



a program of

**NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS**

# Northwest Regional Transportation Planning Organization (NWRTPO)

## RTPO Joint Technical & Policy Committee Meeting

Wednesday, March 13, 2024

10:00 am

In Person Meeting – NMDOT District 6

## AGENDA

### ROUTINE ITEMS:

Item #	Item	Presenter
I.	Call to Order and Introductions	Raymond Concho, Vice-Chair
II.	Action: Agenda	Raymond Concho
III.	Action: Minutes – February 14, 2024 meeting	Raymond Concho

### ACTION ITEMS:

Item #	Item	Presenter
IV.	Action: DOT District 6 Zipper – combining NWRTPO, MRRTPO – Sandoval County, and SWRTPO – Catron County projects.	Robert Kuipers, MRRTPO, SWRTPO and DOT – 6 Staff

### DISCUSSION ITEMS:

Item #	Item	Presenter
V.	Present: I-40 Corridor Study	Stephanie Miller – Parametrix Engineering
VI.	Present: Trail of the Ancients Scenic Byway Corridor Management Plan Update	Liz Treat & Paul Sittig - Bohannan Huston Engineering

### VII) REPORTS: (10-minute limit)

*Please submit Written Reports for inclusion in minutes*

RTPO Program Report ( <i>significant news only</i> ) Staff hours & expenditures report – February, 2024	Robert Kuipers
Local Member Reports ( <i>significant news only</i> )	By Entity
New Mexico Department of Transportation Reports ( <i>significant news only</i> )	RTPO Liaison (Neala Krueger) Tribal Liaison (Ron Shutiva) District 5 (James Mexia) District 6 (Bill Santiago, Michael Neely)

### NEW BUSINESS/OPEN FLOOR: MEMBERS & GUESTS (5-minute limit)

**ANNOUNCEMENTS & NEXT MEETING:** Wednesday, April 10, 2024, Milan Parks & Recreation Office – 409 Airport Road, Milan, NM - (unless otherwise determined or virtual via MSTeams)

### ADJOURNMENT



a program of  
**NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS**

**Northwest Regional Transportation Planning Organization  
(NWRTPO)**

**Agenda Item #IV: DOT District Zipper – combining NWRTPO, MRRTPO, and SWRTPO projects to the RTIPR.**

**Subject: Will receive Mid Region and South West projects to add to our RTIPR and finalize for FY2024**

**Prepared for: March 13 meeting**

**Date:**

**BACKGROUND**

- **Why?** The NWRTPO RTIPR primarily represents McKinley, Cibola and San Juan Counties, but Sandoval County for the MRRTPO, and Catron County for the SWRTPO are also part of DOT District 6 – therefore the projects for these counties can be included in our RTIPR.
- **Purpose.** Follow up with MRRTPO and SWRTPO for their two counties projects to add to our final RTIPR.
- **Discussion/Finalization.** Coordination with DOT District 6, and MRRTPO, SWRTPO, NWRTPO.

**CURRENT WORK**

- Follow up with MRRTPO and SWRTPO for Sandoval and Catron county projects.

**ANTICIPATED WORK**

- Follow up with MRRTPO and SWRTPO as needed.

**ATTACHMENTS**

- NWRTPO RTIPR

**BUDGET IMPACT**

- None

**ACTION ITEM**

- Take action to approve the NWRTPO RTIPR, including Sandoval and Catron County projects.

**2024 RTIPR**

Robert Kuipers &lt;rkuipers@nwnmcog.org&gt;

Tue 3/5/2024 4:10 PM

To: Joseph Baca <joseph.baca@co.cibola.nm.us>; Linda Cooke <Linda.Cooke@co.cibola.nm.us>; Rodney Skersick <Rodney.Skersick@co.mckinley.nm.us>; Strain, Clyde <cstrain@gallupnm.gov>; avalencia@grantsnm.gov <avalencia@grantsnm.gov>; Nadine Jiron <njiron@grantsnm.gov>; Shannon DeVine <specialprojects@grantsnm.gov>; Candi Williams <finance@villageofmilan.com>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; manager@villageofmilan.com <manager@villageofmilan.com>; Margie Begay <mbegay@navajodot.org>; Raymond Concho Jr <RConcho@poemail.org>; Jollette Arrieta <jarrieta@pol-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Michael Henio <MHenio@ramahnavajo.org>; meriacho@ramahnavajo.org <MEriacho@ramahnavajo.org>

Cc: jphoracek <jphoracek@co.cibola.nm.us>; Yvonne Tso <Yvonne.Tso@co.mckinley.nm.us>; Nick Porell <nporell@sjcounty.net>; Alicia Santiago <asantiago@gallupnm.gov>; Felix Gonzales <mayorgonzales@villageofmilan.com>; ebegay@nndcd.org <ebegay@nndcd.org>; Dennis Felipe Jr. <dhfelipe@poemail.org>; Anne Oandasan <aoandasan@pol-nsn.gov>; Star Cheromiah <scheromiah@pol-nsn.gov>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Darnell J. Maria <DJMaria@ramahnavajo.org>; Moore, Sullivan, DOT <sullivan.moore@dot.nm.gov>; Shutiva, Ron, NMDOT <Ron.Shutiva@dot.nm.gov>; Neely, Michael, NMDOT <Michael.Neely@dot.nm.gov>; Santiago, Bill, NMDOT <Bill.Santiago@dot.nm.gov>; Slim, Kyle, DOT <kyle.slim@dot.nm.gov>; James.Mexia@dot.nm.gov <James.Mexia@dot.nm.gov>; Amanda.Nino@dot.nm.gov <Amanda.Nino@dot.nm.gov>

 1 attachments (1 MB)

2024 RTIPR\_BH\_Final\_2.9.24.xlsx;

RTPO members and DOT colleagues:

The RTIPR is too large and impractical to include in the entire meeting package.

So I am sending it to all of you today - be sure you have this available during our virtual meeting next Wednesday March 13 when we cover our RTIPR and DOT Zipper (including 2 projects from MRRTPPO - Sandoval County - TPF section, and 1 project from SWRTPO - Catron County - Roadway section).

---

Robert Kuipers, RTPO Program Manager  
Northwest NM Council of Governments  
"Over 45 years of moving the region forward"  
(505) 722-4327  
rkuipers@nwnmcog.org



a program of  
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**Northwest Regional Transportation Planning Organization  
(NWRTPO)**

**Agenda Item #V: I-40 Corridor Study – Parametrix  
Engineering**

**Subject:** Presentation on ongoing status of I-40 study

**Prepared for:** March 13 NWRTPO meeting

**Date:**

**BACKGROUND**

- **Why?** I-40 is one of the busiest national highway corridors in our nation, with constant heavy semi-truck traffic combined with personal vehicles.
- **Purpose.** To discuss and present current ongoing analysis for the I-40 corridor from the Arizona State line to Albuquerque, with consideration to where extra traffic lanes are warranted.
- **Discussion/Finalization.** This presentation will provide the status of recommended considerations to mitigate congestion, and increase safety for the I-40 corridor in New Mexico.

**CURRENT WORK**

- Ongoing study and recommendations for corridor and traffic improvements.

**ANTICIPATED WORK**

- Continued planning thru Parametrix Engineering, and both stake holder and public engagement to improve both safety and travel efficiency for this national corridor.

**ATTACHMENTS**

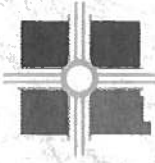
- Presentation slides from Parametrix Engineering

