

# New Mexico Transportation Plan

## *Northern Pueblos Regional Transportation Plan*





## Acknowledgments

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The Northern Pueblos RTPO would like to thank:

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## Introduction

### What is a Regional Transportation Plan (RTP)?

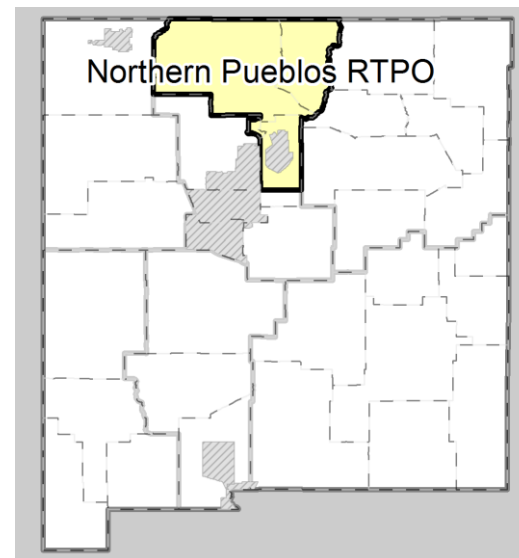
The development of a long range transportation plan provides an opportunity for elected officials, organizations, and individual citizens to determine how the transportation system should be structured to serve future needs most effectively. This Regional Transportation Plan (RTP) is an integral part of the “New Mexico Transportation Plan” (NMTP), which is the New Mexico Department of Transportation’s Federally required long range transportation plan. The purpose of the RTP is to apply the statewide plan’s Vision, Goals, Objectives and Strategies to the regional level. Under Federal law, long range transportation plans must look ahead at least 20 years; however, New Mexico has chosen to go beyond the minimum to examine a 25-year timeframe instead. So, this RTP provides a framework for thinking about the region’s transportation system over the period from 2016 to 2040.

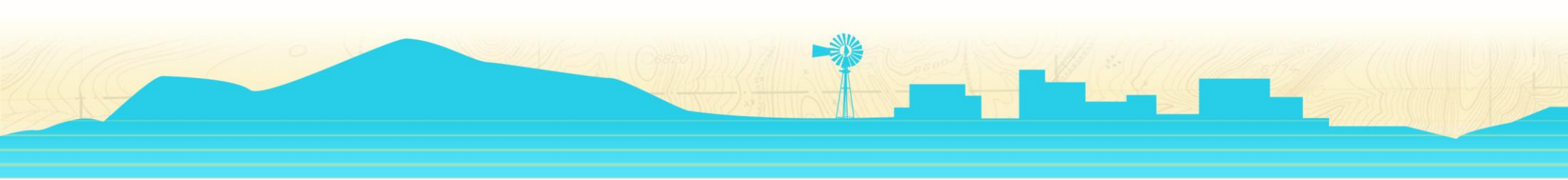
### About the Northern Pueblos RTPO

The Northern Pueblos RTPO (NPRTP) encompasses approximately 10,083 square miles in rural Los Alamos, Rio Arriba, Santa Fe, and Taos Counties. NPRTP is a voluntary association of local governments and the New Mexico Department of Transportation (NMDOT) that provides a forum for members to meet, plan, and work together on issues related to transportation in the North Central New Mexico region. It is comprised of municipalities, counties, and tribes in the rural portion of the region and acts as the state-required Regional Transportation Planning Organization for the area. Its membership consists of elected officials and their designated alternates. Federal and state agencies with a responsibility for transportation planning and programs in the region are also represented in an advisory, non-voting capacity on the NPRTP Joint Policy and Technical Committee.

### Title VI Information

The North Central New Mexico Economic Development District fully complies 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, please contact the NCNEMDD Title VI Coordinator, Tim Armer by phone: 505- 395-2668, by fax: 1-877-293-3710 or by email: [tima@ncnmedd.com](mailto:tima@ncnmedd.com) or visit our website at [www.rtpnm.org](http://www.rtpnm.org) for additional information.





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# Existing Conditions: Challenges and Opportunities

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## Existing and Future Conditions

### Membership Diversity

Northern Pueblos RTPO membership represents a diverse population and a checkerboard of local governmental jurisdictions, including **Counties:** Los Alamos, Rio Arriba, Santa Fe (*not including the Santa Fe Metropolitan Planning Organization*), Taos; **Municipalities:** City of Española, Taos Ski Valley, Town of Taos, Town of Red River, Village of Chama, Village of Questa; and **Tribal Governments:** Jicarilla Apache Nation, Ohkay Owingeh, Pueblo of Nambe, Pueblo of Picuris, Pueblo of Pojoaque, Pueblo of San Ildefonso, Pueblo of Santa Clara, Pueblo of Taos, Pueblo of Tesuque.

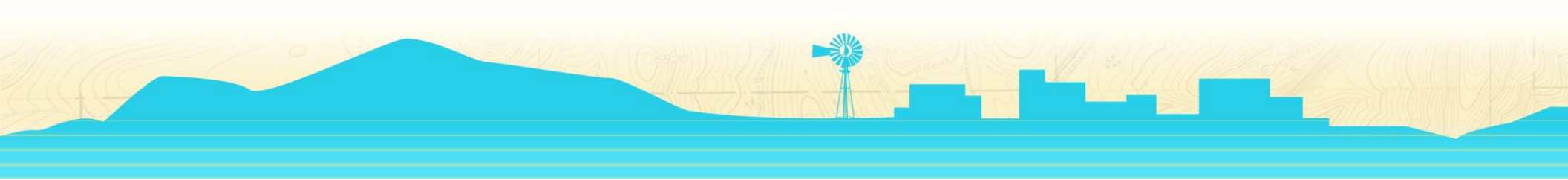
### Demographics

The total population in the region as of the 2010 Census was 110,683 and is projected to grow to 116,474 by the year 2040. The Northern Pueblos RTPO is home to approximately 5.4 percent of the state’s entire population, which will decrease to 4.2 percent by the year 2040.

Demographic	Statistic	Area
2010 Census Population	110,683	NPRTPO
2010 Percent of Population	5.4%	New Mexico
2040 Projected Population	116,474	NPRTPO
2040 Percent of Population	4.2%	New Mexico
2010 Percent Over Age 60	40.1%	NPRTPO
2010 Percent Over Age 60	19.1%	New Mexico
2010 Percent Over Age 60	18.5%	National
2010 Percent Obese	16.0%	NPRTPO
2010 Percent Obese	24.0%	New Mexico
2010 Percent Obese	27.0%	National

Source: (2010) [http://www.cdc.gov/diabetes/atlas/countydata/County\\_EXCELstatelistOBESITY.html](http://www.cdc.gov/diabetes/atlas/countydata/County_EXCELstatelistOBESITY.html).

Source: 2010 U.S. Census data.



## Land Use and Communities

The region's growth rate is influenced and shaped by water availability, real estate affordability, and reliable transit availability. High housing costs in the major employment areas in Santa Fe and Los Alamos County, with limited availability of land are driving new as well as long-time residents further away from their workplaces. As more urban based workers and new arrivals are residing in more affordable and desirable rural areas, traffic congestion, accidents and commuting times are increasing along major highway corridors. The continuing trend for seasonal water use restrictions is forcing many communities to develop and adopt long term water and wastewater management policies and plans forcing local governments to overhaul their planning and zoning ordinances to include transit and transportation expansion; improved water and waste water systems and identification of economic development areas.

Due to the growing trend of new residential subdivisions and commercial developments many municipalities, counties and tribal governments are in the process of developing, comprehensive growth management plans.

### *Strengths*

There are a significant number of county and municipal governments with planning and land use regulation authority. Affordable housing initiatives are supported in policy and programs in some parts. Most communities and tribal governments have housing authorities and assisted-housing units available. Land use considerations in parts of the region, such as the Santa Fe County Growth Management Plan, reflect the limitations and constraints of the natural environment and resources. The region possesses rich cultural and historic assets and resources which are key to sectors such as tourism and agriculture.

### *Weaknesses*

Many rural communities do not have the financial resource to use their available authority. There is a lack of consistency in land use regulation that is an issue for effective economic development. Small housing authorities with a small number of units are increasingly facing financial difficulties. Small community commercial business districts are losing retail and service business to the Santa Fe area. The housing stock in the region is in need of upgrades and modernization, including energy efficiency, also public land management coordination with local development is often incompatible and/or lack mutual cooperation.

### *Opportunities*

Several smaller communities, such as Los Alamos and Espanola, have initiated successful downtown redevelopment projects and have potential to align land use and development patterns to support growth for appropriate infrastructure and targeted industry development. Further identification of sites for economic development and development of an asset inventory, future housing programs should be compatible to integrate land use with investment of capital and other factors supporting development of economic, transportation and quality of life opportunities.



### Threats

The aging populations and changes in demographics will place increasing demand on accessing goods and services in both the public and private sectors. If land use, housing and development patterns are not aligned strategically to recognize the impact to community, economy and environment, depletion of natural resources will result-especially water; unmet infrastructure needs and availability of services will become stressed.

