



Implementation Guide

Draft - September 20th, 2022

Overview

This resource is intended as a guide for implementation of the recommended projects from the Prewitt-Milan Transportation Master Plan. The document has two sections:

1. A Key Funding Sources table, which describes the funding programs for which recommended projects are good candidates; and
2. A set of Implementation Tables, which list the key next steps, responsible agencies, and likely funding sources for each specific project; there are separate tables for road and rail projects.

Key Funding Sources

This table lists and features the basic details of federal and state programs for which projects recommended in the Transportation Master Plan are eligible.

This list does not include local funding or financing, which are options for paying for projects. Even if federal or state funding is secured through one of the programs listed below, local funding or financing is likely needed as a match for federal or state grants.

Federal

Federal surface transportation funding is largely comprised of formula funding and competitive (or discretionary) funding. With formula funding, each state receives a set amount based on a formula. Agencies submit projects to be programmed into regional transportation improvement program (TIP), which are then combined into a statewide TIP, or STIP. Projects meeting each funding program's criteria receive funding from the state's allocation.

Formula programs applicable to PMTMP projects, include the following:

- Surface Transportation Program (STP) is a flexible source of federal transportation funding for roadway, bridge, and bicycle/pedestrian/trail projects
- National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP)
- Highway Safety Improvement Program (HSIP)

Competitive grant programs provide funding based on the merit of funding applications submitted directly to the U.S. Department of Transportation. The programs are often useful for funding larger, costlier projects. The competitive

grant programs that may be applicable to PMTMP projects include the following, which are described in greater detail in the Key Funding Sources table below:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- INFRA Grants (Nationally Significant Multimodal Freight and Highway Projects program)
- Mega Grants (National Infrastructure Project Assistance program)
- Rural Surface Transportation Grant (Rural)
- Safe Streets and Roads for All (SS4A) Grant Program
- Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)
- Railroad Crossing Elimination Grant Program

Agencies responsible for implementing the projects identified in this plan are presented with a major opportunity in the form of a recent increase in federal funding availability. In late 2021, Congress passed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The \$1 trillion package significantly increased funding to federal-aid highway formula and other transportation funding programs, including some of the competitive programs listed in the Implementation Matrix below, through FY 2026. The IIJA makes a total of \$3.7 billion available through FY 2026 for New Mexico transportation infrastructure projects, with more available through competitive grant programs.

State

Key state funding programs for transportation projects include the following:

- Transportation Project Fund (TPF)
- Local Government Road Fund (LGRF)
- Capital outlay (legislative appropriation)

Each is described in greater detail in the Key Funding Sources table below.

Tribal

The Federal Highway Administration's (FHWA) Office of Federal Lands Highway, and the Bureau of Indian Affairs (BIA), provide funding and support for addressing the transportation needs of the 574 federally recognized Tribes. The FHWA's Office of Tribal Transportation provides stewardship and oversight for direct funding agreements with 135 of the federally recognized Tribes and provides support for all FHWA activities affecting Tribal transportation. The BIA provides support for the remaining

Tribes. In addition, the FHWA Office of Tribal Transportation manages the Tribal Transportation Program Bridge Program and the Tribal Transportation Program Safety Fund for all federally recognized Tribes. These grant programs are set asides from the overall Tribal Transportation Program.

Implementation Tables

Implementation Tables are provided for road and rail projects separately. These are tables that list each project, and for each project, the recommended next steps, the agencies most responsible for undertaking the project's next steps, and funding sources for which the project is a good candidate, among other details.

Roadway projects are divided into Tier 1 and Tier 2 projects. Tier 1 projects are those that directly facilitate access to the Prewitt and Milan industrial park sites. Tier 2 projects are projects that would enhance overall mobility and/or safety within the study area as the industrial park sites develop and traffic volumes in the area increase.

The implementation matrices include basic information about each project, including project description, rank & score, and cost, that is found in other tables and described in the Transportation Master Plan document and Technical Report. The matrices also include key information about the implementation or next steps for each project, including:

Implementation Next Steps

These are the key steps that should be taken to move the project in question forward to implementation after adoption of this Transportation Master Plan. Often, the next step is a detailed study of the project's feasibility or possible design. This may come in the form of a scoping study or, in the case of a more complex study, a location study.