**BUDGET IMPACT**

- None

**ACTION ITEM**

- N/A



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE



U.S. Department of Transportation  
**Federal Highway  
Administration**

# I-40 Corridor Study

## Arizona to Albuquerque

### Milepost 0 to 150

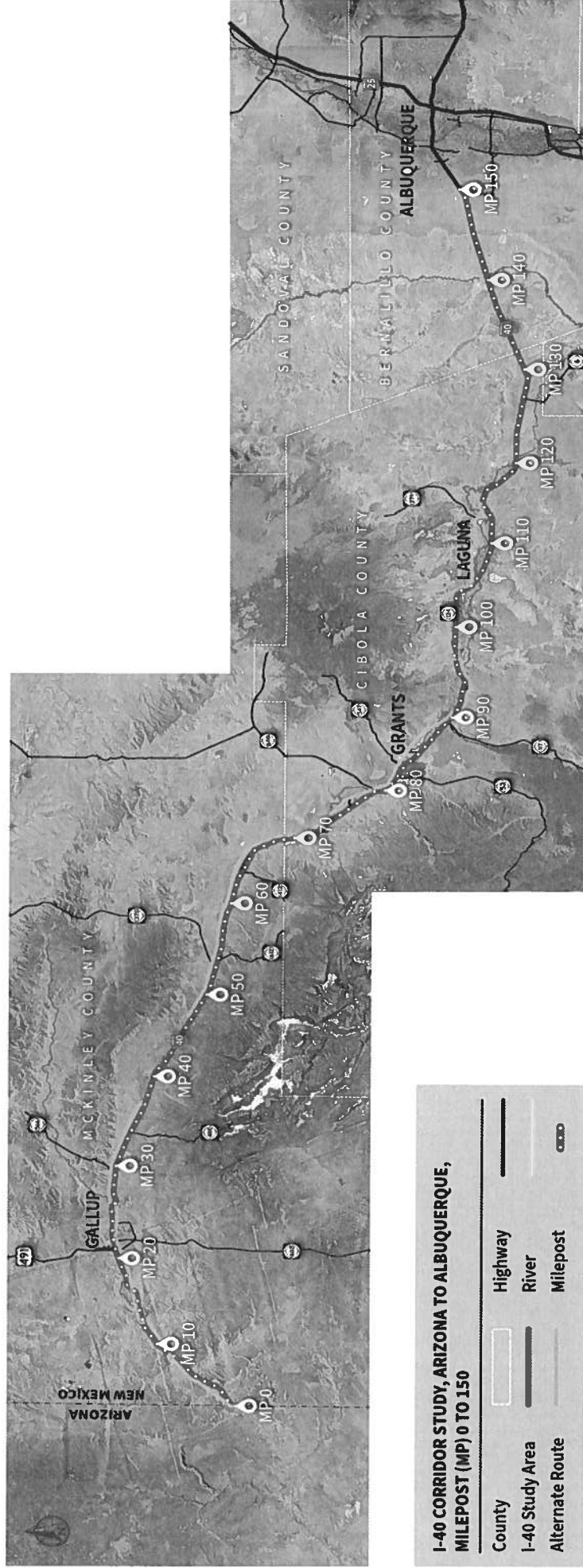
### CN 6101580







# What Area of I-40 is the NMDOT Studying?



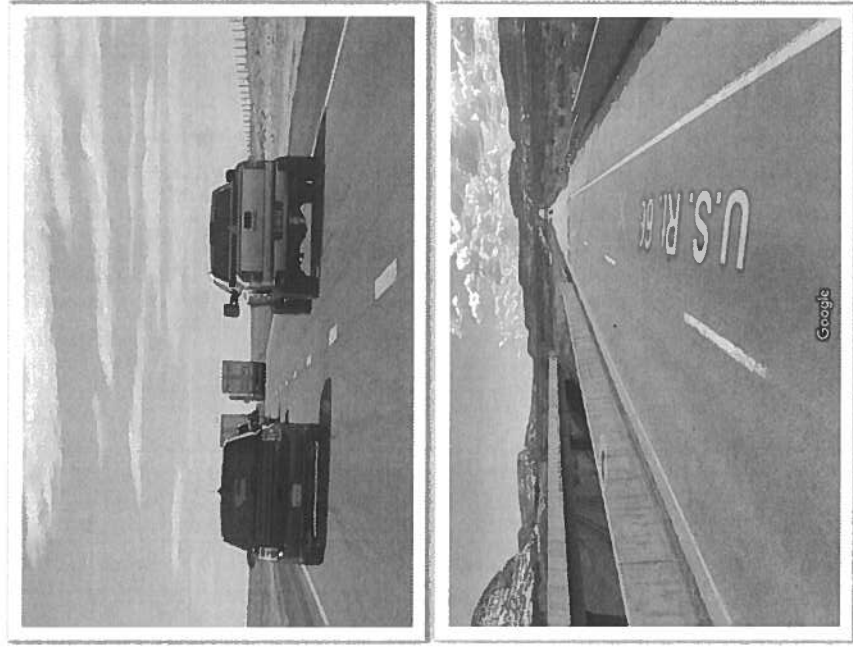


## I-40 Corridor Study Purpose

3

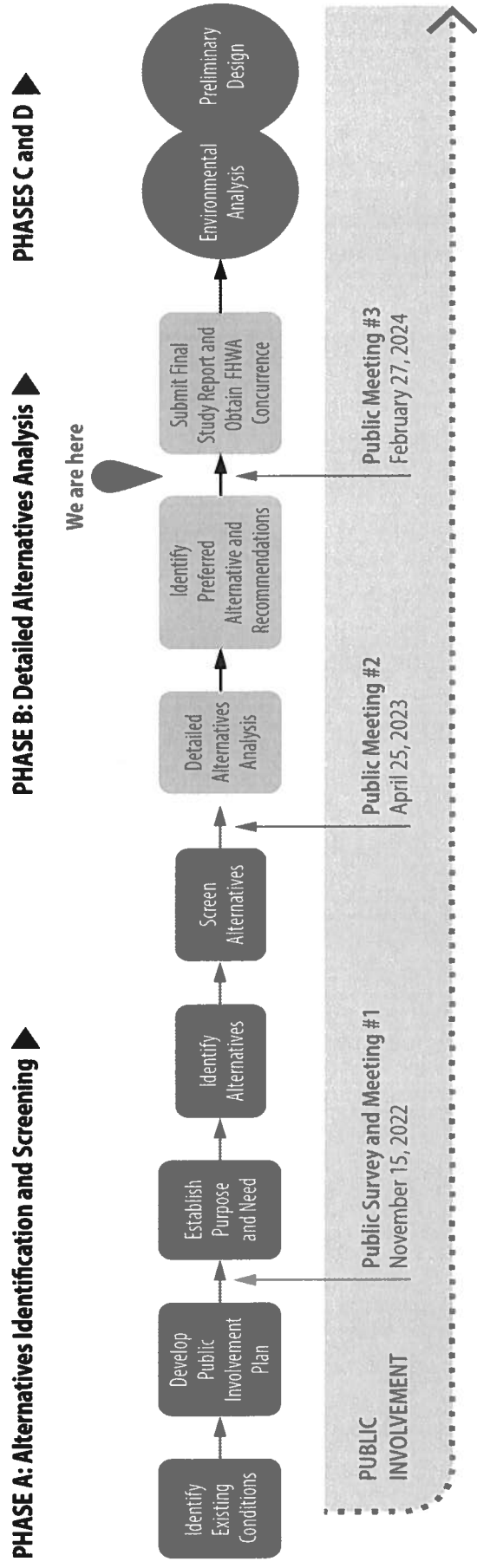
Develop a long-term corridor plan to improve **traffic operations** and **reliability**; **traveler safety**; and the **condition** of I-40 and associated infrastructure.

Meet state and federal requirements

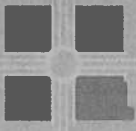




# NMDOT Corridor Study Process







## What Have We Learned?

5

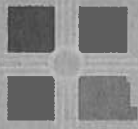
- **Operations and Reliability** - Traffic back-ups are caused by **construction, maintenance, and crashes**, not recurring congestion from high traffic volumes.
- **Safety** - I-40 has multiple interchange ramps that need to be extended and curves that need corrections. Fatal and serious injury crash rates are **higher** than state averages.
- **Roadway Condition - Pavement** needs to be improved, several **bridges** need repair or replacement, and many **drainage** structures need to be expanded or repaired.
- **Roadway Capacity and Growth** – In most areas, **I-40 with 2 travel lanes** in each direction **will be sufficient** through the 2050. Capacity will be needed in Gallup, on isolated grades, and at several ramps.



## What Issues Need to be Addressed?

6

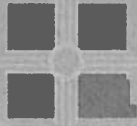
- **Improve Traffic Operations and Reliability** – Reduce lane closures.
- **Improve Safety** – Lengthen ramps and correct curves.
- **Improve Roadway Condition** – Address pavement, bridge, and drainage needs.
- **Prepare for the Future** – Build projects that provide flexibility and can be expanded, where and when warranted, without loss of investment.



## What Are Possible Solutions?

7

How do we **reduce** lane closures;  
**improve** safety and roadway condition;  
and **prepare** for the future?



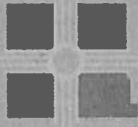
# What are Possible Solutions?

8

- **Alternative 1** = Enhanced 2-Lane w/ Added Lanes + Operational Enhancements
- **Alternative 2** = 3-Lanes + Operational Enhancements

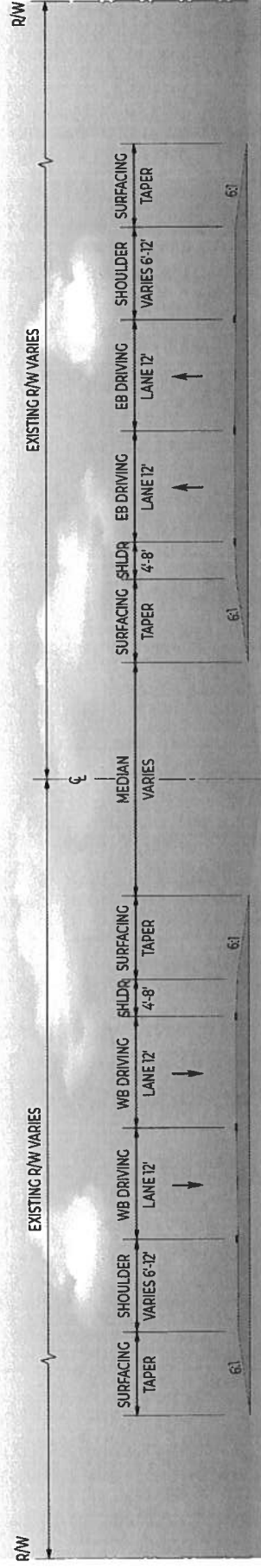
## Operational Enhancements

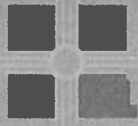
- Minimize Lane Closures During Construction and Maintenance
- Intelligent Transportation System (ITS) Improvements – Data collection, cameras, digital messaging, etc.
- Improve Alternate Routes
- Incident Management



# Existing I-40

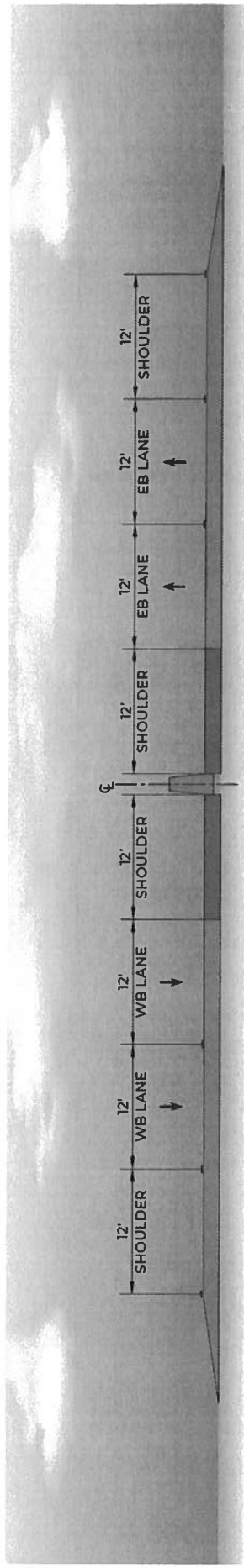
## Existing I-40 Typical Section



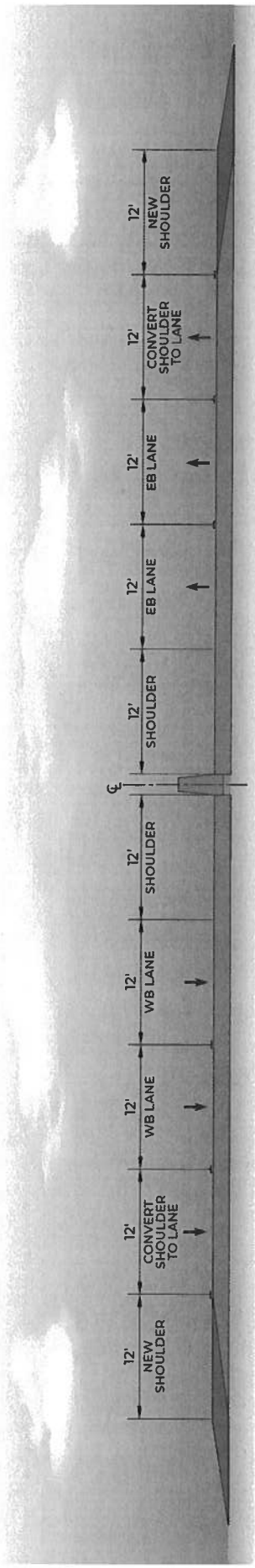


# Build Alternative Example Roadway Sections

### Enhanced 2-Lane Example Roadway Section



### 3-Lane Example Roadway Section



Enhanced 2-Lane roadway can be widened to 3 lanes by adding a 12-foot shoulder to the inside or outside of I-40.





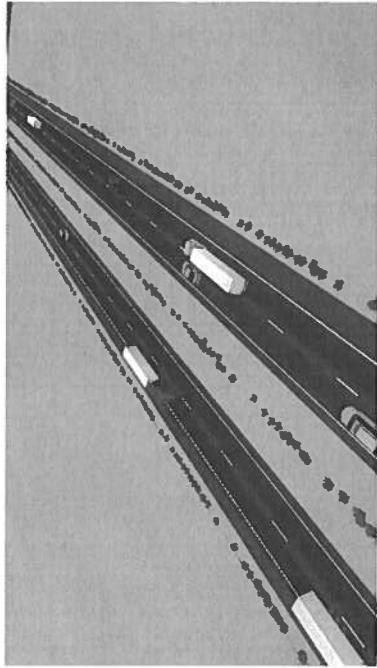
## Comparison of Roadway Widths

11

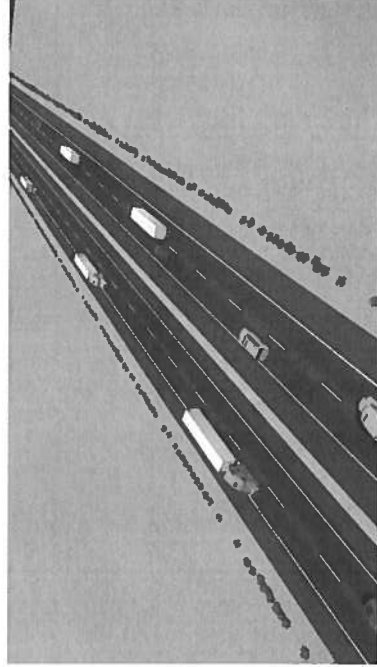
Roadway Type	Total Width	Total Width Added
Existing I-40	38 ft x 2 directions = 76 ft	0 ft
Enhanced 2-Lane	48 ft x 2 directions = 96 ft	+ 20 feet
3-Lane	60 ft x 2 directions = 120 ft	+ 44 feet



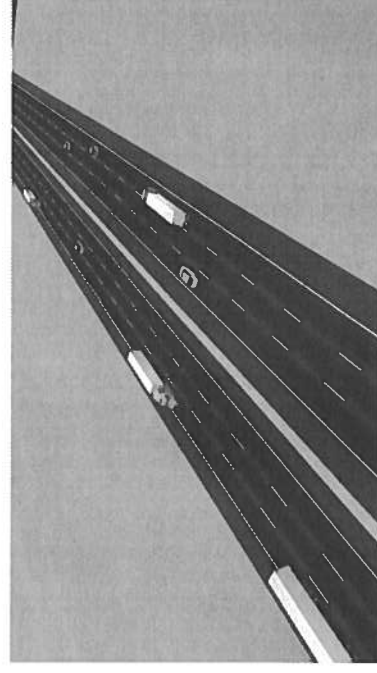
# Proposed Alternatives



**Existing**

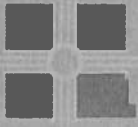


**Enhanced 2-Lane**



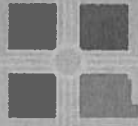
**3-Lane**

To view a video of the alternatives, go to <https://youtu.be/RywoeirM9XI>



# What are the Safety Benefits?

Improvement		Before	After	% Crash Reduction
Lengthen Ramps	Lengthen Entrance Ramp	300 ft	1,000 ft	up to 29%
	Lengthen Exit Ramp	300 ft	1,000 ft	up to 5%
Improve Horizontal Curves	Increase Superelevation	1.9%	4.2%	up to 7%
		2.5%	3.5%	up to 1%
Widen Shoulders	Widen Inside Shoulder	2 ft	8 ft	up to 9%
			12 ft	up to 15%
	Widen Outside Shoulder	4 ft	8 ft	up to 6%
			12 ft	up to 12%
Widen to 3-Lanes	Add Travel Lane	6 ft	12 ft	up to 14%
		8 ft	12 ft	up to 9%
		10 ft	12 ft	up to 5%
		2 lanes	3 lanes	up to 10%