## Industries and Economy

### Total Jobs/Industry Sector by County (2010)

Industry	Los Alamos	Rio Arriba	Santa Fe	Taos
Farm	0	1,274	515	604
Forestry/Fishing	25	124	141	*
Mining	*	123	691	419
Utilities	*	138	139	137
Construction	174	886	4,135	1,192
Manufacturing	*	397	1,352	369
Wholesale Trade	119	155	1,377	196
Retail Trade	587	1,739	10,137	1,845
Transportation /Warehouse	57	208	694	147
Information	123	126	1,653	210
Finance & Insurance	401	330	3,222	436
Real Estate & Professional	304	458	4,276	941
Scientific Services	11,765	<sup>a</sup>	6,701	<sup>a</sup>
Management. Services	<sup>a</sup>	<sup>a</sup>	273	<sup>a</sup>
Waste Management. Services	<sup>a</sup>	569	2,805	805
Education Services	273	281	2,214	294





### Total Jobs/Industry Sector by County (2010) (continued)

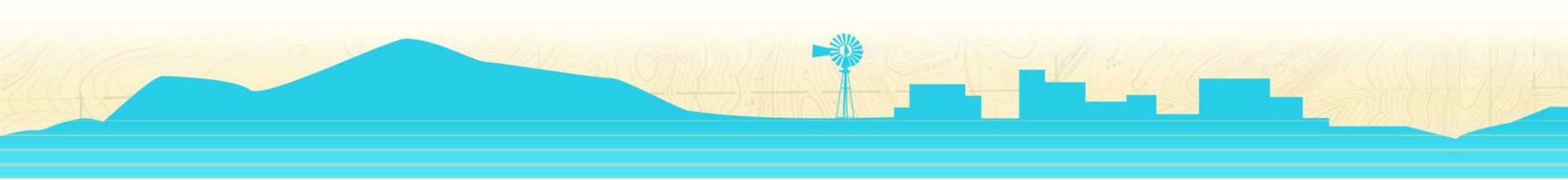
Industry	Los Alamos	Rio Arriba	Santa Fe	Taos
Health Care	1,047	2,072	10,114	1,996
Arts, Entertainment & Recreation	310	427	3,870	1,314
Lodging & Food	534	1,028	8,544	2,167
Other Services	484	755	5,224	912
Government	1,992	5,210	18,910	2,390
<b>Total Employed</b>	<b>19,853</b>	<b>16,919</b>	<b>86,987</b>	<b>17,391</b>

Source: U.S. Bureau of Economic Analysis (BEA) Data after 2010 is not available since BEA discontinued production of this data due to sequestration.

<sup>a</sup> Disclosure.

### Public Health

Percent Obese (2010): 16% (statewide = 24%, national average = 27%)



## Key Challenges and Opportunities

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- **Changing Demand for Transportation** (aging population, changing VMT, changing lifestyle preferences)
  - Improve ADA accessibility.
  - Re-prioritize alternative transportation options before roads.
- **Declining Revenue** (doing more with less)
  - Balancing urban and rural needs; currently a funding priority for high population areas.
  - Inter-government cooperation and collaboration.
  - Develop a transparent prioritization process.
- **Land Use Coordination** (better access to public transit, shorter distance for bike/ped, less time/money for auto users, benefits to multiple modes)
  - Improve local decision-making; improve communication between agencies and smaller communities.
  - Need technical support for local government agencies and tribes.

## Identified Needs

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- Improve ADA accessibility.
- Re-prioritize alternative transportation options before roads.
- Balancing urban and rural needs; currently a funding priority for high population areas.
- Inter-government cooperation and collaboration.
- Develop a transparent prioritization process.
- Improve local decision-making; improve communication between agencies and smaller communities.
- Need technical support for local government agencies and tribes.



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# Transportation System Overview

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# Transportation System Overview

## Key Routes

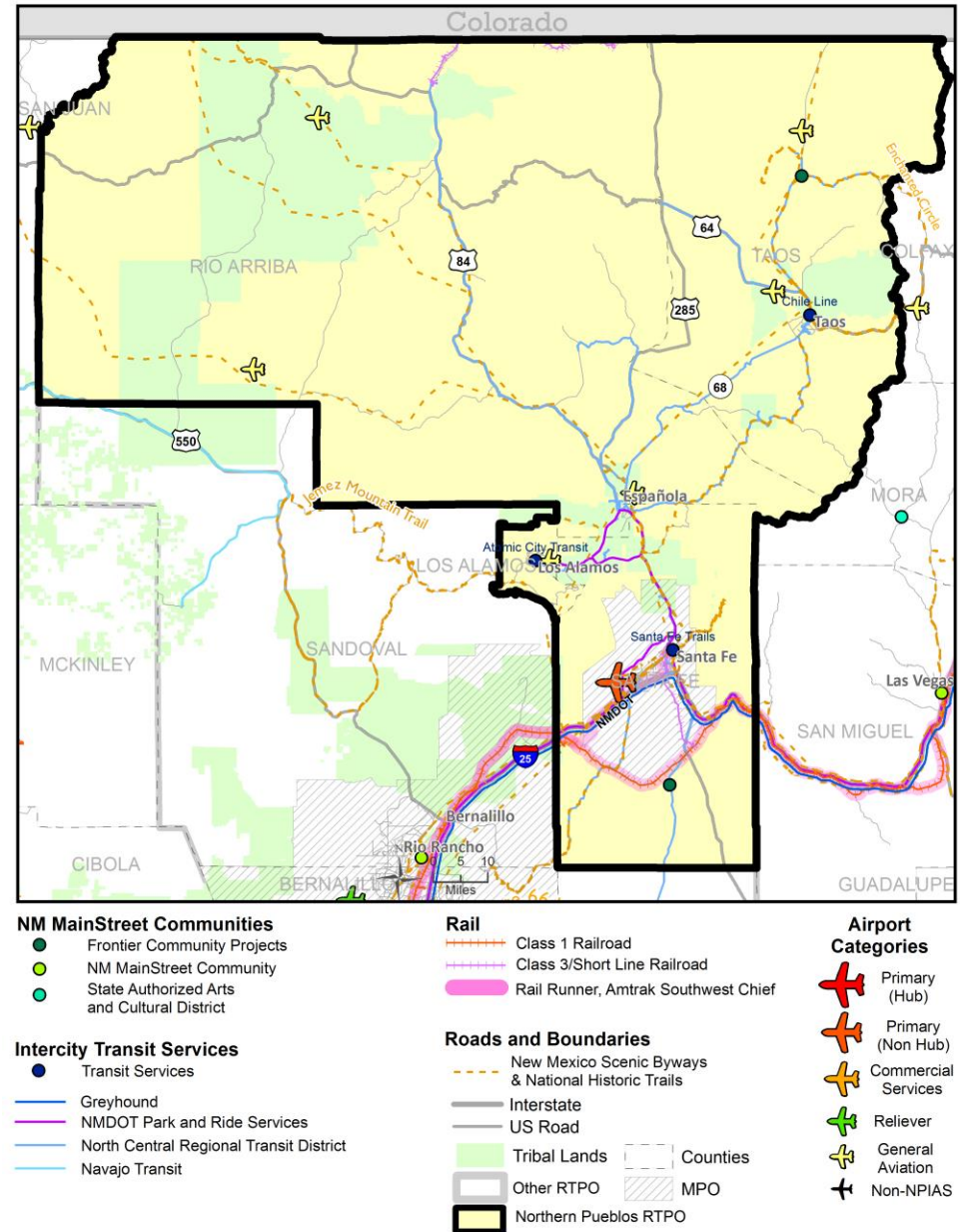
- Interstate 25
- U.S. 285
- U.S. 84
- U.S. 64
- NM 68

## Airports/Airstrips (2012 Enplanements)

- Santa Fe Municipal (47,847)
- Taos Regional
- Los Alamos County (6,558 between Los Alamos & ABQ, FY 2014)







## Scenic Byways

- Enchanted Circle
- Santa Fe Trail
- Narrow Gauge
- Puye Cliffs
- Route 66
- Turquoise Trail
- Wild Rivers Back Country Byway
- High Road to Taos
- Tracks Across Borders







## Roadway System by Tier

Working in coordination with its partners, NMDOT will use a tiered, multimodal prioritization system to establish performance targets and make resource allocation decisions. The table below defines three to four tiers for each mode that reflect the different levels of importance of different types of transportation facilities and services for moving people and goods. Standards for maintenance and operations reflect the tier structure, with higher tiers having higher condition standards than lower tiers. Tiers shaded in ‘gold’ will have the highest condition targets. Tiers in ‘silver’ will have lower performance targets, but still require substantial levels of investment. Tiers in ‘bronze’ will have the lowest performance targets. Tiers in white are for facilities that are not appropriate for investment. Given the higher performance targets, NMDOT will also make the higher tier facilities and services the primary focus of its capital investment. In the case of transit, NMDOT will prioritize investments on the basis of the *New Mexico State Management Plan for the Administration of Federal Transit Grants*.