There may be opportunities to combine next-step efforts. Projects that are listed separately here may be analyzed as part of a single scoping report or location study. This may make sense, for instance, for recommended projects are geographically adjacent.

Responsible agencies/parties

This column of the tables describes the agencies or parties that would likely own the project or be a key partner in its implementation.

Two key agencies are important to the success of virtually all of the recommended projects in this plan. The Northwest New Mexico Council of Governments (NWNMCOG) and Regional Transportation Planning Organization (NWNMRPTO) should be involved in the implementation of each of these recommended projects. The organization's planning and coordination functions and its unique geographic purview across the entirety of this plan's study area make it the key organization to ensure timely implementation of this plan's important recommended projects. Meanwhile, NWNMRPTO, as the federally and state-recognized regional transportation planning agency, must be involved with the applications for most of the funding programs listed below. All recommended projects should be programmed into the Regional Transportation Improvement Program Recommendations (RTIPR) list as a first step towards qualifying them for key funding programs.

Meanwhile, the New Mexico Department of Transportation (NMDOT) is a key agency for implementation of many of these projects. Many of the recommended projects are located on NMDOT facilities. The agency will also be a key partner for securing funding for the recommended projects.

Funding sources

This column includes the funding sources most likely to support the project. The programs listed here relate to the Key Funding Sources table. The sources listed in the column represent the programs that could cover a substantial portion of the cost of a project. A local match is often required for federal or state programs.

Key Funding Sources

Funding Program Name	Funding Type	Funding Agency	Description	Eligible Applicants/Recipients	Available Funding	More information
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD and TIGER)	Competitive grant	US Dept. of Transportation	Funding for a wide range of transportation projects that advance national objectives	Most government agencies	\$1.5 billion in FY 2022	https://www.transportation.gov/RAISEgrants
INFRA Grants (Nationally Significant Multimodal Freight and Highway Projects program)	Competitive grant	US Dept. of Transportation	New funding program for freight and multimodal projects “that hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements”	Most government agencies	\$7.25 billion total nationally (FY22-FY26)	https://www.transportation.gov/grants/infra-grants-program
Mega Grants (National Infrastructure Project Assistance program)	Competitive grant	US Dept. of Transportation	New funding program for large highway, rail, intermodal freight, and public transportation projects “likely to generate national or regional economic, mobility, or safety benefits”	Most government agencies	\$5 billion total nationally (FY22-FY26)	https://www.transportation.gov/grants/mega-grant-program
Rural Surface Transportation Grant (Rural)	Competitive grant	US Dept. of Transportation	New program that funds surface transportation projects in rural areas that improve mobility, safety, and quality of life.	<ul style="list-style-type: none"> • State, regional transportation planning organizations, local governments, Tribal governments • Projects located in rural areas (outside urban areas or in urban areas with less than 200,000 population) • Projects must have NEPA approval by time of application 	<ul style="list-style-type: none"> • \$2 billion total from FY 2022-2026 • 90% of grants must be at least \$25 million, and up to 10% may be for grant amounts of less than \$25 million 	https://www.transportation.gov/grants/rural-surface-transportation-grant
Safe Streets and Roads for All (SS4A) Grant Program	Competitive grant	US Dept. of Transportation	Funding for agency initiatives that Eligible projects include those that: <ul style="list-style-type: none"> • “Develop or update a comprehensive safety action plan (Action Plan). • Conduct planning, design, and development activities in support of an Action Plan. • Carry out projects and strategies identified in an Action Plan.” 	<ul style="list-style-type: none"> • Metropolitan planning organizations • Political subdivisions of a State (e.g., counties, municipalities, special districts, school district) • Federally recognized Tribal governments • Multijurisdictional groups comprised of the above entities 	<ul style="list-style-type: none"> • \$1 billion nationally in FY 2022; application deadline is September 15, 2022 • Award ceiling: \$50 million • Award floor: \$200,000 	https://www.transportation.gov/grants/SS4A
Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)	Competitive grant	US Dept. of Transportation (Federal Railroad Administration)	Funding for projects that increase safety and capacity for freight and intercity rail infrastructure.	<ul style="list-style-type: none"> • Most government agencies • Some private railroads • Amtrak • Research entities 	• \$5 billion total nationally, FY22-FY26	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2
Railroad Crossing Elimination Grant Program	Competitive grant	US Dept. of Transportation (Federal Railroad Administration)	Funds highway-rail or pathway-rail grade crossing improvement projects. Program includes set-asides for planning and rural/tribal projects.	<ul style="list-style-type: none"> • States • Political subdivisions of a State (e.g., counties, municipalities, special districts, school district) • Federally recognized Indian Tribes • Units of local government or a group of local governments • Public port authorities • Metropolitan planning organizations 	<ul style="list-style-type: none"> • \$500 million annually through 2026 • Award ceiling: No more than 20% of funding to a single state • Award floor: \$1 million (except lower for planning projects) 	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program