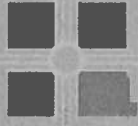


## What are the Costs?

14

Alternative	Average Cost Per Mile	Total
Enhanced 2-Lane with Added Lanes (includes 13 miles of 3-Lane roadway)	\$24 to 26 million	\$3.6 to 3.9 billion
3-Lane	\$30 to 32 million	\$4.5 to 4.8 billion

**For comparison and discussion purposes, does not include operational enhancements, project development, right-of-way, or New Mexico Gross Receipts Tax.**



## How Were the Alternatives Evaluated?

15

- **Traffic Operations and Future Traffic Growth** – Both accommodate expected future traffic growth between now and 2050.
- **Safety** – Both improve safety by lengthening interchange ramps, correcting curves, and widening shoulders.
- **Maintenance of Traffic during Construction** – Both maintain 2 lanes.
- **Maintenance of Traffic during Incidents, Maintenance, and Construction Once Built** – Enhanced 2-Lane is a substantial improvement, the 3-Lane provides more space and flexibility.
- **Right-of-Way Impacts** – No anticipated needs for either alternative.
- **Environmental Considerations** – 3-Lane Alternative has a larger footprint and more potential effects, but differences are minor.
- **Cost** – 3-Lane is about 25 to 30% more than the Enhanced 2-Lane and will also have higher maintenance costs.



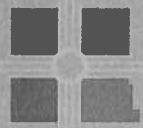
## What Alternative is Recommended?

16

### **Enhanced 2-Lane with Added Lanes Alternative**

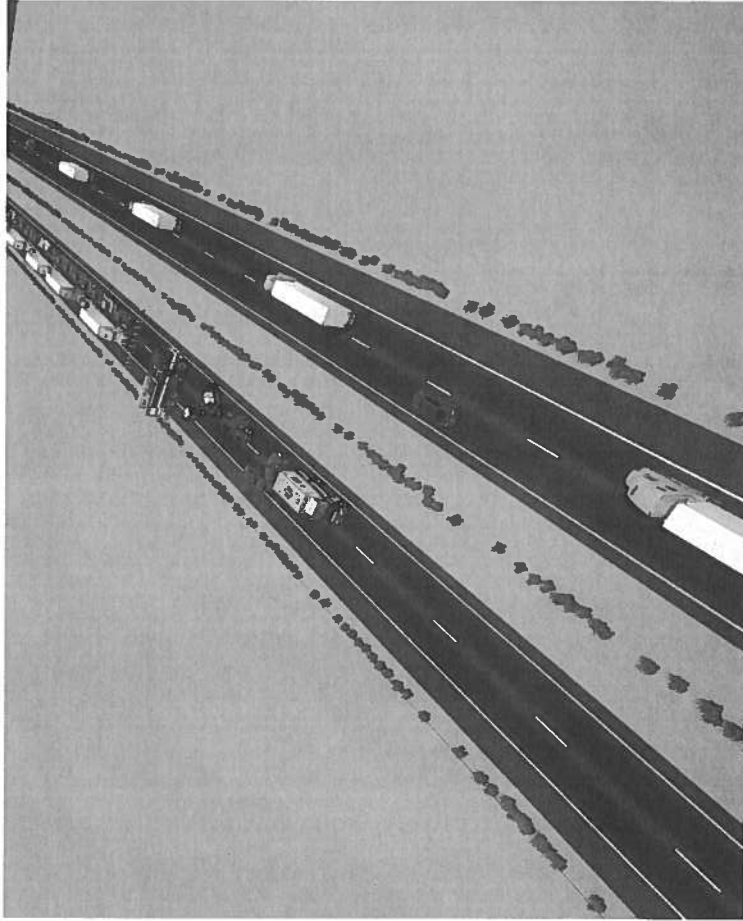
- **Improves Traffic Operations and Reliability** by reducing the main causes of traffic back-ups – construction, maintenance, and incidents.
- **Responds to Safety and Infrastructure Needs** by addressing pavement condition, ramps that need to be extended, and curves that need to be corrected.
- **Meets Expected Future Traffic Growth** and is “**future-ready**” for easy expansion to 3-lane should conditions change.



