



FARMINGTON METROPOLITAN  
PLANNING ORGANIZATION

# METROPOLITAN 20 TRANSPORTATION PLAN 50

SEPTEMBER 2025



# ACKNOWLEDGEMENTS

## Policy Committee

- City of Aztec  
– Ken George
- City of Bloomfield  
– Scott Eckstein
- City of Farmington  
– Jeanine Bingham-Kelly  
– Herman Buck, Jr.  
– Colby Gibson  
– Rob Mayes
- New Mexico Department of Transportation – District 5  
– Rhonda Lopez  
– Javier Martinez
- San Juan County  
– Sam Gonzales  
– Sandra Lanier  
– Glojean Todacheene
- Town of Kirtland  
– Dan Flack  
– Ross Trujillo

## 2050 MTP prepared by:

Toole Design Group  
Anthropopulus Design + Planning

## Technical Committee

- City of Aztec  
– Andrew DiCamillo  
– Ruben Salcido
- City of Bloomfield  
– Prudence Brady  
– Lee Evans
- City of Farmington  
– Isaac BlueEyes  
– Derrick Childers  
– Joaquin Gonzalez  
– Virginia King
- New Mexico Department of Transportation – District 5  
– Javier Martinez  
– James Mexia
- Red Apple Transit, City of Farmington  
– Alan Black
- San Juan County  
– Lisa Hale-BlueEyes  
– Nick Porell  
– Steven Saavedra