Key Funding Sources, cont'd.

Funding Program Name	Funding Type	Funding Agency	Description	Eligible Applicants/Recipients	Available Funding	More information
Surface Transportation Block Grant (STBG)	Formula	NMDOT (federal pass-through)	Flexible funding for roadway, bridge, pedestrian/bicycle/trail, or port projects.	Owners of eligible facilities. STBG funds cannot generally be used on local or minor collector roads.	\$ 131,986,747 (including set-asides) to New Mexico in FY 2022	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm
National Highway Performance Program (NHPP)	Formula	NMDOT (federal pass-through)	Funding for maintenance or improvements to roadways on the National Highway System	Owners of eligible facilities (NMDOT Districts)	\$ 271,306,091 to New Mexico in FY 2022	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm
National Highway Freight Program (NHFP)	Formula	NMDOT (federal pass-through)	Funding for maintenance or improvements to roadways on the National Freight Highway System	Owners of eligible facilities (NMDOT Districts)	\$34,626,925 to New Mexico in FY 2022	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm
Highway Safety Improvement Program (HSIP)	Formula	NMDOT (federal pass-through)	Supports projects that would reduce serious injuries and fatalities on public roads, including non-state-owned and tribal roads.	<ul style="list-style-type: none"> NMDOT Districts Tribal and Local Public Agencies (T/LPAs) 	\$28,906,487 to New Mexico in FY 2022	https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/multimodal-planning-and-programs-bureau/highway-safety-improvement-program/
Transportation Alternatives Set-Aside (TA) (formerly Transportation Alternatives Program, or TAP)	Formula	NMDOT (federal pass-through)	Federal funding for bicycle and pedestrian projects; formerly a separate program, now a set-aside of the STBG.	Tribal and Local Public Agencies (T/LPAs)	\$12,351,415 to New Mexico in FY 2022	https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/multimodal-planning-and-programs-bureau/active-transportation-and-recreational-programs/
Transportation Project Fund (TPF)	Competitive grant	NMDOT	Funds project development and construction for road and bridge infrastructure projects, including bicycle and pedestrian features.	Tribal and Local Public Agencies (T/LPAs)	<ul style="list-style-type: none"> \$40-100 million annually 95% state 5% local match Project cannot be federally funded 	http://www.nwnmcog.org/uploads/1/2/8/7/12873976/fy23_transportation_project_fund_call_for_projects.pdf
Local Government Road Fund (LGRF)	Competitive grant	NMDOT	Funds project development, construction, improvements, or maintenance to public roads or public school parking lots. Divided into four programs: 1) Cooperative Program, 2) County Arterial Program, 3) School Bus Route Program, 4) Municipal Arterial Program	<ul style="list-style-type: none"> Cooperative program: Counties, Municipalities, School Districts, Universities and Tribal All other programs: Either counties or municipalities only 	<ul style="list-style-type: none"> 75% state 25% local match 	https://www.nmlegis.gov/handouts/REOTF%20080421%20Item%209%20Local%20Government%20Road%20Fund%20and%20TPF%20-%20NMDOT.pdf
Capital outlay	Legislative appropriation	New Mexico Legislature	One-time funding requests to the NM Legislature for government-owned capital projects	Tribal and Local Public Agencies (T/LPAs)	Varies	https://www.nmlegis.gov/Publications/Info_Bulletins/2021/Capital_Outlay_Primer_For_2022.pdf