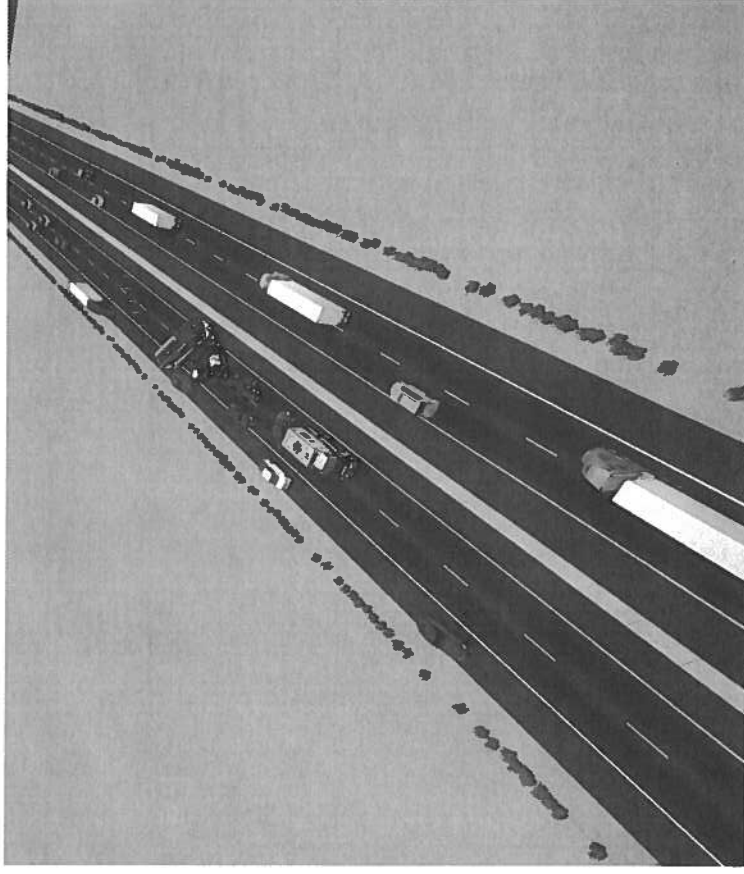


## How does the Enhanced 2-Lane Improve Incident Response?

32

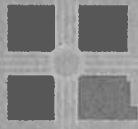


**Existing**



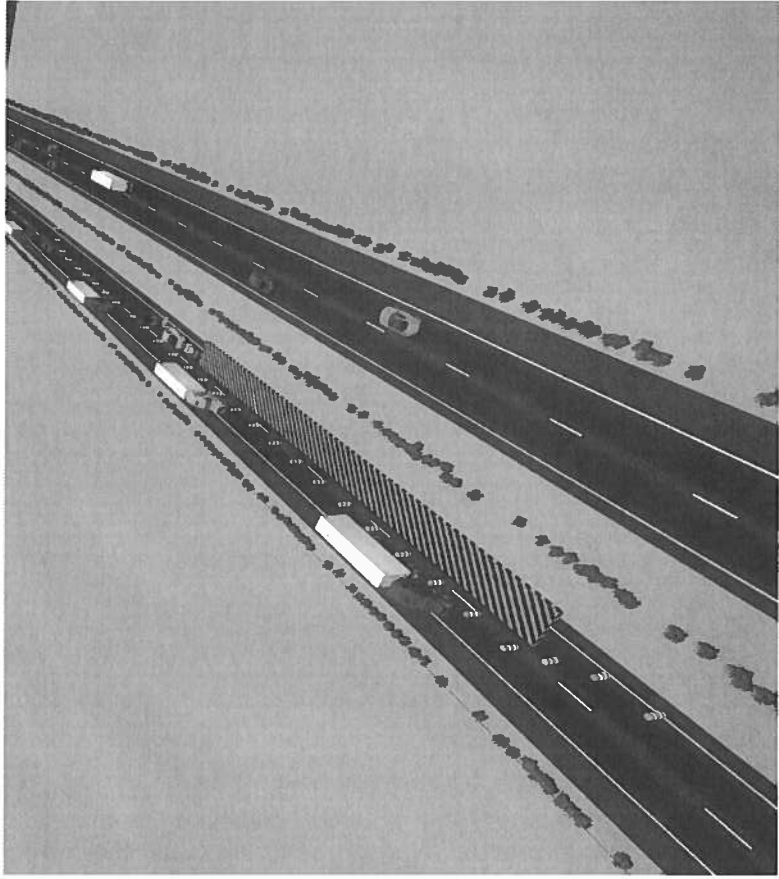
**Enhanced 2-Lane**

To view a video example, go to <https://www.youtube.com/watch?v=LkXm0VAx7-k>

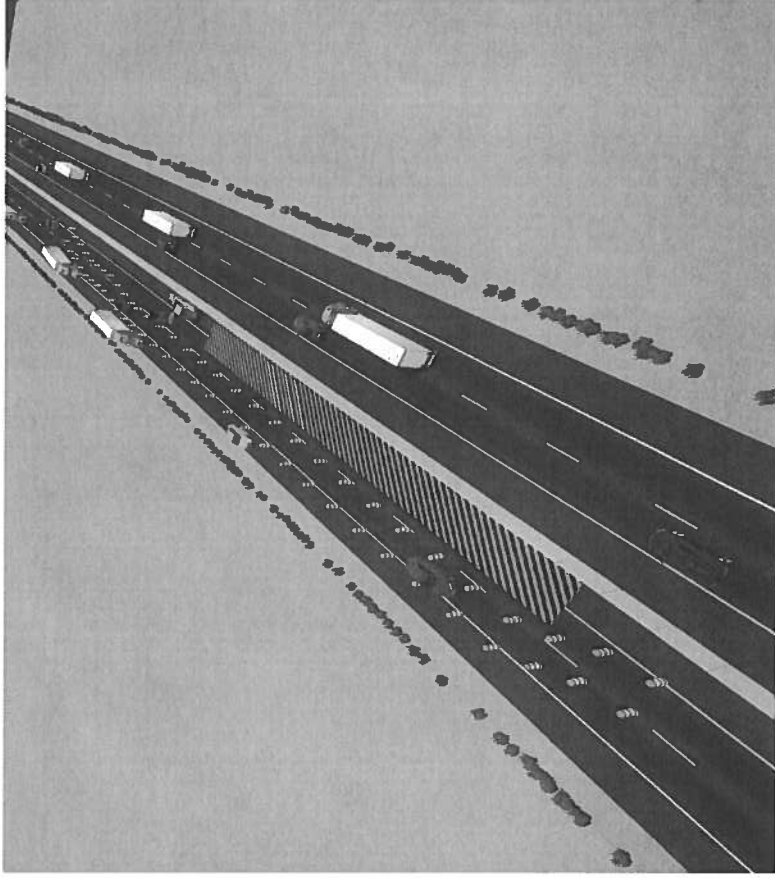


## How does the Enhanced 2-Lane Keep Lanes Open During Maintenance?

33



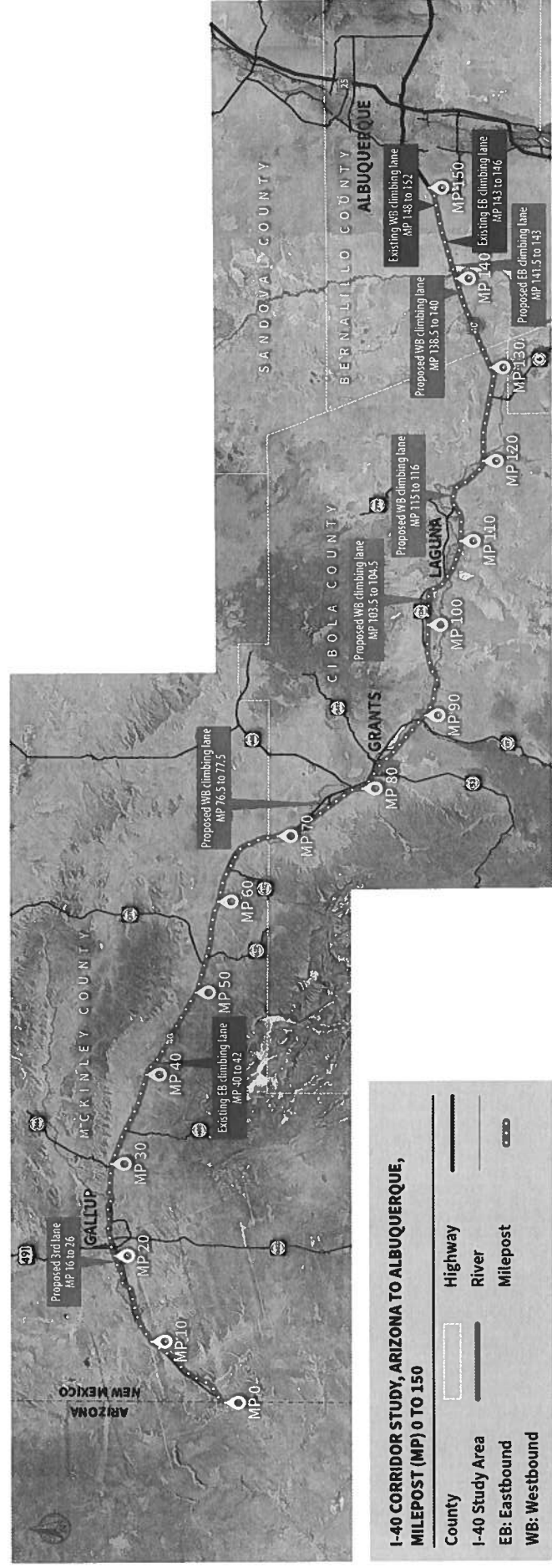
**Existing**



**Enhanced 2-Lane**

To view a video example, go to [https://youtu.be/2N\\_d9fvogY4](https://youtu.be/2N_d9fvogY4)

# Where Are 3-Lanes Proposed?



**Includes about 13 miles of widening to 3-Lanes**

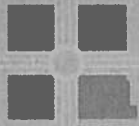


# Where Are Ramp Improvements Proposed?

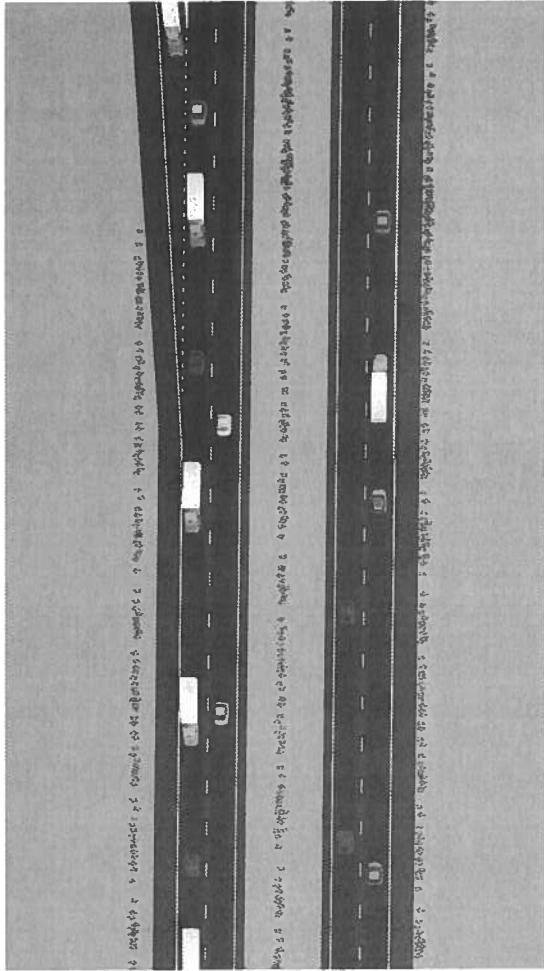
Exit	Description	Ramp Improvements Needed	Exit	Description	Ramp Improvements Needed
3	Eastbound Rest Area	2/2	81 A/B	Grants/San Rafael	5/5
8	Defiance/Manuelito	4/4	85	Grants/Mt. Taylor	5/5
12	Westbound Pullout	2/2	89	Quemado (Hwy 117)	4/4
16	West Gallup	1/4	100	San Fidel	4/4
20	Downtown Gallup	5/5	102	Acoma/Sky City	3/4
22	Gallup	4/4	104	Cubero/Budville/Seama	1/4
26	East Gallup	4/4	108	Casa Blanca/Paraje	4/4
33	McGaffey	4/4	114	Laguna	3/4
36	Iyanbito	4/4	117	Mesita	3/4
53	Thoreau	2/4	126	Los Lunas/Hwy 6	3/4
63	Prewitt	4/4	131	To'hajiilee	4/4
79	Milan	4/4	140	Rio Puerco/ Rt 66 Casino	3/4

**82 ramps need improvements at 24 locations**





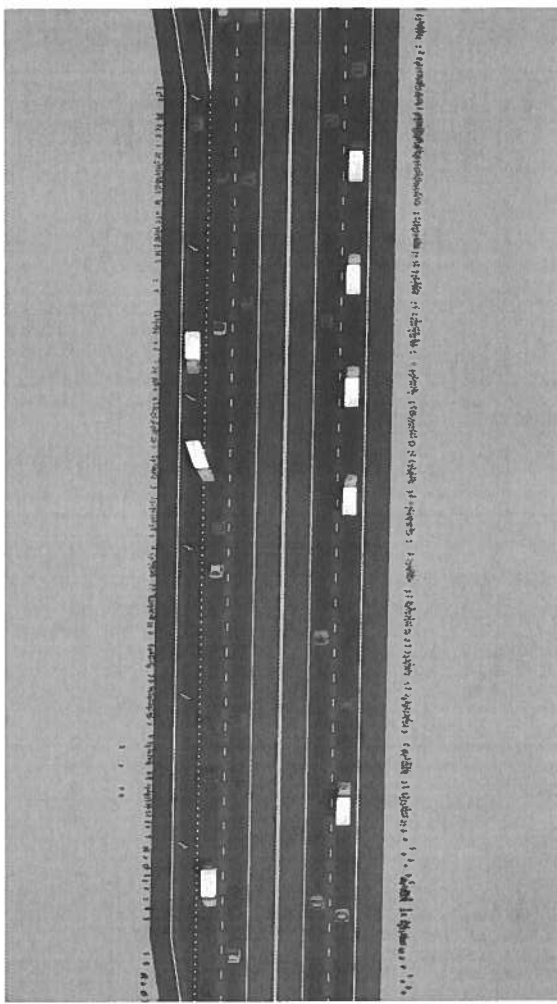
# Ramp Improvement Example

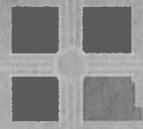


**Existing Ramp**

To view a video of a ramp improvement, go to <https://youtu.be/ck1oy4PnkNE>

**Extended Ramp**





## Recommended Operational Enhancements

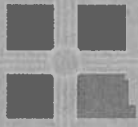
### Minimize Lane Closures during Construction and Maintenance

- Maintain 2-lanes during construction. Costs are included in build alternative costs.
- Develop and implement policies to maintain 2 lanes during maintenance activities as much as possible during daytime hours. Costs will be determined on a case-by-case basis.

### ITS Improvements

- Upgrade and add data collection stations, cameras, and messaging signs.
- Provide a traffic management center to monitor traffic and incidents and a truck parking availability system.
- Provide fiber optic network to connect devices and improve information provided to travelers.
- Estimated costs are about **\$30 million**





## Recommended Operational Enhancements

23

### Improve Alternate Routes

- Repair or replace bridges and pavement with identified needs.
- Remove vertical clearance constraints (MP 8.4 on NM 118 and MP 90.5 on NM 124)
- Costs for bridges and vertical clearance constraints will be developed on a case-by-case basis. Pavement costs will vary and range from \$2.1 million per mile for reconstruction and \$750,000 per mile for rehabilitation on typical 2-lane roadway. Costs for wider roadways will be higher.

### Improve Incident Management

- NMDOT will continue to work with the legislature and law enforcement to improve incident management through **improved coordination** and training and supporting incident response.
- Costs would depend on policies and procedures developed and would be determined on a case-by-case basis.



## How Will Improvements be Prioritized?

24

### **Operational Enhancements, Policies, Build Funded Projects**

- ITS Improvements – Data collection, cameras, digital messaging, etc.
- **Maintain two lanes** during construction and maintenance activities
- Incident Management – Re-establish traffic lanes as efficiently as possible
- Build funded projects, design **Enhanced 2-Lane Alternative** at Continental Divide

### **Geometric and Ramp Improvements**

#### **Maintain Critical Infrastructure**

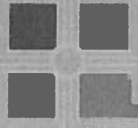
- Fort Wingate/MP 30 and maintain existing alternate routes

#### **Implement the Enhanced 2-Lane with Added Lanes Alternative**

- Future projects prioritized by areas with **poor pavement**
- **3 Lanes in Gallup Metro** and on select uphill grades (13 miles)

#### **Monitor Traffic Growth – Adjust to 3-Lane Section as Warranted**

- Convert inside or outside shoulder and add a new shoulder



# I-40 and Alternate Route Studies Funded and In Progress

#	NMDOT #	Location	Description	Prior Funding	2024 Funding	2025 Funding	Total Funding
1	6101600	I-40 MP 8.0, NM 118 (West of Gallup)	Study to Improve Truck Clearance on NM 118	\$1 million			\$1 million
2	6101390	I-40, MP 20.5 – 21.5 Gallup @ US 491	I-40/US 491 Interchange Study	\$1.7 million	\$32,433	\$1,467,567	\$3.2 million
3	6101570	I-40 MP 90.6, NM 124 East of Grants	Study to Improve Truck Clearance/Realign NM 124	\$950,000			\$950,000
<b>Total</b>					<b>Total</b>	<b>\$5.150 million</b>	



# I-40 Funded Projects 2024 to 2027

#	NMIDOT #	Location	Description	Prior	2024	2025	2026	2027	Total
1	6101391	MP 20.4 – 21.2	US 491 Ramp Realignment					\$7,400,000	\$7,400,000
2	6100932	MP 21.9 – 25.7	Gallup Pavement Rehabilitation					\$10,656,393	\$10,656,393
3	6101500	MP 30.0 – 31.0	Bridge Rehabilitation (4 bridges)					\$4,000,000	\$4,000,000
4	6101581	MP 39.8 – 44.8	Roadway Widening	\$18,962,572		\$41,657,539			\$60,620,111
5	6101550	MP 72.2 and 85.1	Bridge Deck Overlay (2 bridges)				\$10,700,000		\$10,700,000
6	6101551	MP 76.1	Bridge Rehabilitation		\$1,500,000				\$1,500,000
7	6100838	MP 105.9 – 106.4	Bridge Replacement (2 bridges)	\$200,000	\$1,217,295		\$8,566,385		\$9,983,680
8	6100843	MP 119.38	Bridge Replacement					\$900,000	\$900,000
9	6101630	MP 121.8	Bridge Repair (2 bridges)		\$750,000				\$750,000
			<b>Total</b>	<b>\$19,162,572</b>	<b>\$3,467,295</b>	<b>\$41,657,539</b>	<b>\$19,266,385</b>	<b>\$22,956,393</b>	<b>\$106,510,184</b>



## Next Steps

- **Public Comments and Stakeholder Meetings** – Obtain input and incorporate into the final recommendations and I-40 Corridor Plan (Winter/Spring 2024)
- **Finalize recommendations** and the I-40 Corridor Plan (Spring 2024)
- **Implement** existing planned and funded projects
- **Seek funding** for projects in the I-40 Corridor Plan
- Continue to **collect data** and verify and update the I-40 Corridor Plan as needed



How can I learn more?