Tier	 Roads	 Freight	 Bus/Rail	 Pedestrian	 Bicycle	 Aviation
1	Interstates	Interstates Transcontinental Railroads	Demand for >35 scheduled trips per week in each direction	Urban highway routes ... with population concentrations	High demand on- system routes	Primary commercial airports (e.g., Sunport)
2	Cities 20k+ Demand > 10k High tourist demand destinations	Remainder of priority truck network High demand shortline railroads	Demand for 20-34 scheduled trips per week in each direction	... with pedestrian generating land use	Medium demand on- system routes	Non primary commercial airports
3	Cities 10k+ Demand > 5k Rest of NHS Tourist destinations	Remainder of active short line railroads, regionally significant freight network	Demand for 5-19 scheduled trips per week in each direction	... all other segments	Low demand on- system routes	Reliever airports
4	All others	Abandoned railroads	Demand for 1-4 trips per week in each direction	Non-urban highways, no ped accommodation	Routes that appropriately prohibit bicycles	General aviation airports

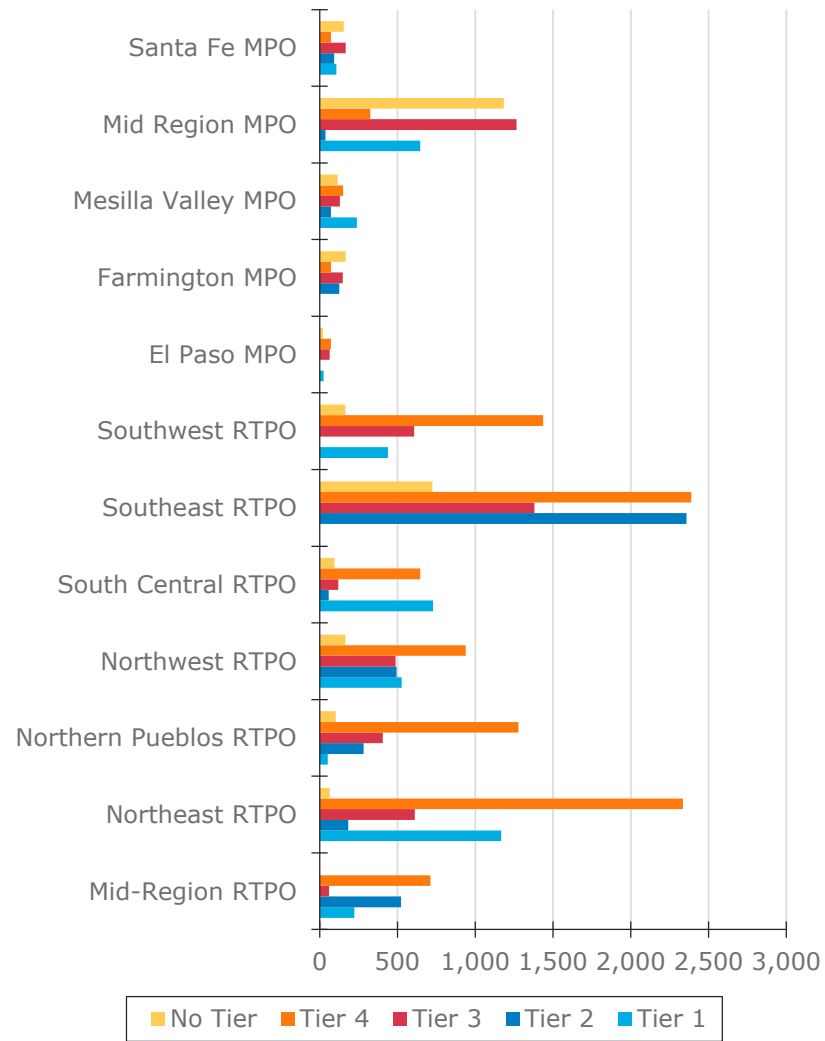
  

	"Gold Standard" Highest performance targets		"Silver Standard" Mid-level performance targets		"Bronze Standard" Lowest performance targets		Not appropriate for investment
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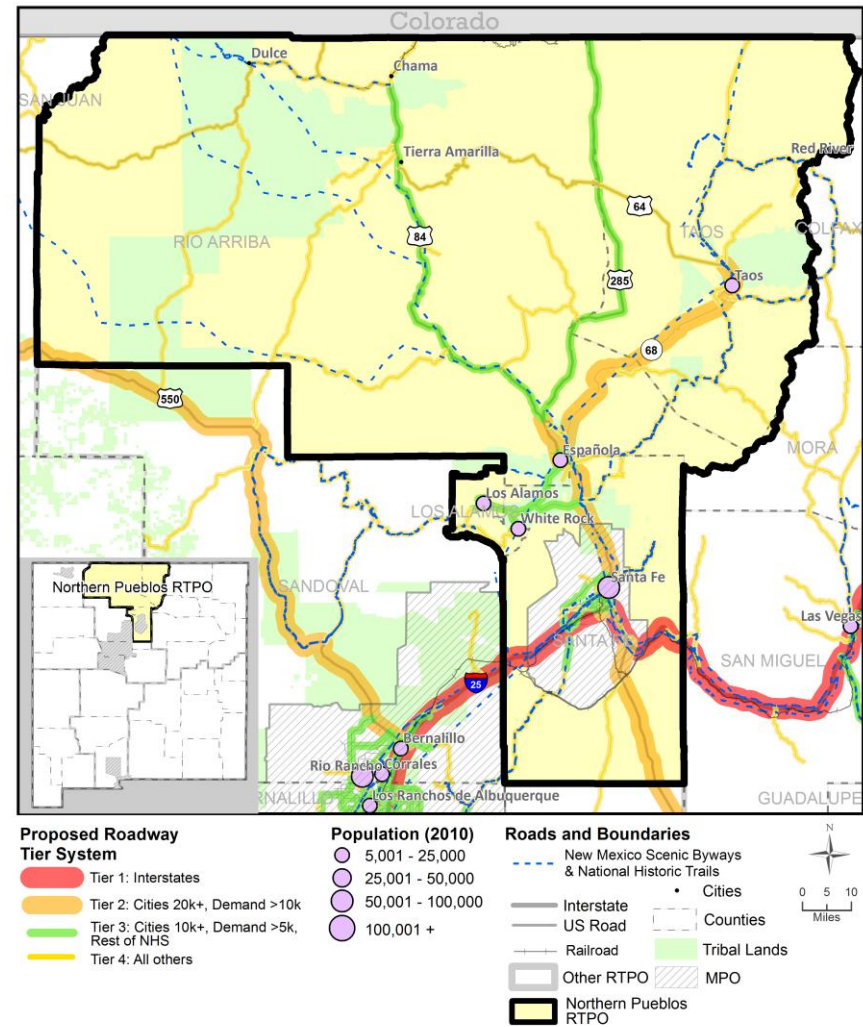
Note: Bus/Rail, Pedestrian, and Bicycle tiers are preliminary and will be updated.