# TABLE OF CONTENTS

1. INTRODUCTION.....6

2. A REGION IN TRANSITION.....18

POPULATION AND HOUSING.....20

ECONOMIC CONDITIONS.....30

3. TRANSPORTATION NEEDS  
AND PRIORITIES.....40

REGIONAL MOBILITY AND ROADWAY DEMAND.....42

SAFETY.....60

ACTIVE TRANSPORTATION.....78

TRANSIT.....94

FREIGHT.....106

CLIMATE RESILIENCE.....114

4. IMPLEMENTATION.....126

GENERAL POLICIES.....128

SUMMARY OF RECOMMENDATIONS.....132

2050 MTP PROJECT LIST AND FINANCIAL ANALYSIS.....138

PERFORMANCE MEASURES.....152

5. APPENDIX.....160

2050 MTP PROJECT LISTS.....III

COMMUNITY SURVEY ANALYSIS.....XVI

ECONOMIC DEVELOPMENT FOCUS GROUP NOTES...XXVIII

HIGH SCHOOL FOCUS GROUP NOTES.....XXXV

PHASE II ENGAGEMENT SUMMARY.....XL



List of Tables

|                                                                                                                |          |
|----------------------------------------------------------------------------------------------------------------|----------|
| Table 1: Goals, Priorities, and Recommendations from Local Agency Comprehensive and Strategic Plans            | .....17  |
| Table 2: Population Estimates by Jurisdiction                                                                  | .....21  |
| Table 3: Race and Ethnicity as a Percent of Whole Population by Jurisdiction, 2020                             | .....24  |
| Table 4: Housing Occupancy Rates by Jurisdiction, 2020                                                         | .....28  |
| Table 5: Median Household Income by Jurisdiction                                                               | .....29  |
| Table 6: Current and Projected Employment by Industry, San Juan County                                         | .....33  |
| Table 7: Functinoal Classification Definitions and Mileage by Type                                             | .....48  |
| Table 8: NMDOT Highway Milage within the Farmington MPO Region                                                 | .....48  |
| Table 9: Total Estimated Weekday Trips Between San Juan County and Southwest Colorado                          | .....53  |
| Table 10: Total Estimated Weekday Daily Trips Between San Juan County and Southwest Colorado                   | .....53  |
| Table 11: Agencies Involved in Regional ITS Activities                                                         | .....57  |
| Table 12: Regional Crash Analysis Key Findings, 2019-2023                                                      | .....65  |
| Table 13: Crashes by Mode of Travel and Severity, Farmington MPO Region, 2019-2023                             | .....65  |
| Table 14: Leading Collision Types                                                                              | .....66  |
| Table 15: Crashes by Weather Conditions                                                                        | .....67  |
| Table 16: Crashes by Time of Day                                                                               | .....67  |
| Table 17: Crashes by Lighting Conditions                                                                       | .....68  |
| Table 18: HIN Corridors by Community                                                                           | .....71  |
| Table 19: Existing Bikeways by Type and Jurisdiction                                                           | .....85  |
| Table 20: Priority Projects from the Farmington MPO Bicycle and Pedestrian Master Plan (2024)                  | .....87  |
| Table 21: Complete Streets Facility Type Defintions                                                            | .....91  |
| Table 22: Comparison of Transit Service Types Provided by Red Apple Transit                                    | .....103 |
| Table 23: Population and Wildland-Urban Interface (WUI) in Farmington MPO Region                               | .....117 |
| Table 24: Population and Households in Flood Risk Area                                                         | .....119 |
| Table 25: High and Very High Risk Corridors in the Farmington MPO Region, NMDOT Transportation Resilience Plan | .....121 |
| Table 26: Committed Funding Roadway Maintenance and Improvements                                               | .....133 |
| Table 27: Per Mile Estimates by Project Type                                                                   | .....140 |
| Table 28: Total Funds Programmed in the Transportation Improvement Program by Four-Year Cycle                  | .....147 |
| Table 29: Committed Funding Roadway Maintenance and Improvements                                               | .....147 |
| Table 30: Distribution of MTP Projects by Time Period                                                          | .....148 |
| Table 31: Red Apple Transit Funding in TIP                                                                     | .....149 |
| Table 32: Farmington MPO Performance Measures Summary Table                                                    | .....154 |
| Table 33: Safety Performance Targets                                                                           | .....155 |
| Table 34: Infrastructure Conditions Performance Targets                                                        | .....156 |
| Table 35: System Performance Targets                                                                           | .....156 |
| Table 36: Red Apple Transit Vehicle Transit Asset Management Plan                                              | .....157 |
| Table 37: Economic Health Performance Measures                                                                 | .....158 |
| Table 38: Quality of Place Performance Measures                                                                | .....159 |

List of Figures

|                                                                                                   |          |
|---------------------------------------------------------------------------------------------------|----------|
| Figure 1: Farmington MPO Planning Area                                                            | .....9   |
| Figure 2: Share of Non-White Residents Across the Farmington MPO Region                           | .....25  |
| Figure 3: Projected Population for San Juan County, 2020-2025                                     | .....26  |
| Figure 4: Population Pyramid with Share of Population by Age Groups, 2020 and 2025                | .....27  |
| Figure 5: Share of Working and Non-Working Age Population, 2020 and 2050                          | .....27  |
| Figure 6: Year-end Jobs in Oil, Gas, and Mining                                                   | .....35  |
| Figure 7: Roadway Network by Functional Classification, Regional Scale                            | .....46  |
| Figure 8: Roadway Network by Functional Class, Three Cities Scale                                 | .....47  |
| Figure 9: Traffic Volume along Major Roads, Regional Scale                                        | .....50  |
| Figure 10: Traffic Volume along Major Roads, Three Cities Scale                                   | .....51  |
| Figure 11: Historical Traffic Volumes (2010-2024) along Select Highways                           | .....52  |
| Figure 12: Native American Population and Estimated Daily Trips by Native Americans in Farmington | .....52  |
| Figure 13: Before and After Example of a Road Diet, Federal Highway Administration                | .....54  |
| Figure 14: Crashes by Mode of Travel and Severity, Farmington MPO Region 2019-2023                | .....65  |
| Figure 15: Share of KSI Crashes Involving Drugs or Alcohol                                        | .....68  |
| Figure 16: High Injury Network for All Modes, Regional Scale                                      | .....72  |
| Figure 17: High Injury Network for All Modes, Three Cities Scale                                  | .....73  |
| Figure 18: Farmington MPO Pedestrian Priority Areas, Three Cities Scale                           | .....84  |
| Figure 19: Farmington MPO Existing Bikeways and Trail Network, Three Cities Scale                 | .....86  |
| Figure 20: Complete Street Facility Types, Regional Scale                                         | .....92  |
| Figure 21: Red Apply Transit Route Map                                                            | .....99  |
| Figure 22: Total Ridership on Red Apple Transit, 2021-2024                                        | .....100 |
| Figure 23: Vehicle Revenue Hours by Year on Red Apple Transit                                     | .....100 |
| Figure 24: Proposed alignment options                                                             | .....112 |
| Figure 25: Farmington MPO Region and Southwest Colorado Airports                                  | .....113 |
| Figure 26: Wildland-Urban Interface Areas in the Farmington MPO Region                            | .....118 |
| Figure 27: 100-year Floodplains Across the Farmington MPO Region                                  | .....120 |
| Figure 28: EV Charging Locations Across the Farmington MPO Region                                 | .....124 |
| Figure 29: Regional MTP 2050 Project List Map                                                     | .....141 |
| Figure 30: MTP 2050 Project List Map, Cities Scale                                                | .....142 |
| Figure 31: Total Expenditures by Project Type                                                     | .....149 |