28

## **Project website at [i40nmstudy.com](https://i40nmstudy.com)**

- Presentations and recordings from public meetings
- Use the website to complete a comment form and/or submit written comments by **Wednesday, March 27, 2024**.
- [Stephanie Miller, smiller@parametrix.com](mailto:Stephanie.Miller@parametrix.com)
- [Summer Herrera, summer.herrera@dot.nm.gov](mailto:Summer.Herrera@dot.nm.gov)





a program of  
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**Northwest Regional Transportation Planning Organization  
(NWRTPO)**

**Agenda Item #VI: TOA Scenic Byway Corridor  
Management Plan Update**

**Subject: Presentation from Bohannan Huston on progress with the TOA  
Byway Corridor Management Plan Update**

**Prepared for: March 13 meeting**

**Date: 3/6/24**

**BACKGROUND**

- **Why?** Liz Treat and Paul Sittig of Bohannan Huston will present on progress with the TOA Byway Corridor Management Plan Update
- **Purpose.** The TOA Corridor Management Plan was originated in November, 2008 – 15 years ago; it is time to update the CMP related to current issues for our nationally designated byway corridor.
- **Discussion/Finalization.** BHI staff – Liz and Paul will report on progress thus far and potential upcoming meetings for the TOA Byway CMP update.

**CURRENT WORK**

- Report on progress thus far, and forthcoming meetings and/or activities

**ANTICIPATED WORK**

- Ongoing collaboration with BHI staff, RTPO members and the public for our TOA CMP update.

**ATTACHMENTS**

- BHI – TOA Byway CMP Update

**BUDGET IMPACT**

- None

**ACTION ITEM**

- N/A

March 13, 2024

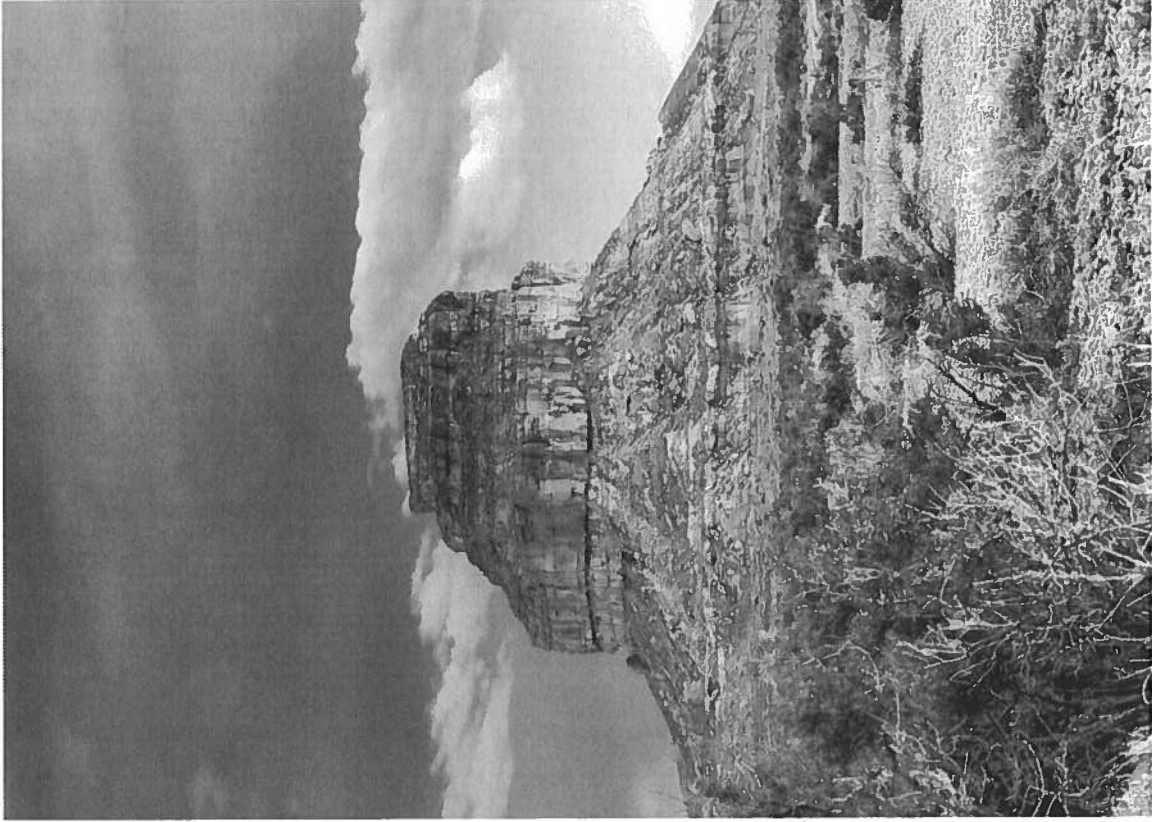
---

TRAIL OF THE ANCIENTS SCENIC BYWAY  
CORRIDOR MASTER PLAN

NW REGIONAL TRANSPORTATION  
PLANNING ORGANIZATION MEETING



Scenic Byway



---

# AGENDA

- Introductions
- History of the Trail of the Ancients Scenic Byway
- Corridor Management Plan Update Schedule
- Project Components
- Next Steps