### Total Lane Miles by Tier



### Roadway System by Tier

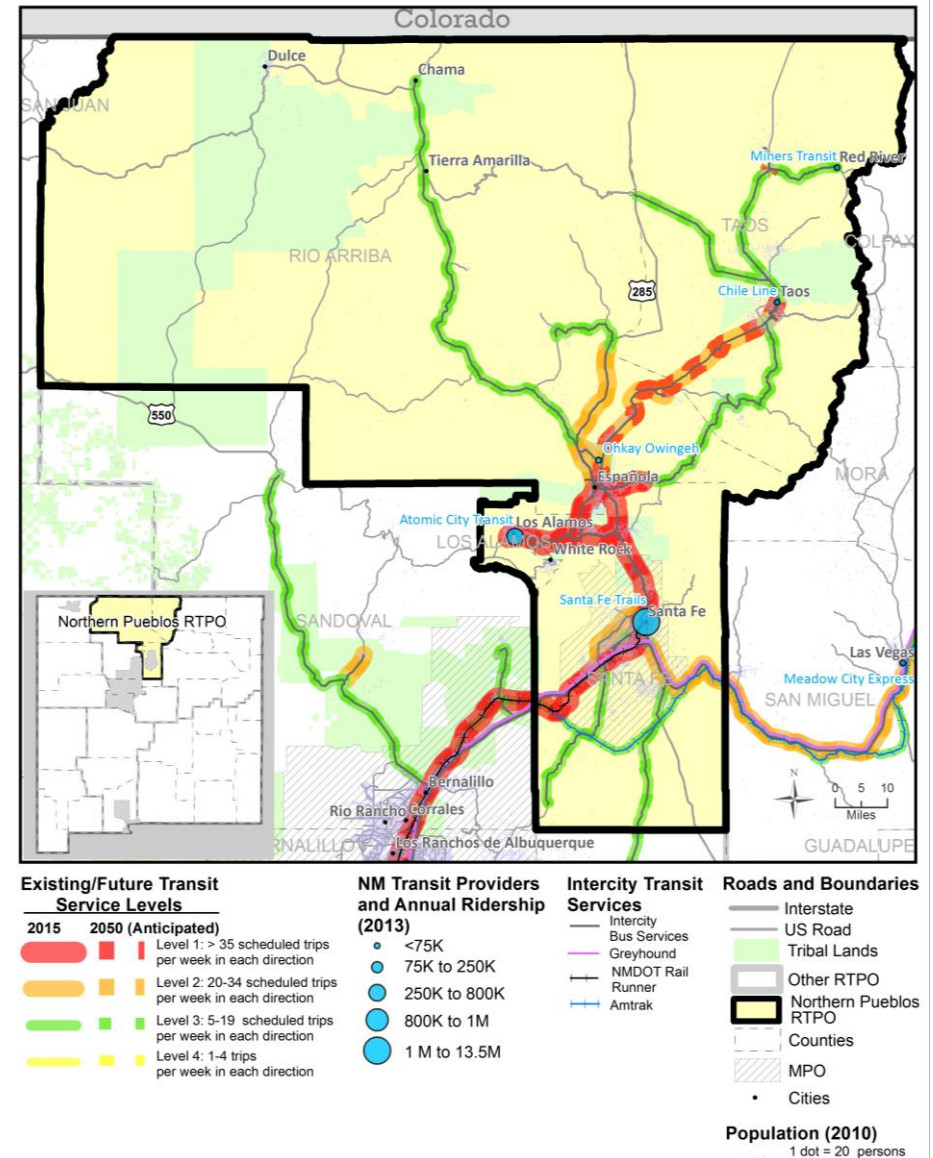


## Transit Service

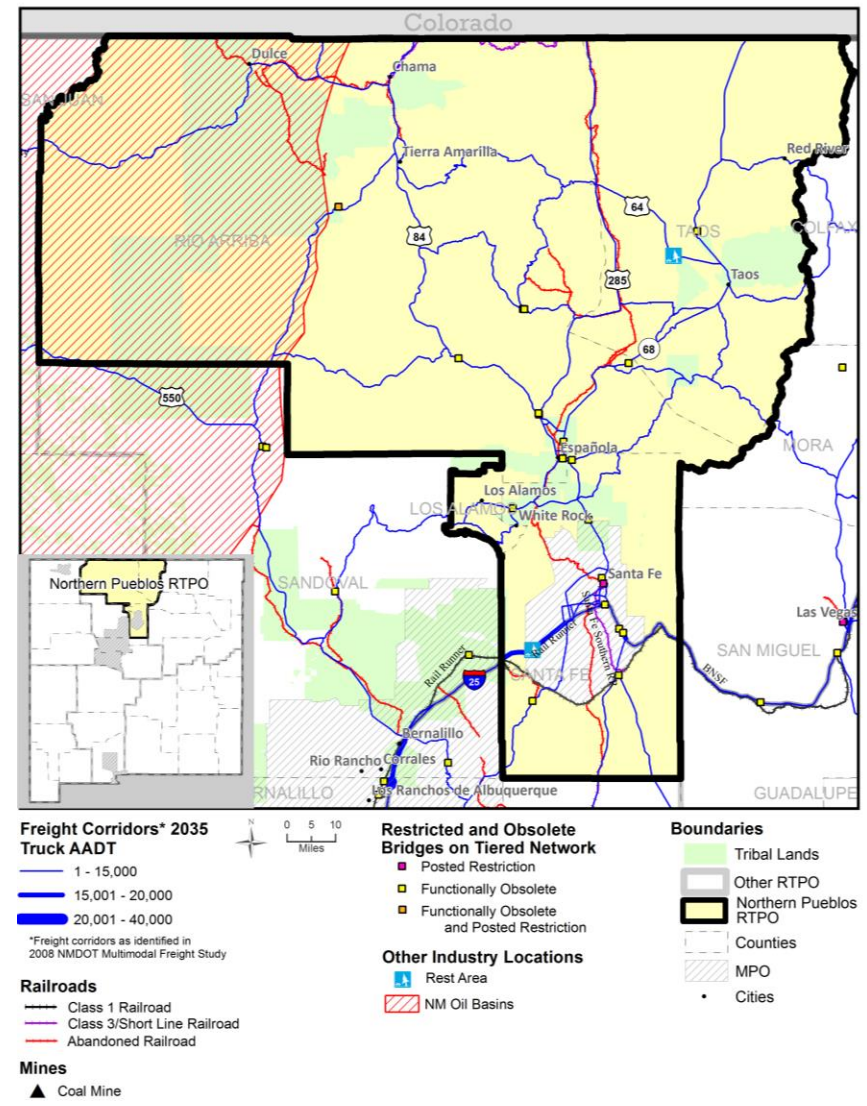
- Los Alamos- Atomic City (0.55 million)
- Las Cumbres Community Services
- NMDOT Park and Ride (0.31 million)
- North Central RTD (0.21 million operated, 0.52 million funded)
- Ohkay Owingeh- Popay Messenger (12,808)
- Rail Runner (1.09 million)
- Santa Fe Trails (1.12 million)
- Town of Red River – Miners Transit (29,009)
- Town of Taos – Chile Line (72,990)

## Passenger Rail

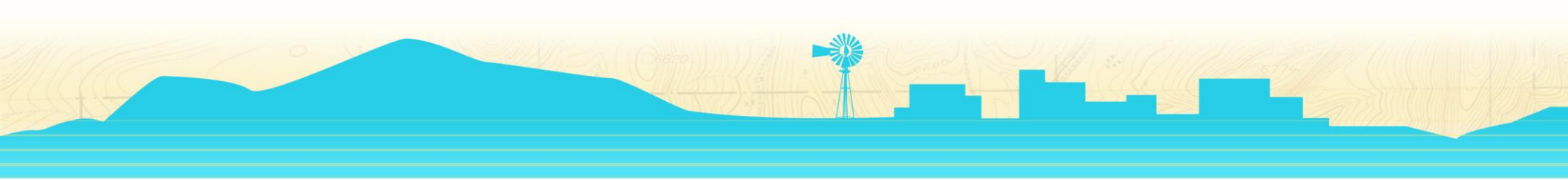
- Cumbres and Toltec Scenic Rail Road
- Rail Runner Express
- Amtrak Southwest Chief



# Freight







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# Goals and Strategies

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## Our Vision for the Future

The New Mexico Transportation Plan and this Regional Transportation Plan (RTP) are organized by five goals that lead to a vision for the future of transportation in the state. All goals are supported by a process that prioritizes transparency and accountability in all decision-making. This section explains the specific strategies developed for each goal and how they will be applied. The goals and strategies for the plan were developed collaboratively, based on input from a broad range of public and private stakeholders from across New Mexico. Over 165 partner agencies, 1150 public and stakeholder participants, and 660 survey respondents supported the development of the plan and strategies.

NMDOT’s 2040 New Mexico Transportation Plan (NMTP) provides the foundation for seven Regional Transportation Plans (RTP) in New Mexico. The RTPs share NMDOT’s goals and strategies, however, since each region has its own unique identity and set of challenges the statewide framework has been adapted to each region and will be carried out on a regional basis.

NMDOT cooperated closely with the state’s seven Regional Transportation Planning Organizations (RTPO) and five Metropolitan Planning Organizations (MPO) to develop the NMTP. It also established a robust public and stakeholder engagement process to help ensure that the plan’s vision, goals, strategies and actions would reflect a broad cross-section of statewide and regional perspectives.

To facilitate input at the (rural) regional level, the RTPOs provided opportunities for the public and agencies to learn about and comment on the plan through the regular RTPO Policy Committee meeting process and through a variety of other venues. Each RTPO also formed an interdisciplinary Regional Working Group (RWG) to facilitate stakeholder involvement in a more-structured and systematic fashion. RWG members included NMDOT planning liaisons, RTPO staff, NMDOT District staff, staff from other public agencies, employees of private organizations, and private citizens.



The Northern Pueblos RTPO RWG included 44 members who participated in the process, meeting at each milestone of the plan Phases I, II and III. For additional information about each phase, please refer to Appendix: Public Involvement Process. These members also participated in various Statewide Working Groups (SWG) and Coordinating Committees, which also met throughout the planning phases. The picture at the right provides a sense of the level of engagement that generated the core vision, goals, and objectives of the plan.

The feedback and information collected from this high level of coordination among varying stakeholders helped to shape the NMTP, but it also each of the seven RTPs. Since each region has its own unique set of challenges, each RWG enabled a closer look respectively at their region and how it should develop from now until the year 2040.

The Northern Pueblos RTPO's RWG identified key regional issues, strategies on how to address and achieve goals, and guide the:

- Improvement of ADA accessibility.
- Balancing of urban and rural needs; currently a funding priority for high population areas.
- Improvement of local decision-making; improve communication between agencies and smaller communities.
- Enhancement of technical support for local government agencies and tribes.
- Improvement of Inter-governmental cooperation and collaboration.
- Development of a transparent prioritization process.
- Re-prioritization of alternative transportation options before roads.



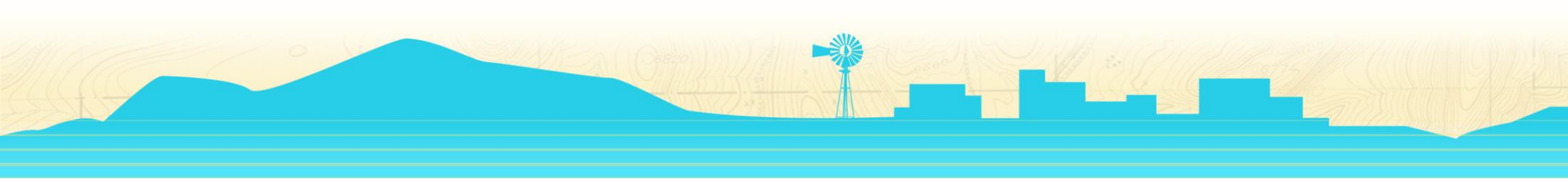


## Summary of Goals, Priorities, and Strategies

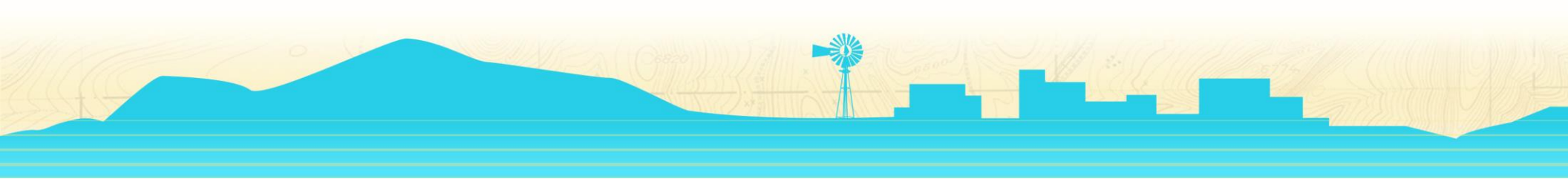
Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
<p><b>Operate with Transparency and Accountability</b></p>	<ul style="list-style-type: none"> <li>■ Balancing urban and rural needs; currently a funding priority for high population areas.</li> <li>■ Improve local decision-making; improve communication between agencies and smaller communities.</li> <li>■ Need technical support for local government agencies and tribes.</li> <li>■ Inter-government cooperation and collaboration. Develop a transparent prioritization process.</li> </ul>	<ul style="list-style-type: none"> <li>■ Maintain an Interagency Coordination Committee (IJC) in combination with the NP RTPO Membership to continue to meet as needed (at least annually) to identify opportunities for further coordination and collaboration of NMDOT with other state and Federal agencies.</li> <li>■ Recommend input of long range planning processes guidance into NMDOT’s Planning Procedures Manual and STIP/RTIP Policies and Procedures.</li> <li>■ Develop, communicate, and align project applications based on the relationship between program funding levels and expected program results.</li> <li>■ Continue to improve project identification and project delivery (i.e., recommending appropriate projects for funding program, completed on time within budget.)</li> <li>■ Develop a data dictionary and data base for key criteria concerning project development and readiness.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b><u>Partnerships and Coordination.</u></b> Build trust and leverage external support for transportation initiatives by coordinating early and often with Federal, state, regional, tribal, local, and other agencies to plan fund and implement projects and programs</li> <li>■ <b><u>Access to high-quality data and information.</u></b> Enhance internal and external (stakeholder and public) access to spatial and non-spatial data to improve data quality and enhance the ability of NMDOT employees and stake holders to evaluate the effectiveness of projects and programs.</li> </ul>



Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
<p><b>Improve safety and public health for all system users</b></p>	<ul style="list-style-type: none"> <li>■ One-click coordinated transit and healthcare.</li> <li>■ Take a pro-active approach to public health, promote physical activity.</li> <li>■ Public education on rules of the road to improve safety for all modes.</li> <li>■ Open space plans to improve access for elders and children to improve health.</li> <li>■ Address the dangers in using right-of-way for multimodal use along roadways.</li> <li>■ Faster, non-stop transit service between communities.</li> <li>■ Complete streets policy.</li> </ul>	<ul style="list-style-type: none"> <li>■ Coordinate with the New Mexico Strategic Highway Safety Plan by identifying counter measures to reduce crashes when maintain, upgrading, or reconstructing, infrastructure and evaluating effectiveness of safety investments.</li> <li>■ Include safety of all modes as a prioritization factor to rank all types of projects prior to incorporation into the RTIP.</li> <li>■ Improve safety data quality, accessibility, and timeliness.</li> <li>■ Emphasize safety for most vulnerable system users (e.g., older citizens, children, pedestrians, and bicyclists).</li> <li>■ Identify the top safety risks in the region and conduct systematic safety planning efforts, including evaluating potential strategies.</li> <li>■ Promote Road Safety Assessment (RSA) at the regional and local levels to identify road safety deficiencies and risk characteristics and implement countermeasures over time.</li> <li>■ Adopt transportation safety policies related to Complete Streets, pedestrian design, and access management.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Data Driven Process.</b> Reduce fatalities and serious injuries through data driven, innovative, and proactive processes that include examination of safety hot spots and systemic safety concerns.</li> <li>■ <b>Health.</b> Proactively address transportation-related public health concerns to support planning partners and ensure air quality conformity.</li> </ul>



Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
<p><b>Preserve and maintain the transportation system over the long term</b></p>	<ul style="list-style-type: none"> <li>■ Address infrastructure deterioration.</li> <li>■ Provide ITS for improved roadway intelligence; Internet reliability.</li> <li>■ Dedicated state transit fund.</li> </ul>	<ul style="list-style-type: none"> <li>■ Create and maintain a comprehensive inventory of all assets being submitted through the RTPPO process, including pavement and bridge, including historic condition, and current and projected use of the project.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Asset Management.</b> Develop and implement a data-driven, asset management strategy and plan that ensures that NMDOT can efficiently maintain all existing and future elements of the state’s multimodal transportation system.</li> <li>■ <b>Make Investment Decisions based on life cycle costs.</b> Apply life cycle cost analysis techniques as the primary basis for evaluating and prioritizing capacity expansion activities.</li> </ul>
<p><b>Enhance multimodal mobility, connectivity, and accessibility</b></p>	<ul style="list-style-type: none"> <li>■ ADA compliance.</li> <li>■ Improve public transit.</li> <li>■ Provide access across all modes of transportation.</li> <li>■ More airport services statewide.</li> <li>■ Roadways need to be re-designed for multimodal use. (more than “Share the Road”).</li> <li>■ Multimodal connections between regions.</li> <li>■ Support RTD.</li> <li>■ Public education about using transit.</li> </ul>	<ul style="list-style-type: none"> <li>■ Continue to work with local agencies to coordinate schedules and make web-based transit information more accessible.</li> <li>■ Coordinate with a state bicycle, pedestrian, equestrian (BPE) plan to refine the strategies set forth in the NMTP and establish priorities for trail development.</li> <li>■ Promote all facets of aviation including local recreation and tourism connections at smaller airports.</li> <li>■ Develop guidance to help local communities adopt location-efficient and transit-supportive development site planning ordinances.</li> <li>■ Work with the New Mexico Aging and Long term Services Department and other partners to identify transportation safety features needed to better support an older traveling population.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Land Use.</b> Provide funding and support for projects, programs or activities – such as transit oriented development (TOD), safe routes to school, and others –that facilitate access to jobs, reduce the need for travel, lower travel costs, reduce travels distances, provide for greater travel mode choice, or otherwise reduce the need to travel alone.</li> <li>■ <b>Aging Population.</b> Align the transportation system more closely to serve the needs of New Mexico’s aging population.</li> </ul>



Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
<p><b>Respect New Mexico’s culture, history, environment and quality of life</b></p>	<ul style="list-style-type: none"> <li>■ Address economic development.</li> <li>■ Shift from goods-based economy to activity-related businesses.</li> </ul>	<ul style="list-style-type: none"> <li>■ Work with the New Mexico Economic Development Department and other partners to define cultural corridors and other transportation oriented tourism opportunities to improve the quality of visitor travel experience in New Mexico.</li> <li>■ Help other state agencies (Tourism, Economic Development, etc.) to achieve the goals of New Mexico Main Street, the state authorized Arts and Cultural Districts, and other programs through context sensitive design and management of NMDOT’s transportation assets.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b><u>Context Sensitive Solutions.</u></b> When developing projects and programs, find a “best fit” transportation solution for the context that meets the expectations of both NMDOT and Community Stakeholders.</li> <li>■ <b><u>Require and respect local plans.</u></b> Target funds to support communities that develop local transportation plans that are consistent with NMTP and that demonstrate the financial and administrative capacity to implement them successfully.</li> <li>■ <b><u>Environmentally friendly practices.</u></b> Minimize the impacts of facility development and operations on the natural environment.</li> <li>■ <b><u>Recreation and tourism.</u></b> Work proactively with public and private-sector partners to advance state and regional tourism and recreation goals.</li> </ul>

## Goal 1: Operate with Transparency and Accountability

### Key Priorities Raised in Working Group

- Balancing urban and rural needs; currently a funding priority for high population areas.
- Improve local decision-making; improve communication between agencies and smaller communities.
- Need technical support for local government agencies and tribes.
- Inter-government cooperation and collaboration. Develop a transparent prioritization process.

### RTPO Action Items

- Maintain an Interagency Coordination Committee (IJC) in combination with the NP RTPO Membership to continue to meet as needed (at least annually) to identify opportunities for further coordination and collaboration of NMDOT with other state and Federal agencies.
- Develop, communicate, and align project applications based on the relationship between program funding levels and expected program results.
- Continue to improve project identification and project delivery (i.e., recommending appropriate projects for funding program, completed on time within budget.)

### Performance Measures

Utilize NP RTPO data to establish a data driven process to maintain a list of RTPO membership, monitor meeting attendance, track participation in funding programs, analyze project data and compare goals and objectives with outcomes.





## Goal 2: Improve Safety and Public Health for All System Users

### Key Priorities Raised in Working Group

- One-click coordinated transit and healthcare.
- Take a pro-active approach to public health, promote physical activity.
- Public education on rules of the road to improve safety for all modes.
- Open space plans to improve access for elders and children to improve health.
- Address the dangers in using right-of-way for multimodal use along roadways.
- Faster, non-stop transit service between communities.
- Complete streets policy.

### RTPO Action Items

- Coordinate with the New Mexico Strategic Highway Safety Plan by identifying counter measures to reduce crashes when maintaining, upgrading, or reconstructing, infrastructure and evaluating effectiveness of safety investments.
- Include safety of all modes as a prioritization factor to rank all types of projects prior to incorporation into the RTIP.
- Improve safety data quality, accessibility, and timeliness.
- Emphasize safety for most vulnerable system users (e.g., older citizens, children, pedestrians, and bicyclists).
- Identify the top safety risks in the region and conduct systematic safety planning efforts, including evaluating potential strategies.
- Promote Road Safety Assessment (RSA) at the regional and local levels to identify road safety deficiencies and risk characteristics and implement countermeasures over time.
- Adopt transportation safety policies related to Complete Streets, pedestrian design, and access management.

### Performance Measures

- Utilize NP RTPO data to establish a data driven process to track participation in safety related funding programs that promote user safety and public health in the NPRTP region, analyze project data and compare goals and objectives with outcomes.



## Goal 3: Preserve and Maintain Our Transportation Assets for the Long Term

### Key Priorities Raised in Working Group

- Address infrastructure deterioration.
- Provide ITS for improved roadway intelligence; Internet reliability.
- Dedicated state transit fund.

### RTPO Action Items

- Create and maintain a comprehensive inventory of all assets being submitted through the RTPO process, including pavement and bridge, including historic condition, and current and projected use of the project.

### Performance Measures

- Utilize NP RTPO data to establish a data driven process to maintain an inventory of the regional transportation system, analyze project data and compare goals and objectives with outcomes.



## Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity and Health

### Key Priorities Raised in Working Group

- ADA compliance.
- Improve public transit.
- Provide access across all modes of transportation.
- More airport services statewide.
- Roadways need to be re-designed for multimodal use. (more than “Share the Road”).
- Multimodal connections between regions.
- Support RTD.
- Public education about using transit.



### RTPO Action Items

- Continue to work with local agencies to coordinate schedules and make web-based transit information more accessible.
- Coordinate with a state bicycle, pedestrian, equestrian (BPE) plan to refine the strategies set forth in the NMTP and establish priorities for trail development.
- Promote all facets of aviation including local recreation and tourism connections at smaller airports.
- Develop guidance to help local communities adopt location-efficient and transit-supportive development site planning ordinances.
- Work with the New Mexico Aging and Long term Services Department and other partners to identify transportation safety features needed to better support an older traveling population.