# 1 INTRODUCTION

## Why is an MTP Important?

*A Metropolitan Transportation Plan (MTP) provides an opportunity to assess the needs and challenges that a region must confront and to think critically about the investments that will best meet those needs. Though the primary focus is on transportation issues and investment priorities, foundational elements of an MTP – long-term development patterns and socioeconomic conditions – can inform a wide range of policy decisions.*

*The Farmington MPO region is at a point of economic transition. The 2050 MTP links transportation needs to demographic changes and opportunities to support emerging industries. It also emphasizes quality of life improvements that encourage businesses to invest and workers and families to live in the region.*



Figure 1: Farmington MPO Planning Area

# What is the Farmington MPO?

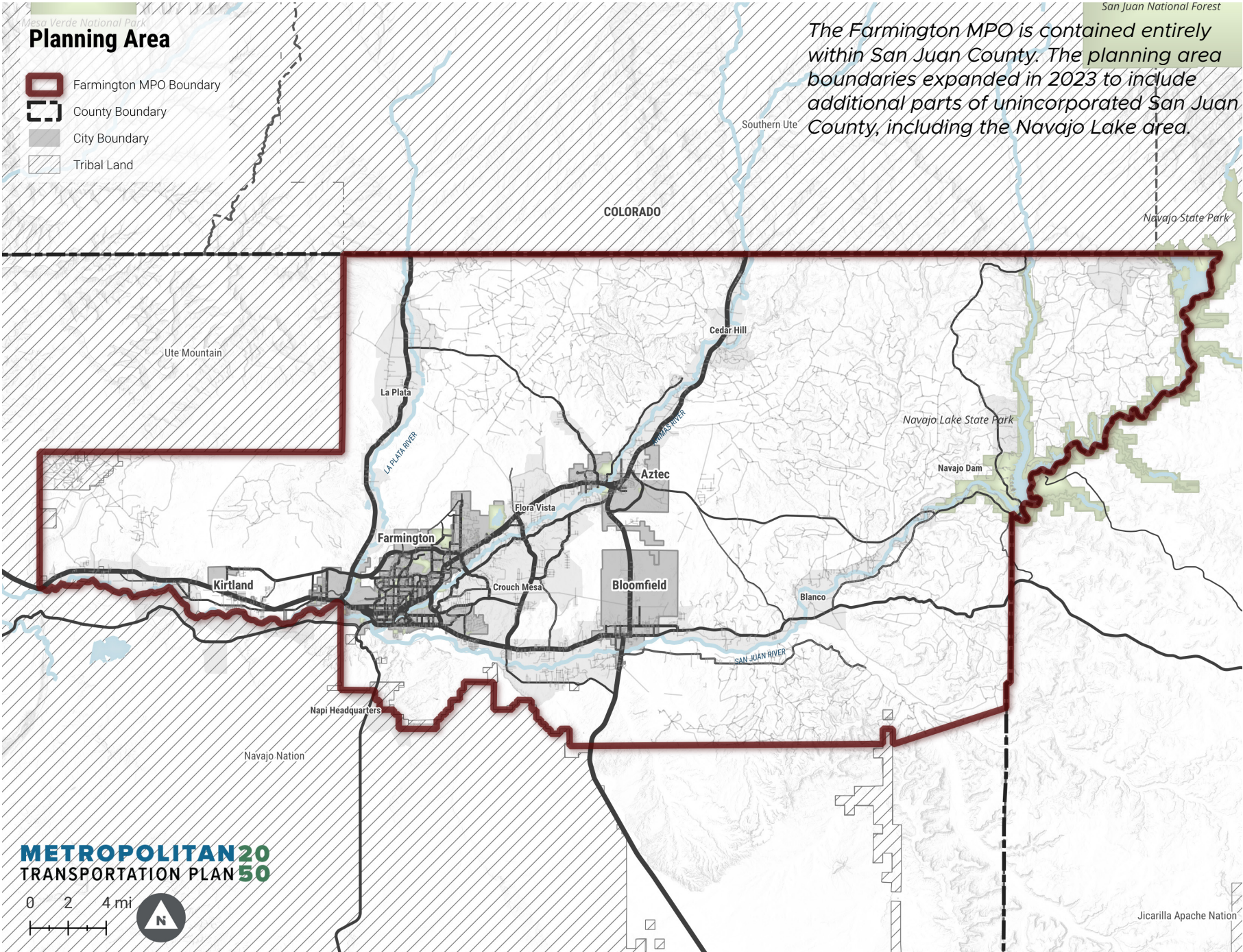
The Farmington Metropolitan Planning Organization (MPO) is a regional agency that conducts long-range transportation planning for the incorporated communities of Aztec, Bloomfield, Farmington, and Kirtland and unincorporated areas of San Juan County. In addition to identifying transportation needs and coordinating on major infrastructure projects, Farmington MPO provides a forum for considering regional transportation challenges and helps distribute federal funding to member agencies. Other agencies that participate in Farmington MPO planning efforts include the New Mexico Department of Transportation (NMDOT) and Red Apple Transit.