---

# TEAM INTRODUCTION



Paul Sittig  
BHI Project Manager



Liz Treat  
BHI Public Engagement  
Lead



Evan Williams  
NWNMCOG Executive  
Director

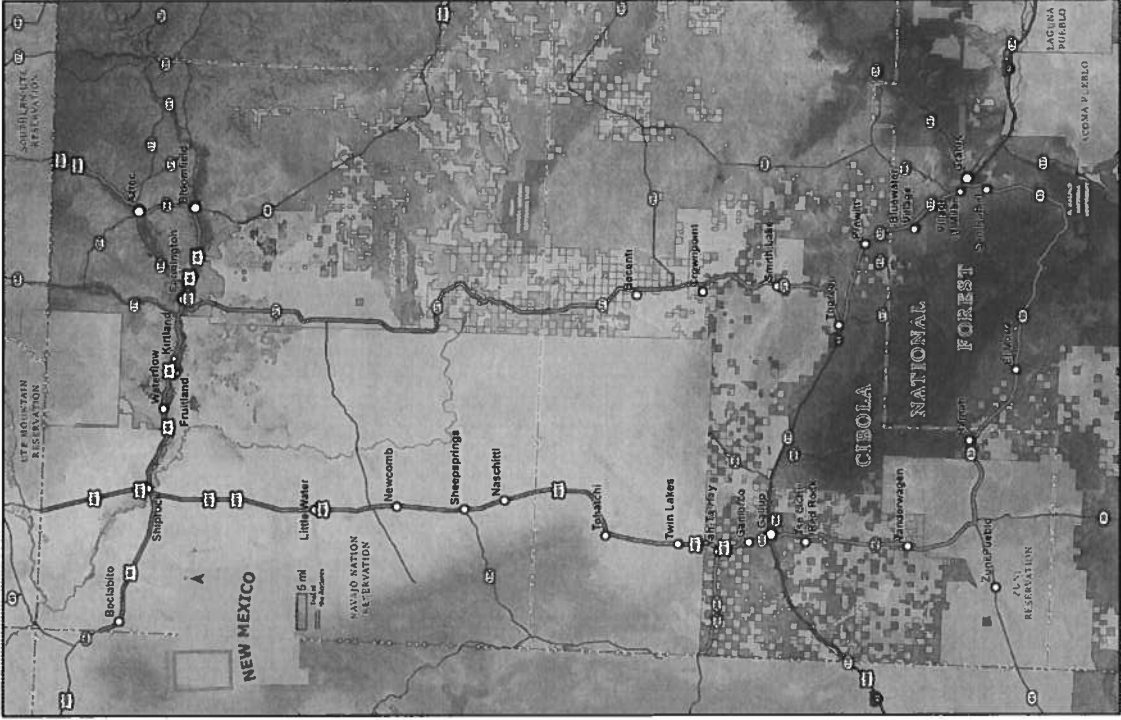


Brandon Howe  
NWNMCOG Project Lead

---

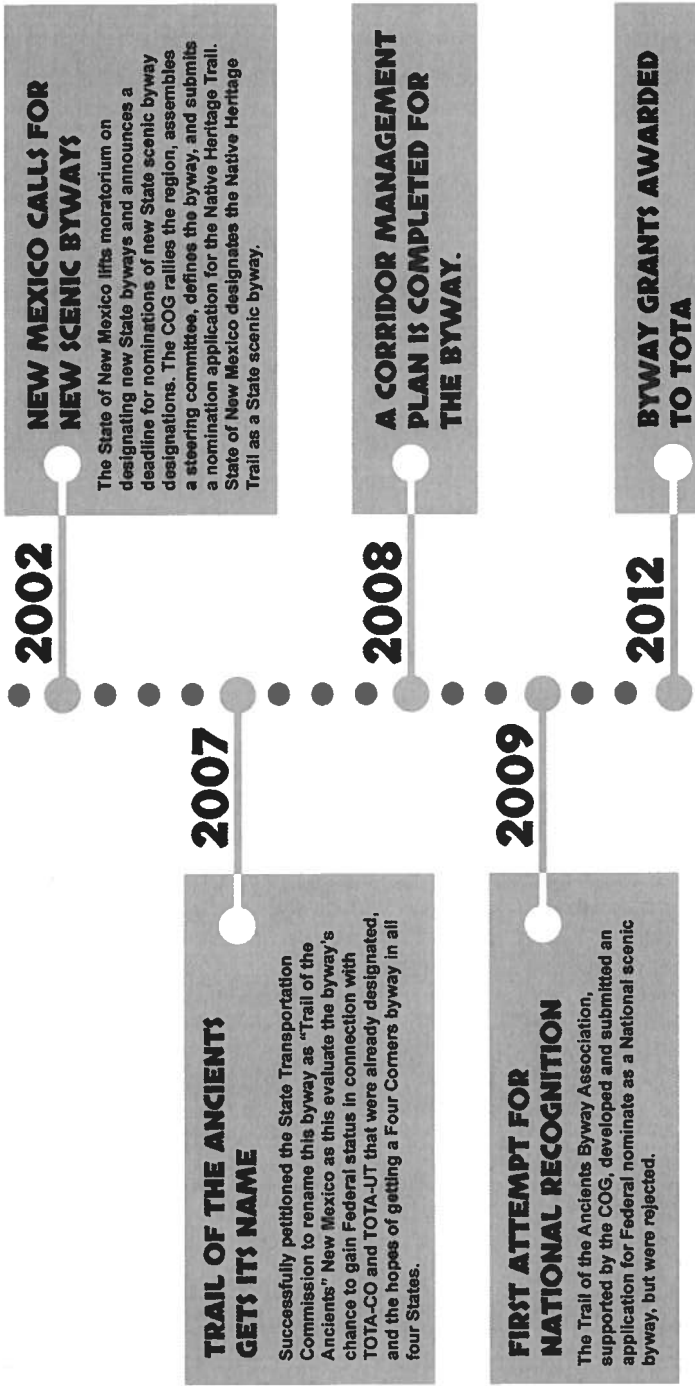
# TRAIL OF THE ANCIENTS SCENIC BYWAY - NATIONAL DESIGNATION

---



---

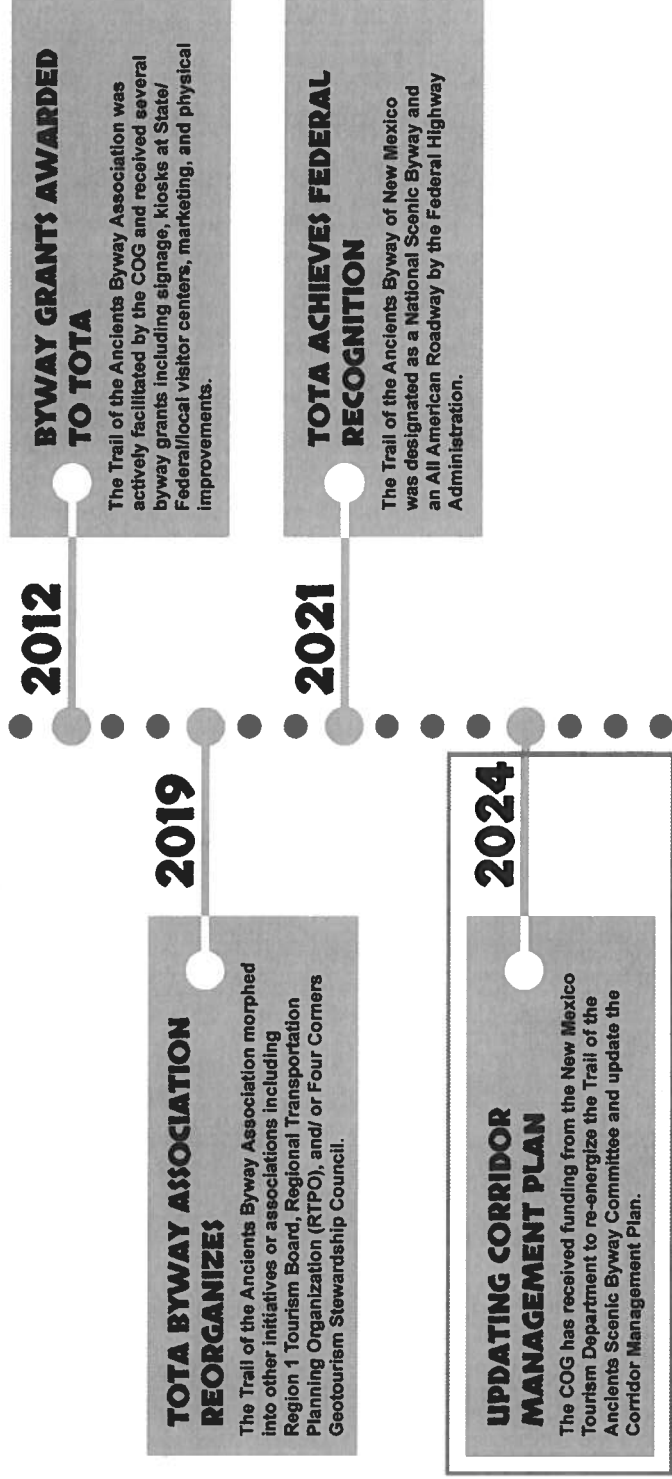
# HISTORY OF TRAIL OF THE ANCIENTS





---

# HISTORY OF TRAIL OF THE ANCIENTS, CONTINUED



---

# KEY DEFINITIONS

## National Scenic Byway

In 1995, the Federal Highway Administration set forth the criteria for the designation of roads as National Scenic Byways based upon their **archeological, natural, cultural, recreational, scenic,** and/or **historic** intrinsic qualities.

**Intrinsic qualities** are defined by the National Scenic Byways Program as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.”

To be designated as a **National Scenic Byway**, a road must significantly meet criteria for at least one of the above six intrinsic qualities.

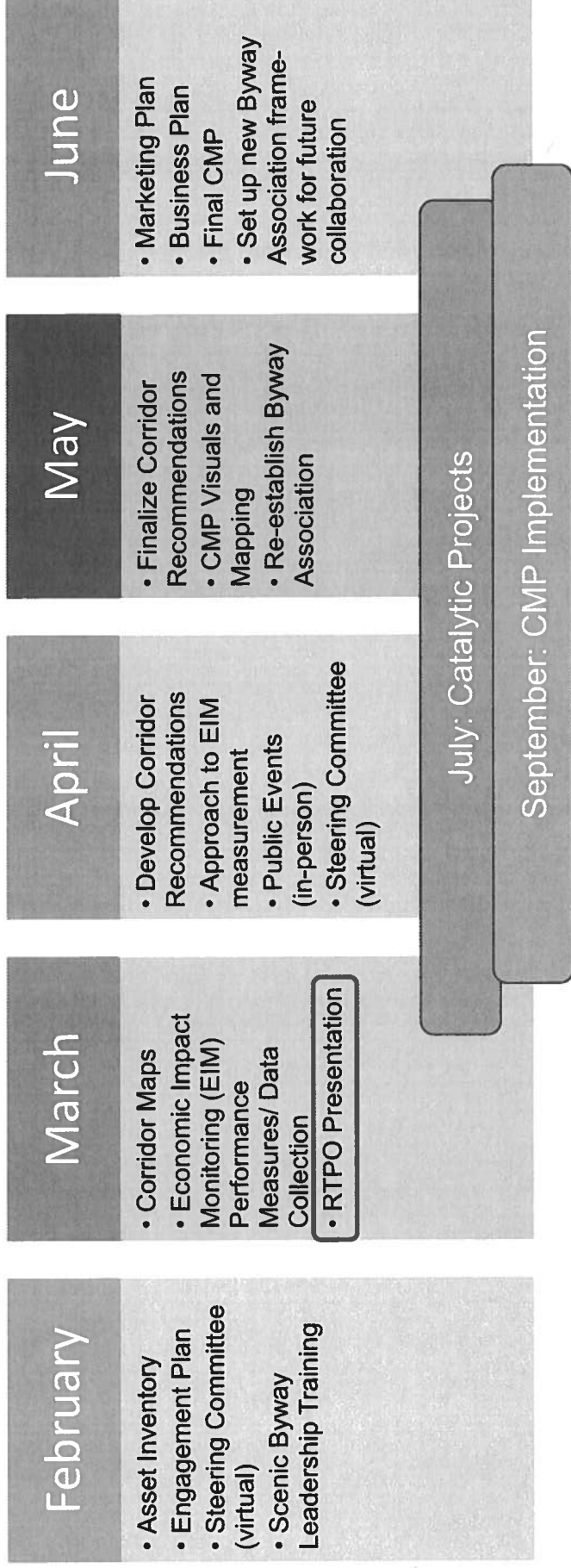
---

# KEY DEFINITIONS

## Corridor Management Plan

A written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

# PROJECT SCHEDULE



---

# PROJECT COMPONENTS

- Summary of Asset Inventory and Plans Reviewed
- Public Outreach
- Marketing and Business Plan
- Economic Impact Monitoring
- Protecting the Byway

---

Trail of the Ancients | RTPO Meeting



---

# ASSET INVENTORY (INTRINSIC QUALITIES)

## Archeological

- Aztec Ruins National Monument Visitor Center
- Casamero Ruins
- Chaco Culture NHS Visitor Center
- Crow Canyon Petroglyphs BLM
- El Morro National Monument Visitor Center
- Hawikuh Ruins National Historic Landmark / Zuni Pueblo Visitor Center
- Kin Bineola (*removing - closed*)
- Kin Ya'a (*removing - closed*)
- Peach Springs Archaeological District
- Salmon Ruins Museum
- Various Anasazi ruins near Shiprock
- Village of the Great Kivas / Zuni Pueblo Visitor Center

## Natural

- Aztec Arches
- Bolack Museum of Fish and Wildlife
- Chuska Mountains
- Cibola National Forest
- Gallup area lakes
- Hogbacks – near Gallup and Shiprock
- Little Colorado Rivershed
- Riverside Nature Center
- Shiprock Formation
- Tohatchi Lookout



---

# ASSET INVENTORY (INTRINSIC QUALITIES)

## Cultural

- Ancient Way Arts Trail (*Highway 53*)
- El Morro Feed & Seed
- El Morro Old School Gallery
- El Morro Theater
- El Rancho Motel
- Farmington Museum / Convention & Visitor Center
- Gallup Cultural Center
- Gallup downtown murals
- Hogback Trading
- Inscription Rock Trading
- Joe Milo's Trading
- Navajo Nation Museum
- Navajo Weavers Association of Crownpoint / Auction Location
- Old Zuni Mission (*part of the Zuni Pueblo historic place*)
- Perry Null Trading
- Ramah Museum (*temporarily closed, per Google maps*)
- Richardson Trading
- Toadlena Trading Post
- Two Grey Hills Trading Post
- Window Rock Navajo Tribal Park & Veteran's Memorial
- Winfield Trading

---

# ASSET INVENTORY (INTRINSIC QUALITIES)

## Recreational

- Alien Run Bike Trail Parking Lot
- Ancient Way Cafe & RV Park
- Angel Peak Scenic Area (BLM)
- **Asstec Acres Miniature Donkeys (removing - closed)**
- Animas river
- Animas river trails in Farmington
- Aztec area UFO trails and bike trails
- Aztec Motorcross Track
- Bandera Volcano
- Bisti Badlands Parking / De-Na-Zin Wilderness
- Bluewater State Park
- Bowl Canyon Recreation - Asaayi Lake
- Continental Divide Trail
- Cox Canyon Arch
- Defensive Sites of Dinetah (BLM)
- Dunes Vehicle Recreation Area
- El Malpais Information Center NPS
- El Malpais National Monument Visitor Center NPS
- Four Corners Monument (keep?)
- Glade Run Recreation Area (BLM)
- Hawikku area lakes

---

# ASSET INVENTORY (INTRINSIC QUALITIES)

## Recreational, continued

- High Desert Trail
  - High Desert Trail Head
  - Ice Cave & Bandera Volcano / Ice Caves Trading
  - Kart Canyon Speedway
  - Lake Farmington
  - Mentmore Rock (climbing area and trail)
  - Mentmore Shooting Range - Gallup
  - Morgan Lake and other lakes near Shiprock (one description)
  - Mount Taylor Ranger District (modify – district office)
  - Pyramid Trail
  - Quartz Hill Trail System USFS
- Ramah Reservoir
  - Red Rock Park & Pyramid Rock Trail
  - San Juan River
  - Zuni eagle aviary

## Scenic

- Highway 64 west to Arizona border
- Red Valley to Lukachukai Road
- Route 66 Scenic Byway

---

# PLANS REVIEWED

## **NMDOT:**

- 2018 NM Bicycle Plan
- 2021 Strategic Highway Safety Plan
- 2023 Vulnerable Road User Safety Assessment
- 2023 NWNM Coordinated Public Transit—Human Services Transportation Plan
- 2045 NM Freight Plan
- 2045 NM Long Range Statewide Transportation Plan

## **Regional Plans:**

- 2020 McKinley County Comprehensive Plan
- 2022 Cibola County Comprehensive Plan
- San Juan County five-year Strategic Plan
- 2021 NWRTP Regional Transportation Plan
- 2021 NWNMCOG CEDS Plan
- 2021 Navajo Nation Long Range Transp. Plan
- Farmington Comp. & Transp. Plans

---

# PROJECTS ALONG THE BYWAY

## Examples of STIP Projects on the Byway

- Safety project in front of Shiprock High School, Middle School, and Diné College
- US 491 Truss Bridge over the San Juan River
- US 64/N 5031 Intersection
- NM 124 realignment-NEW
- US 491 Bridge Rehab
- East Blanco Bridge
- US 550 Pavement Rehab

## NWRTPO RTIPR

- Intersection of NM53 & BIA125 Road - Interchange/Intersection (4)
- Redesign NM122 (Rt. 66 / Santa Fe Ave.) to promote economic development & tourism
- Construct Mill Road Rail Crossing Improvements along with accel / decel turn lanes on to NM122
- NM371 / N-5 Road Safety Audit to improve Intersection turn lanes, add street lights, signage, and rumble strips on both highways

# PUBLIC OUTREACH

## Steering Committee, Survey, In-Person, Website

### Steering Committee

- Meeting held on Feb 28th; 23 stakeholders attended.
- Will meet again in April to discuss CMP Recommendations.

### Survey

- Launching in March!
  - What attractions should be highlighted on the byway?
  - Are there proper amenities along the byway?
- Help us spread the word!