### Performance Measures

- Utilize NP RTPO data to establish a data driven process to track participation in Multimodal related funding programs that promote connectivity for community prosperity and health in the NPRTPO region, analyze project data and compare goals and objectives with outcomes.

## Goal 5: Respect New Mexico's Cultures, Environment, History, and Quality of Life

### Key Priorities Raised in Working Group

- Address economic development.
- Shift from goods-based economy to activity-related businesses.

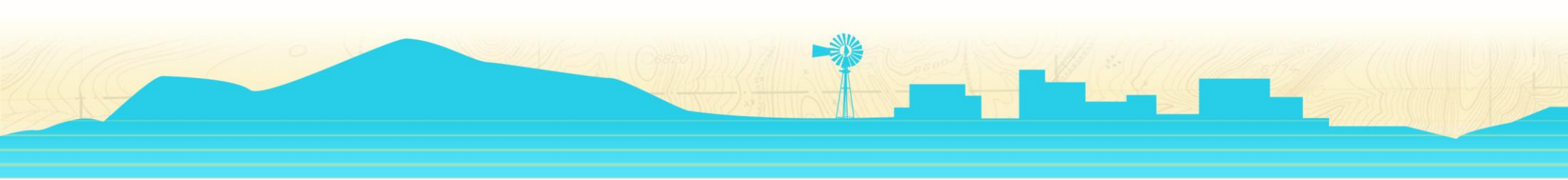
### RTPO Action Items

- Work with the New Mexico Economic Development Department and other partners to define cultural corridors and other transportation oriented tourism opportunities to improve the quality of visitor travel experience in New Mexico.
- Help other state agencies (Tourism, Economic Development, etc.) to achieve the goals of New Mexico Main Street, the state authorized Arts and Cultural Districts, and other programs through context sensitive design and management of NMDOT's transportation assets.



### Performance Measures

- Utilize NP RTPO data to establish a data driven process track participation in economic development related funding programs that promote cultural sensitivity, protecting the environment, history, and quality of life of the NPRTPPO region, analyze project data and compare goals and objectives with outcomes.



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# Next Steps: Action Items and Accountability

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## Plan Implementation

The Northern Pueblos RTPO plays an important role in working with the NMDOT to implement the overall NMTP and this RTP. Specific roles are described here of who will implement the action items.

### Summary of Action Items

Action Item	Owner i.e., who's responsible
<b>Goal 1: Operate with Transparency and Accountability</b>	
Maintain an Interagency Coordination Committee (IJC) in combination with the NP RTPO Membership to continue to meet as needed (at least annually) to identify opportunities for further coordination and collaboration of NMDOT with other state and Federal agencies.	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
Develop, communicate, and align project applications based on the relationship between program funding levels and expected program results.	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
Continue to improve project identification and project delivery (i.e., recommending appropriate projects for funding program, completed on time within budget.)	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
<b>Goal 2: Improve Safety and Public Health for All System Users</b>	
Coordinate with the New Mexico Strategic Highway Safety Plan by identifying counter measures to reduce crashes when maintaining, upgrading, or reconstructing, infrastructure and evaluating effectiveness of safety investments.	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
Include safety of all modes as a prioritization factor to rank all types of projects prior to incorporation into the RTIP.	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
Emphasize safety for most vulnerable system users (e.g., older citizens, children, pedestrians, and bicyclists).	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
Identify the top safety risks in the region and conduct systematic safety planning efforts, including evaluating potential strategies.	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5
Promote Road Safety Assessment (RSA) at the regional and local levels to identify road safety deficiencies and risk characteristics and implement countermeasures over time.	■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&PD, District 5



Action Item	Owner i.e., who's responsible
Adopt transportation safety policies related to Complete Streets, pedestrian design, and access management.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5</li> </ul>
<b>Goal 3: Preserve and Maintain Our Transportation System for the Long Term</b>	
Create and maintain a comprehensive inventory of all assets being submitted through the RTPO process, including pavement and bridge, including historic condition, and current and projected use of the project.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5</li> </ul>
<b>Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity and Health</b>	
Continue to work with local agencies to coordinate schedules and make web-based transit information more accessible.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5. <b>NCRTD</b></li> </ul>
Coordinate with a state bicycle, pedestrian, equestrian (BPE) plan to refine the strategies set forth in the NMTP and establish priorities for trail development.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5.</li> </ul>
Promote all facets of aviation including local recreation and tourism connections at smaller airports.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5. <b>NCRTD</b></li> </ul>
Develop guidance to help local communities adopt location-efficient and transit-supportive development site planning ordinances.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5. <b>NCRTD</b></li> </ul>
Work with the New Mexico Aging and Long term Services Department and other partners to identify transportation safety features needed to better support an older traveling population.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5. <b>ALTSD</b></li> </ul>
<b>Goal 5: Respect New Mexico's Cultures, Environment, History, and Quality of Life</b>	
Work with the New Mexico Economic Development Department and other partners to define cultural corridors and other transportation oriented tourism opportunities to improve the quality of visitor travel experience in New Mexico.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5. <b>NMEDD</b></li> </ul>
Help other state agencies (Tourism, Economic Development, etc.) to achieve the goals of New Mexico Main Street, the state authorized Arts and Cultural Districts, and other programs through context sensitive design and management of NMDOT's transportation assets.	<ul style="list-style-type: none"> <li>■ <b>RTPO:</b> Program Manager, Membership. <b>NMDOT:</b> AM&amp;PD, District 5 <b>NMEDD</b></li> </ul>

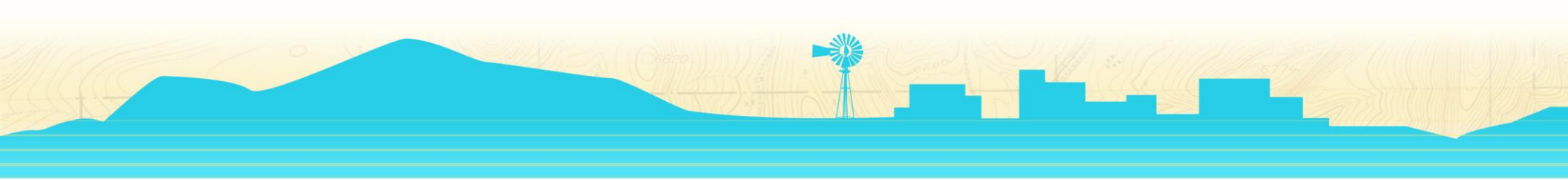


## RTPO Involvement in STIP Development

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- **NPRTPO and Regional TIP Development.** The processes involved for local governments and agencies to begin their involvement with the Regional TIP begin through the application processes for NMDOT funding. Application forms and instructions present sections needed for packaging a proposal for funding. These application tools include language encouraging, if not requiring, consistency with the RTP and related planning documents. The application process usually includes a points system as part of the scoring process that rewards those project applications already included in planning documents, demonstrating previous planning and approvals from their local boards and councils. The application processes include project feasibility reviews which bring the Applicant, NMDOT District Staff & Liaisons, and RTPO Program Managers together for a discussion on whether or not the proposed transportation project(s) are in fact viable. If through the meeting, the project(s) are identified as feasible, there is discussion of how applications can be improved for a more competitive application and successful funding. The processes encourage applicants to develop transportation projects through the preliminary stages of obtaining environmental clearances and design.
- **Roadway, TAP, RTP and NMHSIP.** Local Governments (and agencies, as appropriate) will make applications for local-lead, Federally-funded Roadway projects, as per the criteria established by the Northern Pueblos RTPO. For Roadway, an application package is approved prior to NPRTPO issuing a Call-For-Projects. Its application package includes the application forms, criteria and scoring sheet. NPRTPO has the ability to meet, revise and approve changes to its application format, instructions and criteria. Local-lead applications for TAP, RTP and NMHSIP programs follow the NMDOT Guides established for those programs.
- **Transportation Stakeholders.** Transportation stakeholders have the opportunity to provide input on transportation projects through their invitation to NPRTPO meetings. Meeting dates and content is known through the circulation of meeting agendas, to include online postings on [www.rtpnm.org](http://www.rtpnm.org) website and publication in newspapers in each area within the region. RWG Member participation included established Transportation Stakeholders and was expanded into new areas (e.g., agricultural interests, mining, law enforcement, health care, public school, etc.), following the intent of MAP-21 legislation. Including new RWG members onto the existing Transportation Stakeholder contacts has already occurred.
- **Updating the Regional Transportation Plan.** The NPRTPO is aware that the need for updates to the regional transportation plan may occur as there are often changes of priority in the region and as it becomes apparent that applications for transportation funding can be scored higher with such amendments to the Plan. The process established by the NPRTPO to make such changes include bringing the amendments before NPRTPO Members in a regular public meeting, allowing for discussion/comment/recommendations and requiring their approval for the update to the Regional Plan. The amended plan will be brought to the NPRTPO board for review and submitted to NMDOT for approval.





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# Appendix: Public Involvement Process

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## Overview of Public Outreach Process

Regional Working Groups (RWG) were organized individually by each RTPO with NMDOT assistance. Each RWG was comprised of NMDOT Divisions, NMDOT Districts and other public agencies, private organizations, and the RTPO itself. These working groups met at each Phase of the NMTP development and provided key input into the plan.

In Phase I, the Northern Pueblos RWG provided input on the vision and goals for 2040, and identified the key challenges and opportunities to achieve that vision as well as identifying the data and information needed to address these questions.

In Phase II, the RWG provided input on the strategies, actions, investments, policies and performance standards to address regional transportation needs.

