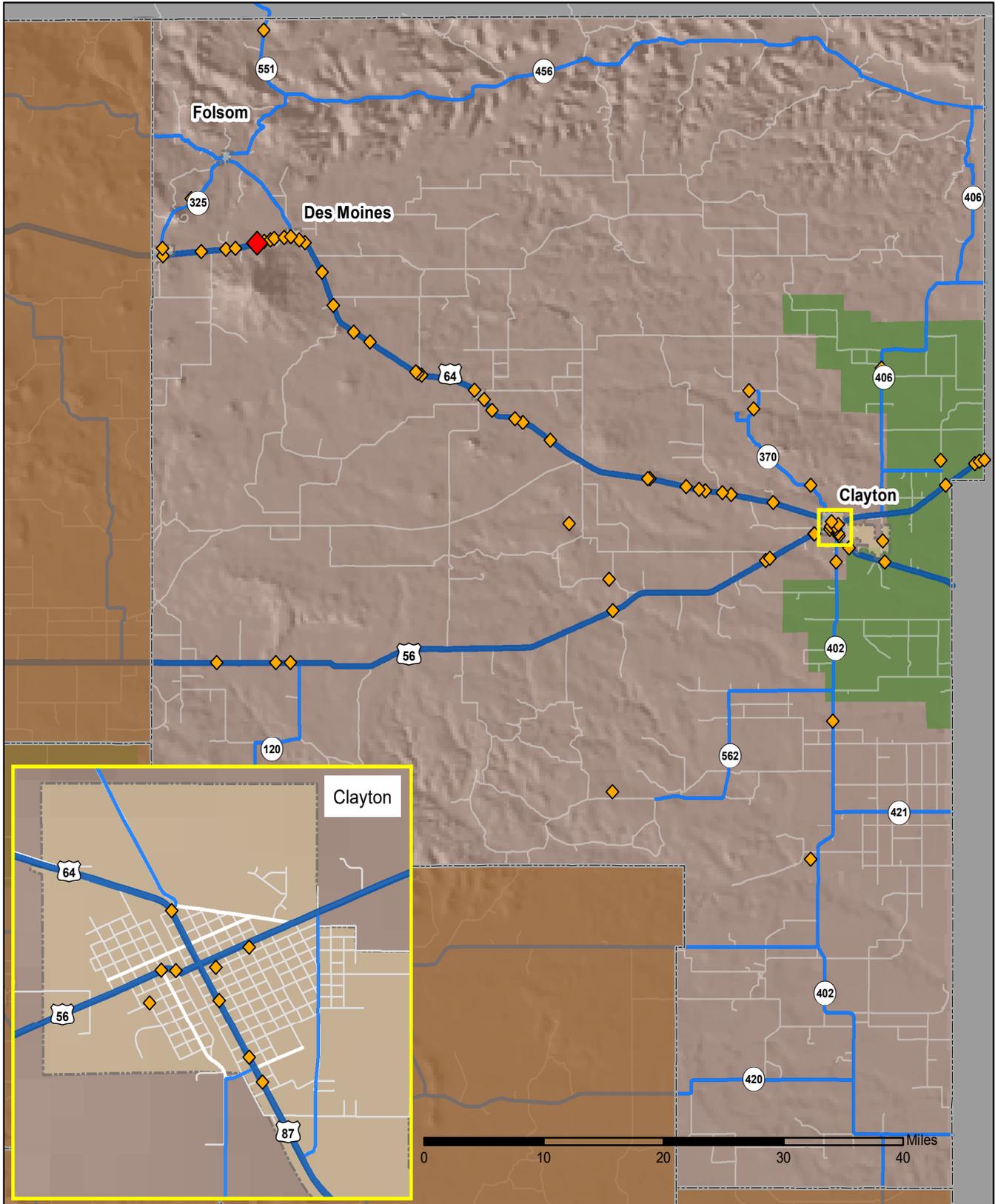
- Interstate Highways
- U.S. Highways
- State Highways
- Streets & Roadways

Crashes 2020

- 1 Crash
- 2 - 4 Crashes
- 5 - 7 Crashes

Crashes in Union County, New Mexico, 2020

Map created by the Traffic Research Unit, Geospatial & Population Studies at UNM



Legend



- Forest & Wildlife Areas
- Reservations & Pueblos
- County Boundaries
- City Boundaries
- Interstate Highways
- U.S. Highways
- State Highways
- Streets & Roadways

Crashes 2020

- 1 Crash
- 2 Crashes

Data Source: NMDOT Crash File 2020
<http://tru.unm.edu> CO#6093 tru@unm.edu