### In-Person Engagement

- Tabling at an event in each County in April
  - Gallup Arts Crawl

Website: <https://engage.bhinc.com/TOTA>

Trail of the Ancients | RTPO Meeting



---

# STEERING COMMITTEE

## **Regional Stakeholders**

Andrew DiCamillo, Community Development Director, City of Aztec  
Anthony Dimas Jr, County Manager, McKinley County  
Bill Lee, Gallup McKinley County Chamber of Commerce  
Bruce Armstrong, Greater Gallup Economic Development Director  
Byron Bitsoie, Navajo Nation Lands Department  
Chad Gaines, Cibola Trail Alliance  
Charles Riley, Acoma Pueblo  
Dee Santillanes, City of Gallup  
DJ Felipe, Acoma Pueblo  
Eileen Chavez Yarborough, Cibola Communities Economic Development Foundation  
Ingrid Gilbert, Visit Farmington, Assistant Director & Online Marketing Manager  
Joan Monninger, Aztec Museum  
Prudence Brady, City of Bloomfield

## **Northwest NM Council of Governments**

Brandon Howe, TOTA CMP Update PM  
Robert Kuipers, Regional Transportation PM

---

# STEERING COMMITTEE, CONTINUED

## **New Mexico Department of Transportation**

Lisa Vega, District Engineer, District 6  
Arif Kazmi, Engineer Support Manager, District 6  
Mike Neely, Local Government Supervisor, District 6  
Angelica Trujillo, Scenic Byways Coordinator  
Sullivan Moore, Government to Government Liaison

## **Bohannan Huston, Inc.**

Denise Aten, Principal in Charge  
Paul Sittig, Project Manager  
Liz Treat, Public Engagement Lead  
Clare Haley, Planner  
Maggie Ramirez, Planner

## **Other State and Federal Agencies**

Calvin Manuelito, New Mexico Tourism Department Customer Service Representative  
Jim Glover, endeavor New Mexico co-director  
Kelly Fuhrmann, Director, El Morro NPS  
Maria Lohmann, NM State Land Office, Outdoor Recreation Specialist  
Nathan Hatfield, Supervisory Park Ranger Interpretation, Aztec Ruins NM and Chaco Culture NHP

---

# MARKETING AND BUSINESS PLAN

## Strategies and Projects

### Marketing Plan

- Brochure
- Permanent website
- Cross-marketing
- How else to promote the byway?

### Business Plan

- Operations
- Project recommendations
- Cost-estimates
- What are projects that you think would benefit your community and/or the region?
- What are areas for improvement, or needs to address?

---

# ECONOMIC IMPACT MONITORING

## Data Types and Sources

- **Monitor and track the number of byway visitors**
  - **Occupancy rates at hotels and short-term rentals**
  - **Big Data analysis (should be able to pull out local/regional residents and visitors)**
  - **Visitor analytics (embedded hardware + software to track and report on smart devices)**
  - **QR codes (likely lower cost, but lower capture rate)**
- **Visitors' origins**
  - **NM Tourism statistics**
  - **Big data analysis (should be able to capture and report on visitors' origins)**
  - **Visitors' economic investment into the region**
    - **Sales taxes from attractions and restaurants, and lodgers taxes**
  - **Visitors' experiences in the region**
    - **Social media scores, sentiment analysis, or other aggregation of reviews**

*Note: highlighted text is data that will be collected to set a regional baseline*

---

---

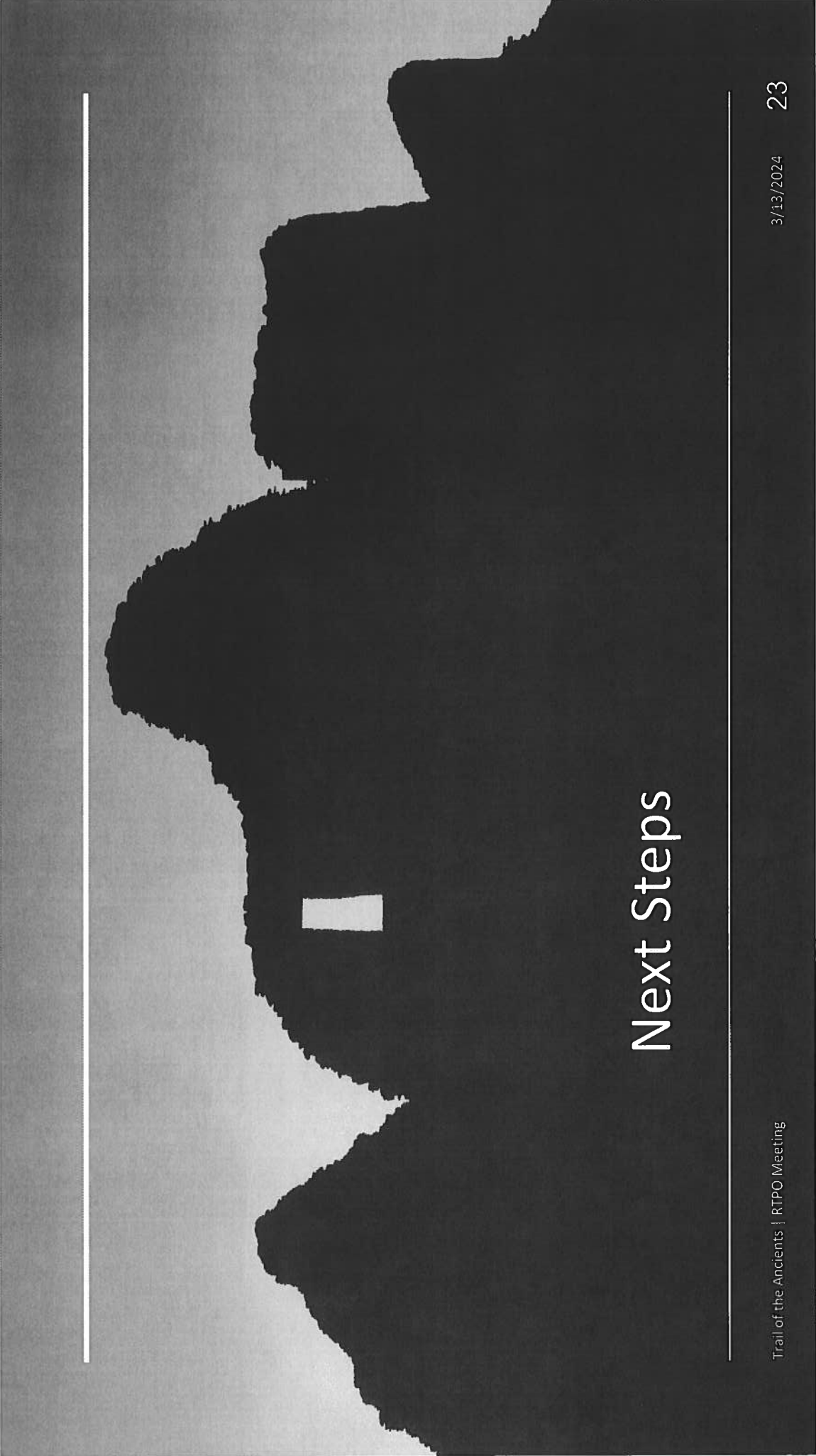
# PROTECTING THE BYWAY

## Hazard Mitigation

- What natural disasters have impacted the area?
- How did you respond and recover?
- What has changed, and what could change, to be more resilient to future events like this?
- And what plans are in place now?

## Changes in the Region

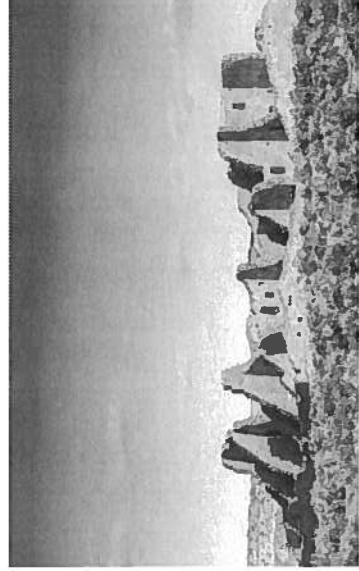
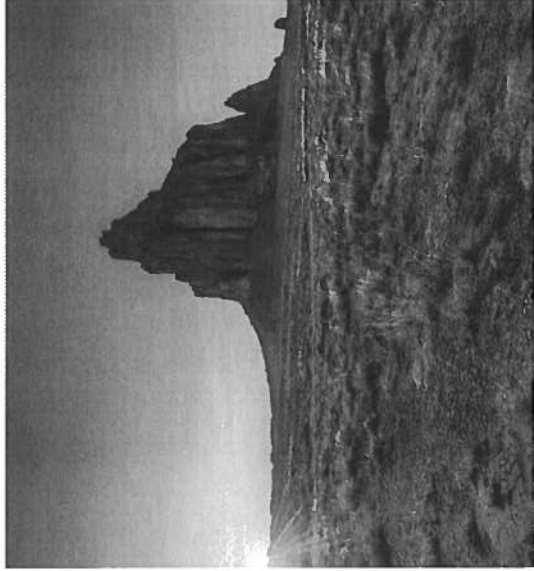
- What is different now from 2008?
- What do you think could change in the next 15-20 years?
- What changes do you want to encourage?
- What changes do you want to prevent?



# Next Steps



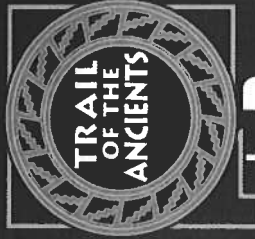
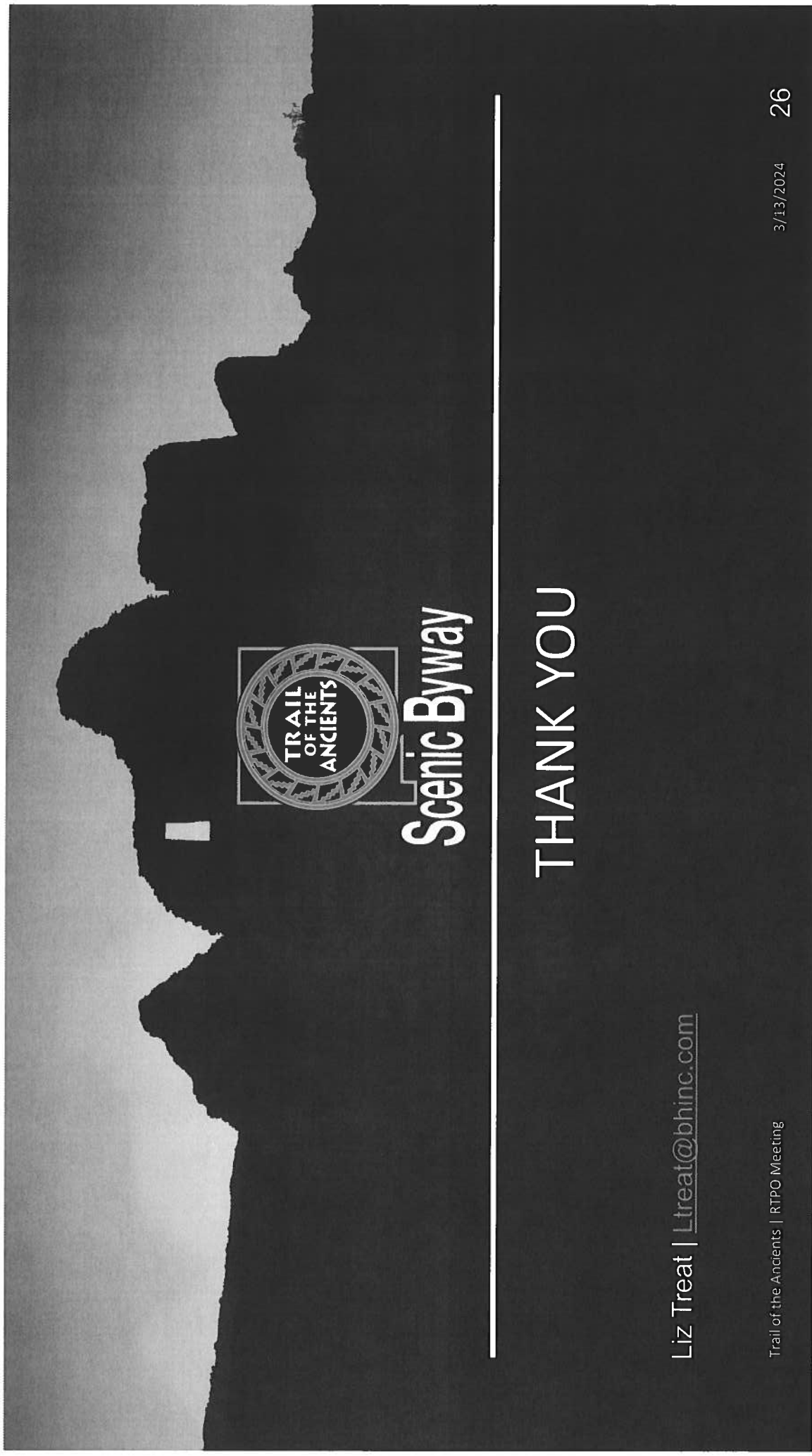




---

# SUMMARY

- Making progress on the plan
- Will follow up with link to the website and survey
- Join us in person in April
- Finalize the plan in June



# Scenic Byway

---

## THANK YOU

Liz Treat | [Ltreat@bhinc.com](mailto:Ltreat@bhinc.com)

Trail of the Ancients | RTPO Meeting



a program of  
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**Northwest Regional Transportation Planning Organization  
(NWRTPO)**

**Agenda Item #VII: Reports, Updates, Announcements**

**Subject: Reports on Staff hours thru February, January expenditures,  
and February Monthly Report**

**Prepared for: February 14, 2024 meeting**

**Date: March 5, 2024**

**BACKGROUND**

- **Why?** Keep RTPO members informed on staff activity and RTPO accomplishments.
- **Purpose.** Keep RTPO members informed on RTPO activity.
- **Discussion/Finalization.** Reports follow in this section.