During Phase III, the group was asked to evaluate three distinct plan alternatives on their ability to meet the NMTP goals and objectives. The RWG provided input on the plan framework, investment priorities, management practices, performance standards, and other policies included in these alternatives which helped to define the NMTP strategies for achieving the goals as defined for the 2040 plan horizon.



The Northern Pueblos RTP was developed in coordination with the NMTP project team, RTPO planners, and NMDOT liaisons. The Northern Pueblos RTPO Committee internally reviewed the Northern Pueblos RTP.

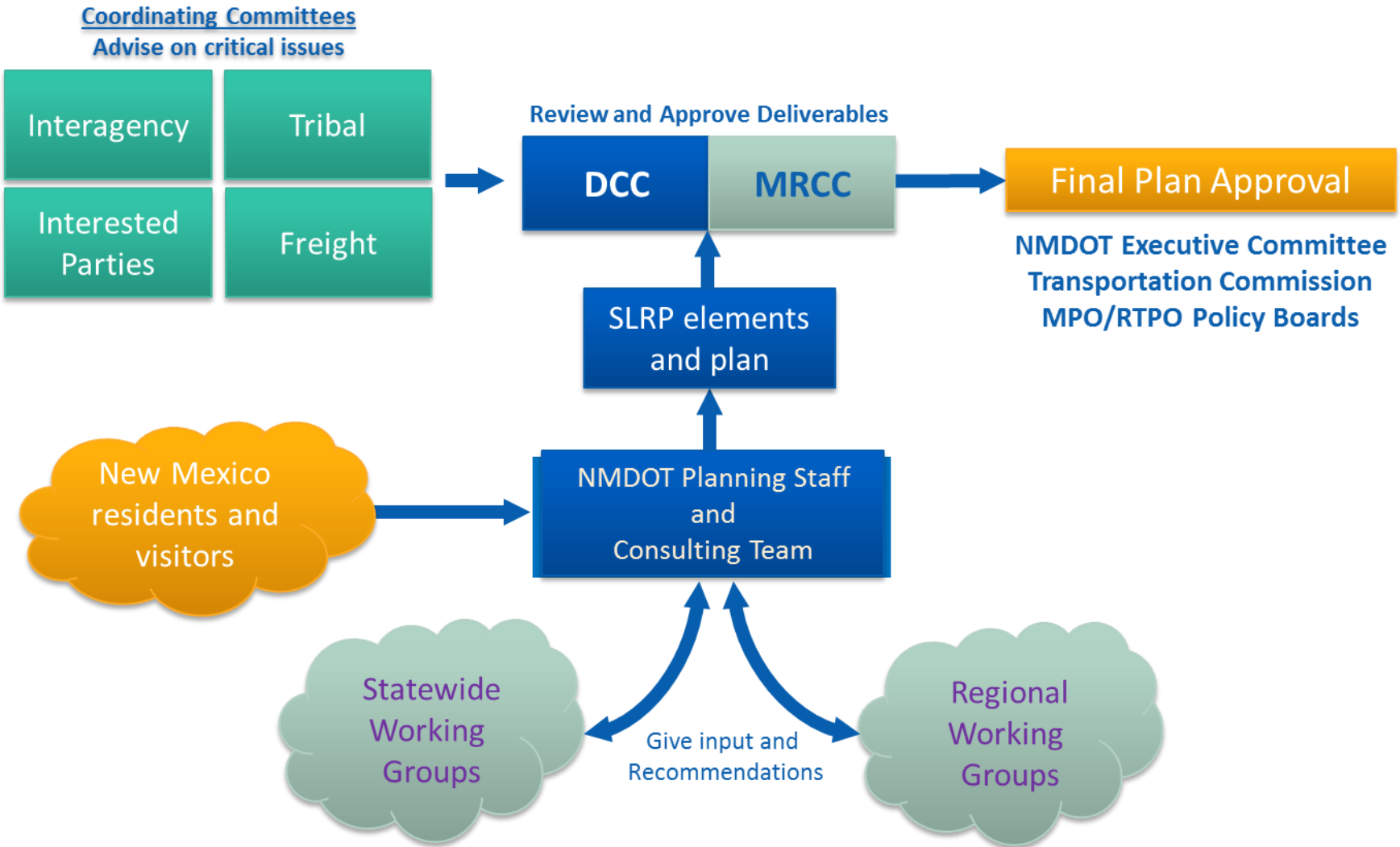
RTPOs were actively involved in the plan approval and implementation phase, Phase IV, of the process by facilitating draft presentations of the RTP, gathering internal stakeholder input, and finalizing the draft plan for approval by the New Mexico State Transportation Commission.

Throughout the plan phases, RTPO planners worked to engage the public through a variety of methods including information stations at public events such as health fairs, conference presentations, and public surveys. The Northern Pueblos RTPO participated in a total of five events, two public meetings, which engaged about 44 people, two conferences, which engaged hundreds of conference participants and the Regional Economic Development Initiative (REDI) Summit, which engaged dozens of people.

The overall organization of the stakeholder involvement process is diagramed below.



## NMTP Stakeholder Process



## Phase I: Existing Conditions

Phase I of the NMTP process asked the question, “Where are we now?” The objective of the meeting was to gather information on regional conditions, trends, issues and opportunities and solicit input on the statewide plan goals and objectives.

The Northern Pueblos RWG first met on March 5, 2014, at the Rio Arriba County Commission Complex, in Española. A total of 26 members participated including representatives from NMDOT, Northern Pueblos RTPO, North Central Economic Development Department, North Central Regional Transit District, New Mexico Main Streets, U.S. Forest Service, Governors Commission on Disability, Taos County, Santa Fe County and Santa Fe MPO, communities of Taos and Española, and several tribal entities including Jicarilla Apache Nation, Picuris Pueblo, San Ildefonso Pueblo, Taos Pueblo, Tesuque Pueblo, and Ohkay Owingeh Pueblo. The purpose of the meeting was to:

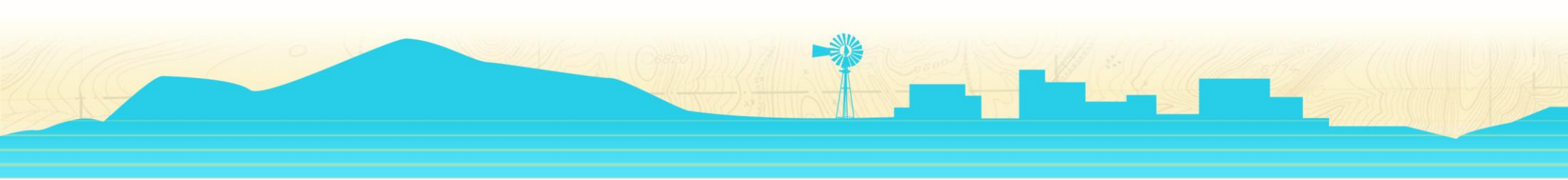
- Introduce the consulting team and the Regional Working Group-1 (RWG-1) members
- Review objectives of the plan, schedule, and NMTP development process
- Review working group charter and Regional Transportation Plan (RTP) action planning outline
- Discuss 2040 vision, key issues, challenges, and needs to be addressed throughout the planning process
- Identify the data and existing plans available to support RTP/NMTP development

During the working session, participants were asked to discuss and identify the following:

- What are the vision and goals for 2040?
- What are the challenges and opportunities to achieve that vision?
- What data and information do we need to answer these questions?

Below are the key discussion points made in the breakout working groups and plenary discussions.





## Synthesis of 2040 Vision Discussion

- ADA compliance is a huge issue.
- Address statewide and regional economic development.
- Improve existing roads and build new ones as necessary.
- Infrastructure improvements lead to economic development.
- Empower local and state decision-making.
- Provide access across all modes of transportation.
- Need better public transit.

## Synthesis of Key Challenges Discussion

- Communication between agencies and smaller communities to determine funding.
- Feds don't listen to small communities.
- There are too many hoops to receive funding.
- Develop a transparent prioritization process.
- Imbalance in funding priority for areas with high population density.
- Issues dealing with Federal mandates and requirements.
- State selection process for funding does not work well with rural areas; money has to come to RPO.

## Synthesis of Data Needs Discussion

- Safety data.
- Real-time data.
- Pavement condition survey data.
- RTD service patterns and gaps.
- Accurate demographics on communities, groups, etc.
- Collected data is just about cars- diversify!
- Performance metrics.
- Demographics.
- Environmental.
- Population projections.
- Commuter studies.
- Better economic metrics: e.g., vacancies.
- Systemic data.
- Proactive instead of reactive data collection.
- Urban bias on available data.

## Phase II: Strategic Direction

Phase II of the NMTP process asked the question, “Where do we want to go?” The objective of the meeting was to discuss the scenario analysis framework and to solicit input on the strategies, actions, investments, policies and performance standards to address regional transportation needs.

The Northern Pueblos RWG met on June 24, 2014, at the El Rancho Community Center, in Santa Fe. A total of 18 members participated including representatives from NMDOT, Northern Pueblos RTPO, North Central Economic Development Department, North Central Regional Transit District, New Mexico Department of Health, New Mexico Department of Information Technology, National Park Service- Bandelier National Monument, the Cumbres Toltec Scenic Railroad, communities of Chama, Española and Red River, and several tribal entities including Jicarilla Apache Nation, Picuris Pueblo, San Ildefonso Pueblo, Taos Pueblo, and Santa Clara Pueblo. The purpose of the meeting was to:

- Provide overview of plan activities completed since the Phase I meeting
- Present and solicit reactions to the scenario analysis framework
- Brainstorm strategies, actions, investments, policies, and performance standards to address regional transportation needs for consideration in the NMTP alternatives analysis

In a large plenary discussion session, participants were asked to discuss the following:

- What key themes needing emphasis and/or themes were missing from the Phase I RWG summary?
- What key issues, factors, or trends will need to be addressed by NMDOT in the next 10 to 25 years?