Implementation Tables - Recommended Road Projects

Tier 1 Projects

Rank	Score	Project Number	County	Facility/Project Location	Project Description	Implementation Next Steps	Responsible Agencies/ Parties	Estimated Cost	Funding Sources
1 (tie)	45	RD13	Cibola	I-40 at NM-568	New interchange to access NM-568 for access to Milan Industrial Park	<ul style="list-style-type: none"> Initiate collaboration with NMDOT District 6 Executive Staff Location study (Phase A/B) 	NMDOT	\$30,000,000-50,000,000	RAISE, Railroad Crossing Elimination Program, Mega, INFRA, Rural, STBG, NHPP, NHFP
1 (tie)	45	RD14	Cibola	NM-122 at NM-568/Nursery Road	Construct an over or underpass crossing NM-122 and BNSF line to Nursery Rd. & Milan Industrial Park	<ul style="list-style-type: none"> Initiate collaboration with NMDOT District 6 Executive Staff Coordination with BNSF Location study (Phase A/B) 	NMDOT	\$30,000,000	RAISE, Railroad Crossing Elimination Program, Mega, INFRA, Rural, STBG
3 (tie)	39	RD04	McKinley	NM-122, intersection with CR-19	Intersection improvements: Turn lanes, accel./decel. lanes, roadway lighting (if trucks not routed through Solid Waste Authority site)	<ul style="list-style-type: none"> Initiate collaboration with NMDOT District 6 Executive Staff Location study (Phase A/B) 	NMDOT, McKinley County	\$2,000,000	Local Govt. Road Fund (2024), Transportation Project Fund (2024), STBG, HSIP
3 (tie)	39	RD08	McKinley	NM-412 and NM-122	In the event that Prewitt Industrial Park is not accessed via Solid Waste Authority road, create NM-412 overpass over NM-122 & BNSF line to access CR-19	<ul style="list-style-type: none"> Initiate collaboration with NMDOT District 6 Executive Staff Coordination with BNSF Location study (Phase A/B) 	NMDOT, McKinley County	\$40,000,000	RAISE, Railroad Crossing Elimination Program, STBG
5	38	RD07	McKinley	I-40 Thoreau interchange (Exit 53)	Reconstruct interchange for wider truck turn radii	<ul style="list-style-type: none"> Initiate collaboration with NMDOT District 6 Executive Staff Location study (Phase A/B) 	NMDOT	\$8,000,000	RAISE, STBG, NHPP, NHFP, HSIP
6	34	RD05	McKinley	Red Mesa Bluffs Drive/Solid Waste Authority access road, between NM-371 and EGS-Biopappel Complex/Prewitt Industrial Park	Extend McKinley Solid Waste Authority Access Road north of Thoreau off NM-371 to the Prewitt Industrial Park site.	Feasibility report: Collaborate with SWA, McKinley County, and Navajo Nation around access to Prewitt Park using a portion of SWA access road	McKinley County; Northwest New Mexico Solid Waste Authority; Navajo Division of Transportation	\$2,000,000	LGRF, TPF, Mega, INFRA, Rural
7 (tie)	33	RD03	McKinley	CR-19, future entrance to Prewitt Industrial Park	Roadway lighting at industrial park entrance	Scoping report	McKinley County	\$500,000	HSIP, LGRF, TPF
7 (tie)	33	RD01	McKinley	CR-19, entrance to Escalante Generating Station/Biopappel to NM-122	Widen shoulder and install turn lanes off CR-19 for freight truck entrance	Scoping report	McKinley County, NMDOT	\$2,000,000	HSIP, LGRF, TPF
7 (tie)	33	RD02	McKinley	CR-19, future entrance to Prewitt Industrial Park	Acceleration lanes for SB CR-19, NB turn lanes.	Scoping report	McKinley County	\$1,000,000	HSIP, Mega, INFRA, Rural
10 (tie)	26	RD16	Cibola	NM-605, intersection with Stanley Road	Intersection improvements supporting freight traffic in Phase I of Milan Industrial Park development	Scoping report. Improvements have been described at planning level in NMDOT traffic impact analysis.	NMDOT, Village of Milan	\$1,000,000	LGRF, TPF, Mega, INFRA, Rural, STBG, HSIP
10 (tie)	26	RD17	Cibola	NM-122 and NM-605	Industrial Park Phase II & III capacity/safety enhancements at entrance to Milan Industrial Park safety improvements: Traffic signals, turn lanes, accel./decel. lanes.	Scoping report	NMDOT, Village of Milan	\$1,500,000-2,000,000	STBG, HSIP, LGRF, TPF