**CURRENT WORK**

- Reports follow in meeting package

**ANTICIPATED WORK**

- Complete reports for next month

**ATTACHMENTS**

- Staff hours and expenditure reports, February Monthly Report

**BUDGET IMPACT**

- None

**ACTION ITEM**

- N/A

**RTPO APER Budgeted Staff Hours Summary  
FFY2022**

February Monthly Report											
Function	Budgeted Hours	Q1	Jan. 23	Feb. 23	Mar-23	Q2	Q3	Q4	Total Actual hours	Balance	Percentage budgeted differs from actuals*
1	325	26.50	7.00	28.75	0.00	35.75	0.00	0.00	62.25	262.75	-80.85%
2	75	5.00	2.00	0.00	0.00	2.00	0.00	0.00	7.00	68.00	-90.67%
3	600	159.00	61.00	64.00	0.00	125.00	0.00	0.00	284.00	316.00	-52.67%
4	300	12.50	8.00	13.00	0.00	21.00	0.00	0.00	33.50	266.50	-88.83%
5	425	119.50	42.00	40.00	0.00	82.00	0.00	0.00	201.50	223.50	-52.59%
6	375	115.00	39.50	34.00	0.00	73.50	0.00	0.00	188.50	186.50	-49.73%
<b>TOTAL</b>	<b>2100</b>	<b>437.50</b>	<b>159.50</b>	<b>179.75</b>	<b>0.00</b>	<b>339.25</b>	<b>0.00</b>	<b>0.00</b>	<b>776.75</b>	<b>1323.25</b>	<b>-63.01%</b>

\*if budgeted hours differ from actual hours by more than 20% in any function, provide a narrative explanation below

**Quarterly Expenditure Summary**

NWRTPO FFY2024 Q1 Budget Detail*	Q1 Request	Jan-24	Q2 Request	Q3 Request	Q4 Request	Total Budgeted Amount	Requests YTD (incl. current request)	Balance
a. Personnel	\$ 13,624.71	\$ 4,347.00	\$ 4,347.00	\$ -	\$ -	\$58,758.00	\$ 17,971.71	\$ 40,786.29
50000: Payroll Expenses	\$ 302.43	\$ 150.40	\$ 150.40	\$ -	\$ -	\$0.00	\$ 452.83	\$ (452.83)
50001: Wages & Salaries	\$ 13,322.28	\$ 4,196.60	\$ 4,196.60	\$ -	\$ -	\$58,758.00	\$ 17,518.88	\$ 41,239.12
b. Fringe Benefits	\$ 3,247.45	\$ 785.60	\$ 785.60	\$ -	\$ -	\$15,150.00	\$ 4,033.05	\$ 11,116.95
c. Travel & Training	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,023.00	\$ -	\$ 5,023.00
d. Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
e. Supplies	\$ 523.29	\$ -	\$ -	\$ -	\$ -	\$ 4,591.00	\$ 523.29	\$ 4,067.71
f. Contractual	\$ 1,506.76	\$ 1,103.38	\$ 1,103.38	\$ -	\$ -	\$ 14,878.00	\$ 2,610.14	\$ 12,267.86
g. Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
h. Other	\$ 4,921.35	\$ 1,404.16	\$ 1,404.16	\$ -	\$ -	\$ 14,100.00	\$ 6,325.51	\$ 7,774.49
<b>TOTAL</b>	<b>\$ 23,823.56</b>	<b>\$ 7,640.14</b>	<b>\$ 7,640.14</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 112,500.00</b>	<b>\$ 31,463.70</b>	<b>\$ 81,036.30</b>
Local Match (20%)	\$ 4,764.71	\$ 1,528.03	\$ 1,528.03	\$ -	\$ -	\$ 22,500.00	\$ 6,292.74	\$ 16,207.26
Federal Share (80%)	\$ 19,058.85	\$ 6,112.11	\$ 6,112.11	\$ -	\$ -	\$ 90,000.00	\$ 25,170.96	\$ 64,829.04

Control Number:	Invoice #	TOTAL	Local Match (20%)	Federal Share (80%)
Work Authorization (09/30/2023)		\$112,500.00	\$ 22,500.00	\$ 90,000.00
Quarter				
Q1 ending 12/31		\$ 23,823.56	\$ 4,764.71	\$ 19,058.85
Q2 ending 3/31		\$ 7,640.14	\$ 1,528.03	\$ 6,112.11
Q3 ending 6/30		\$ -	\$ -	\$ -
Q4 ending 9/30		\$ -	\$ -	\$ -
<b>BALANCE</b>		<b>\$ 81,036.30</b>	<b>\$ 16,207.26</b>	<b>\$ 64,829.04</b>

\*line items in excess of \$500 require a detailed explanation. Single purchases over \$500 require invoices and proof of payment





A PROGRAM OF Northwest New Mexico Council of Governments

## NWRTPO | Northwest Regional Transportation Planning Organization

### Monthly Report – February, 2024

- A. 2023-2024 NWRTPO RTIPR Update:** The 2022 RTIPR has a total of \$175,686,550.00 for Roadway, Bridge, Planning, TAP, RTP, FLAP, HSIP, TPF and Trans projects. The 2023 NWRTPO RTIPR Call for Projects Update commenced in February, 2023 to give our members a head-start; the 2023-2024 Call for Projects will be completed in March of 2024, with the DOT Dist. 5 & 6 RTIP's. Project Feasibility Forms were reviewed by DOT District 5 and 6 on May 2 at the DOT District 6 Office in Milan. Members have completed PPF's (Project Prospectus Forms) due August 31 for all submitted projects. **RTPO staff have completed our FFY2024 RTIPR – RTP members reviewed, approved and authorized the RTIPR at our February 14, 2024 meeting; RTIPR will be approved and authorized by NMDOT Dist. 5 & 6 staff at our March 13 virtual meeting including two TPF projects from Sandoval County (MRRTP) and one Roadway project from Catron County (SWRTPO) for our 2024 RTIPR.**
- B. NMDOT Transportation Project Fund:** A new 2024 TPF call for projects was issued with a deadline of May 31, 2023 for project submissions; staff reminded RTPO members to submit their full applications via the FTP website by/before this deadline. This year six of our RTPO member gov't.'s were awarded and one from Farmington MPO including Bloomfield, San Juan County, Burnham Chapter, Cibola County, City of Gallup, Village of Milan, and Ramah Navajo for a total of \$10,286,414. **At this time a new 2025 TPF Call for Projects has been issued, with complete application packages due for submission thru the NMDOT FTP Website by a May 31, 2024 deadline. Guidance for complete applications was provided in our February 14 meeting package.**
- C. MAP funding:** City of Grants is executed their turn to pursue 2024 Municipal Arterial Funding, and submitted their application by the March 15, 2023 deadline.
- D. GIS Data Gathering, Trails Development, Mapping and Compiling Work:** COG staff Carrie House continues to provide technical assistance and GIS mapping for development of 200 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during FFY18 – FFY22; and continue contributing GIS mapping for regional transportation infrastructure. The NWCOG was the only New Mexico recipient of a NADO Impact Award for the ongoing development of 200 miles of recreational trails in the Zuni Mountains of McKinley and Cibola Counties. Carrie is placing trail counter machines at various points along these trails. The Navajo Nation will soon be developing 80 miles of recreational trails in the Chuska Mountain range, complimenting the rec. trails being developed in the Zuni Mtns. The Pueblo of Laguna is developing bike and pedestrian trails connecting all six of their Pueblo Villages.
- E. Trail of the Ancients Scenic Byway is Nationally Designated:** The entire TOA byway corridor is shared by Counties in the 4-Corners region of Utah, Arizona, New Mexico and Colorado; the Utah and Colorado corridors are already nationally designated. **We received news that major portions of our New Mexico corridor are now designated as a National Byway corridor!** With the return of the federal Scenic Byway Program after a multi-year period when the program went away, we are reconstructing the TOA Byway Council for New Mexico, and undertaking the challenging responsibility shared by participating counties to monitor and improve the national corridor, along with stronger participation in funding the byway, in collaboration with NMDOT staff. Staff submitted an application to update our Corridor Management Plan as the first rendition was done in November, 2008. **This was recently awarded for funding in 2024.**
- F. Major Funding from Federal Sources:** The Federal Govt. and USDOT is providing funding for transportation development in billions of dollars – far beyond anything we've ever seen before, in some cases with short application timeframes. Members are encouraged to become familiar with these opportunities and take advantage of them which will be available thru 2026.
- G. Mandatory T/LPA Certification Training:** NMDOT is requiring mandatory T/LPA Certification Training; the first opportunity in Farmington is already past the next opportunity happened in Gallup in August 16 – 17 at the Down Town Conference Center – 204 W. Coal Ave, and was well attended by our RTPO members. **If RTPO members do not take this training, your gov't. will be ineligible to receive federal funding for transportation projects for the next 2 years, for any of our member gov't.s who have not yet attended, the opportunity exists to travel to other trainings throughout our state in the upcoming months. At this time all of our member gov't.s have been certified – just waiting on Navajo Nation at this time.**
- H. Member Govt. Orientations:** RTPO staff sent a notice to RTPO members that during the course of 2024 it is time to again offer RTPO Orientations to new Government Leaders, to bring them up to speed on the services the RTPO offers for a wide variety of transportation services and development.
- I. News, Training and Funding Opportunities:** The following training and funding opportunities have recently emerged:
- **FHWA Planning, Environment & Realty Reports:** none this round
  - **NMDOT Govt. to Govt. Update:** 2/22/24 / 2/26/24
  - **AASHTO Publications:** none this round
  - **NMDOT / UNM-LTAP:** Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference [ltap.unm.edu](http://ltap.unm.edu) – **Online Courses Notice** forwarded to members as LTAP emails come in.
  - **Title VI Training** is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance.
  - **Email Change Notice from NMDOT:** All NMDOT staff emails have changed from @state.nm.us to @dot.nm.gov
  - **NMDOT T/LPA Mandatory Training and Certification:** Sent to members 9/19/23; follow up on 10/17/23 and 10/26/23. **Members who do not take this training will not qualify for federal funding!!! (reference #G above)**
  - **NM Tourism Dept. Grant Opportunities:** 2/13/24
  - **T/LPA Certification Online Extensions:** 2/13/24 / 2/20/24
  - **USDOT Funding Resources & Opportunities:** 2/15/24
  - **NADO Rural Transportation News:** 2/21/24
  - **USDOT Navigator – February Biweekly Bulletin:** 2/21/24
  - **Safe Streets & Roads for All (SS4A) NOFO Announcement:** 2/22/24
  - **Trails + Grant Program Announcement:** 2/23/24
  - **ROUTES February 2024 Newsletter:** 3/4/24
  - **2025 – 2026 Recreational Trails Grant Opportunity:** 3/4/24 – **applications due March 29!**
  - **FUNDIT Funders Forum:** Will present funding opportunities from NMEDD: hosted on MS Teams – **April 2 @ 10am / April 4 @ 2pm**
  - **Trail of the Ancients Scenic Byway Corridor Management Plan Steering Committee:** 3/4/24 – follow up email – Bohannon Huston
  - **Local Govt. Road Fund Letters of Intent: LGRF Letters of Intent are due March 15 !!!** – reminder from Bill Santiago – 3/4/24
  - **USDOT Navigator – March Biweekly Bulletin:** 3/4/24
  - **SS4A – Safe Streets (and Roads) For All Grant Webinar Guidance:** 3/4/24 – **provides registration links for March 7 & March 13 meetings – 1:30 – 3:00 pm.**