Participants were then asked to break into small groups to brainstorm policies, programs, and projects to address regional transportation needs at three geographic scales: interregional, inter-community, and within community.

### Synthesis of Common Themes

- Recognize that multimodal use in rural communities is an issue.
- Create a flexible policy that addresses all users, promotes context-sensitive design guidelines, and requires community input.
- More investment in multimodal transportation is needed.



## Phase III: Resource Allocation

Phase III of the NMTP process asked the question, “How are we going to get there?” The objective of the Phase III meeting was to introduce the draft plan alternatives and solicit input on the plan framework, investment priorities, management practices, performance standards, and other policies included in these alternatives.

The Northern Pueblos RWG met on December 12, 2014, at the North Central Transit District office, in Española. A total of 18 members participated including representatives from NMDOT, Northern Pueblos RTPO, North Central Economic Development Department, North Central Regional Transit District, New Mexico Department of Health, the counties of Los Alamos and Rio Arriba, the LOR Foundation, the Cumbres Toltec Scenic Railroad, the City of Española, and several tribal entities including Jicarilla Apache Nation, San Ildefonso Pueblo, Taos Pueblo, and Ohkay Owingeh Pueblo. The purpose of the meeting was to:

- Provide a summary of work to date
- Provide an overview of the Plan Alternatives
- Perform the Alternatives Rating Exercise
- Plenary discussion to obtain feedback on the pros and cons of each Plan Alternative

A series of three Plan Alternatives were presented to the members. Alternatives A and B assumed that there would be no change from NMDOT’s current budget trajectory (i.e., steadily diminishing revenue in inflation-adjusted terms), while Alternative C assumed that one or more new sources of revenue might become available at some point in the future.

The team asked the participants to review the alternatives carefully, note comments, and assign scores to them based on how well each addressed the four plan goals as well as the practicality of implementation. The team then reviewed all of the comments and scores to identify overall themes (see table on the following page).





## Alternative Scenarios Comparison

<b>Alternative A</b> <i>Trend Based on Current Practices</i>	<b>Alternative B</b> <i>Management + Focused Investment</i>	<b>Alternative C</b> <i>Aspirational Vision + New Revenues</i>
<ul style="list-style-type: none"> <li>■ Least responsive to goals – reactive, not proactive</li> </ul>	<ul style="list-style-type: none"> <li>■ More proactive and responsive to goals than Alt A, but less than Alt C</li> </ul>	<ul style="list-style-type: none"> <li>■ Most responsive to goals – a proactive approach</li> </ul>
<ul style="list-style-type: none"> <li>■ Status quo – assumes current investment and management practices are the best for future challenges.</li> </ul>	<ul style="list-style-type: none"> <li>■ Invests NMDOT’s funds more strategically and emphasizes strong policies (e.g., life-cycle costing) to support sustainable management of assets.</li> </ul>	<ul style="list-style-type: none"> <li>■ Additional funds and expanded priorities create opportunities to address long-term needs in a strategic fashion.</li> </ul>
<ul style="list-style-type: none"> <li>■ Recognizes: a) good things that NMDOT is already doing (e.g., improving safety) and b) change can be disruptive.</li> </ul>	<ul style="list-style-type: none"> <li>■ Prioritization framework may favor urban areas and high volume corridors</li> </ul>	<ul style="list-style-type: none"> <li>■ Implementation depends on new revenue. Focus on revenue may draw attention away from the need to be more cost-effective.</li> </ul>



## Phase IV: Plan Approval and Implementation

RTPOs were actively involved in the plan approval and implementation phase by presenting the draft RTP to the RWG, the MRMPO TCC and MRMPO TRB, as well as the MRCC, then gathering internal stakeholder input to revise and finalize the plan for approval by the New Mexico State Transportation Commission. RTPO and RWG members also vetted the NMTP at the MPO/RPO Coordinating Committee Meeting.

The MPO/RPO Coordinating Committee meeting was held on April 14, 2015, at the Mid-Region Council of Governments Boardroom at 809 Copper Avenue NW, in Albuquerque. A total of 28 members participated including representatives from NMDOT. The purpose of the meeting was to:

- Provide an overview of the “Coordinating Committee Review Draft” of the New Mexico Transportation Plan (NMTP)
- Identify areas of strong alignment between state and regional/metropolitan plans
- Discuss region-specific actions and implementation activities

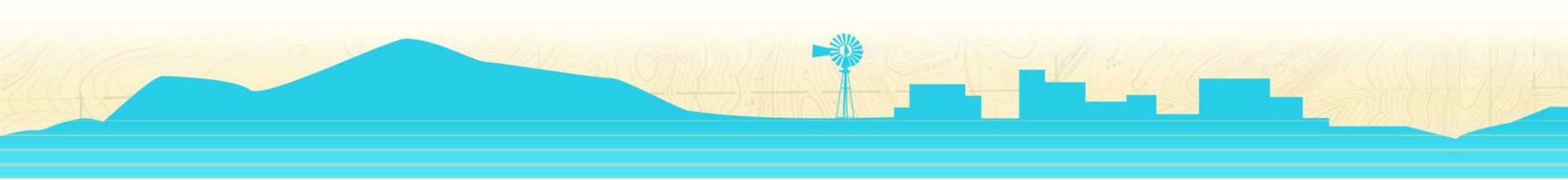
### Synthesis of Discussion

The following is an overview of the plenary discussion.

#### *Table 1: Mid-Region MPO, Santa Fe MPO*

- Coordination with NMDOT liaison, RTPO and MPO to make sure this plan happens.
- NMDOT must approach solutions from “transportation” perspective, not the Highway Department focus.
- Aspects of Complete Streets should be included throughout, not just under one goal/strategy.





*Table 2: Northern Pueblos RTPO, Mid-Region RTPO, Northwest RTPO, Farmington MPO*

- When you don't implement scenario planning into modeling, it burdens the planning process. Travel-demand, smaller capacity, and financial modeling should be built into MPO plan.
- Continue interagency coordination, expanding beyond transportation (e.g., groups focused on economic vitality).

*Table 3: Southeast RTPO, Northeast RTPO*

- Association and support for RTPOs is missing in the plan; acknowledge them and use them as partners ("we are NMDOT's arm"). RTPO role could be more explicit.
- Work with local entities to do asset management, valuation of assets and more funding for preservation and maintenance.

*Table 4: South Central RTPO, Southwest RTPO*

- Partnerships, training and education, communication, asset management
- Not mentioned in the plan is collaboration with Environmental Protection Agency, recreation and tourism collaboration with Economic Development Department, and no mention of the Councils of Government (they are designated by the Federal Government as economic development districts).

#### *Takeaways for your own MTP or RTP*

- Do local asset management
- Mid-Region has begun implementation of asset management
- NMTP focus on travel demand and O&M instead of capacity is a benefit to the MPOs. It substantiates the preservation and maintenance of existing infrastructure. Coming from the NMDOT gives it more weight.
- Can the actions be accomplished with the existing budget? Is additional budget needed or allocated?
- Do performance measures need to be evaluated every year? From the MPO perspective, it would not be recommended. Not much changes within the annual timeframe.
- Think more about funding coordination and transparency. Who is at the table for this?

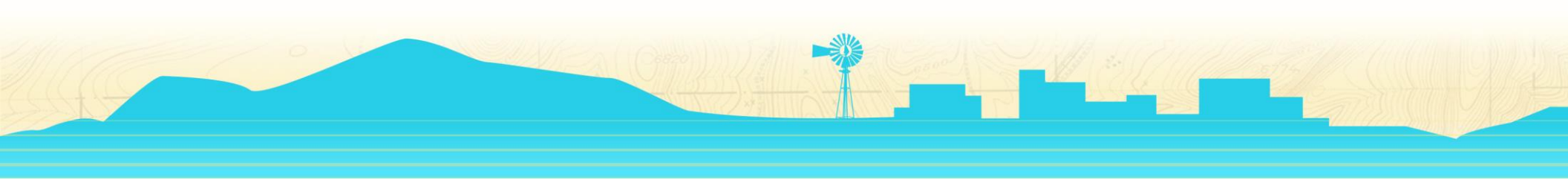


## Northern Pueblos Regional Working Group Review

The Northern Pueblos RWG met on June 8, 2015 at North Central Regional Transit District offices in Espanola. A total of 15 members participated including representatives from NMDOT, Northern Pueblos RTPO, North Central Economic Development District, North Central Regional Transit District, New Mexico Department of Health, the counties of Los Alamos and Rio Arriba, the LOR Foundation, the Cumbres Toltec Scenic Railroad, the City of Española, and several tribal entities including Jicarilla Apache Nation, San Ildefonso Pueblo, Taos Pueblo, and Ohkay Owingeh Pueblo. The purpose of the meeting was to:

- Present the draft RTP
- Solicit feedback

In regards to the draft presentations remarks were very positive, concerns were mostly dedicated to funding issues and the slow rate in which the RTPO process works at times.



## RTPO Public Outreach

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The NMTP public participation framework included opportunities for various public outreach methods across the state including surveys, interviews, public events and meetings as well as information stations. Throughout the plan phases, RTPO planners worked to engage the public through a variety of methods. The Northern Pueblos RTPO outreach efforts included:

- Regional Economic Development Initiative Annual Summit
- Santa Fe Business Incubator Business Luncheon
- New Mexico Municipal League Conference
- New Mexico Infrastructure Finance Conference

The Northern Pueblos RTPO participated in a total of four events that engaged hundreds of people from throughout New Mexico and within the Northern Pueblos RTPO planning area.

Participants consistently mentioned establishing funding for capital projects that maintain the current transportation system as a concern.