Tier 2 Projects

Rank	Score	Project Number	County	Facility/Project location	Project Description	Implementation Next Steps	Responsible Agencies/ Parties	Estimated Cost	Funding Sources
12	37	RD06	McKinley	NM-122 & NM-371 Intersection	Realign intersection to north of buildings	<ul style="list-style-type: none"> Initiate collaboration with NMDOT District 6 Executive Staff Location study (Phase A/B) 	NMDOT, Navajo Division of Transportation	\$5,000,000	HSIP, RAISE, TPF
13	34	RD19	Cibola	Horizon Blvd. /Motel Drive intersection improvements	Various enhancements including intersection improvements, reconstruction of roadway, sidewalks, etc. as needed to support Milan Golf Course site redevelopment	Scoping report	NMDOT, Village of Milan	\$5,000,000-8,000,000	TA, STBG
14	30	RD20	Cibola	Horizon Boulevard, end of existing sidewalk to Motel Drive	Construct sidewalk/pedestrian path from existing sidewalk to Motel Drive.	Scoping report	NMDOT	\$2,000,000	STBG, HSIP, LGRF, TPF
15	28	RD18	Cibola	Horizon Blvd. intersections with I-40 on/off ramps	Traffic signals and lighting	Scoping report	NMDOT	\$2,000,000	STBG, HSIP, LGRF, TPF
16 (tie)	26	RD10	Cibola and McKinley	I-40 interchanges within study area, between interchanges and NM-122	Roadway lighting at interchange and between interchange and nearest NM-122 intersection	Scoping report	NMDOT	\$750,000	STBG, HSIP, TAP, LGRF, TPF
16 (tie)	26	RD15	Cibola	NM-122 & Mill Road intersection improvements	Industrial Park Phase I improvements. Phase I improvements are detailed in NMDOT traffic impact analysis.	Scoping report	NMDOT, Village of Milan, private industrial park developers	\$1,000,000	STBG, LGRF, TPF, Mega, INFRA, Rural
18 (tie)	25	RD09	McKinley	BNSF underpasses: Thoreau to Milan	Drainage improvements as needed	Scoping report	BNSF	\$ 2,000,000	Railroad Crossing Elimination Grant
18 (tie)	25	RD12	Cibola	NM-122 between Milan Industrial Park and start of two-lane section	Shoulder improvements, maintenance & mowing	Ongoing maintenance	NMDOT	\$1,000,000	HSIP, LGRF, TPF
20	22	RD11	Cibola and McKinley	NM-122 between Milan Industrial Park and NM-371 in Thoreau	Widen shoulders on two lane portion near major intersections	Scoping report	NMDOT	\$1,000,000	STBG, HSIP, LGRF, TPF, HSIP, Rural

Implementation Table - Recommended Rail Projects

Prewitt Industrial Park

Project number	Project description	Implementation next steps	Responsible agencies/parties	Cost	Funding sources
RL01	New spur from existing spur to Prewitt Industrial Park	Scoping study	McKinley County	\$1,300,000	CRISI, Capital Outlay

Milan Industrial Park

Project number	Project description	Implementation next steps	Responsible agencies/parties	Cost	Funding sources
RL02	Consolidate existing at-grade crossings as shown to be feasible by crossings study or access management plan	Crossings study	NMDOT, BNSF	To be determined by future study	Railroad Crossing Elimination Grant, Capital Outlay, BNSF, Local (McKinley/Cibola County)
RL03	Reconstruct existing siding and spur at Milan Industrial Park site	Preliminary design	Village of Milan, private developer, BNSF		
	Siding (one mile)			\$1,300,000	CRISI
	Spur 1 (west)			\$200,000	CRISI
	Spur 2 (east)			\$185,000	CRISI
RL04	Extend siding one mile northwest to accommodate unit train	Scoping study	Village of Milan, private developer, BNSF	\$2,000,000	CRISI
RL05	Remove at-grade crossing upon completion of NM-568 overpass/interchange	Scoping study	NMDOT, BNSF	To be determined by future study	CRISI, Railroad Crossing Elimination Grant