A regional approach to transportation planning is important because travel transcends jurisdictional boundaries. The Farmington MPO supports coordination among the multiple agencies responsible for building and maintaining roadways, so that people can drive, bike, walk, and roll on a well-connected, comfortable infrastructure network throughout the region. The Farmington MPO region also serves as a destination for residents across the Four Corners area, who come for medical care, education, recreation, and shopping.

# What is an MTP?

The 2050 MTP is the long-range transportation plan for the Farmington region and is updated every five years. The 2045 MTP – completed in Fall 2020 in the midst of the COVID-19 pandemic – reflected the evolving transportation needs and priorities and to incorporate updated growth projections and demographic data.

The MTP considers all modes of transportation and is used by Farmington MPO member agencies to guide transportation investments over the coming decades. A key product of the MTP is a comprehensive list of regionally significant transportation projects for which funding is likely to be available over the coming decades. Projects must be listed in the MTP – or be consistent with the MTP – to receive federal funding.





## 2050 MTP Emphasis Areas

MTP emphasis areas are intended to guide policy making, performance evaluation, and project development. These emphasis areas are drawn from community outreach results, recommendations and priorities identified in previous planning efforts, travel demand analysis, and local staff and stakeholder input. MTP projects and recommendations address one or more of the emphasis areas.

### Investing in Quality of Life

- Create transportation systems that support the needs of an aging population and encourage more young adults and families to stay or relocate to the Farmington MPO region.
- Invest in trails and bikeways that appeal to residents and visitors of all ages and abilities.
- Prioritize safety improvements, particularly along corridors with high rates of severe and fatal crashes.

### Supporting Economic Development

- Improve regional connections to other parts of the Four Corners region, including the Navajo Nation and southwest Colorado, to make it easier for Farmington MPO area residents and visitors to access employment sites, services, and educational opportunities.
- Expand public transit services and improve access to San Juan College, San Juan Regional Medical Center, and other key regional destinations.
- Improve access to outdoor recreation sites to encourage visitors to spend additional time in the region.
- Invest in transportation systems that support emerging industries, including the Four Corners Rail Project.

### Increasing Transportation Options

- Prioritize and implement trail, bikeway, and pedestrian improvements, including projects identified in the Bicycle and Pedestrian Master Plan, to create safe and well-connected networks.
- Secure additional funding for public transit to improve access to everyday destinations and employment sites.
- Develop a regional bikeway network, including paved multi-use trails between the Farmington MPO region’s incorporated communities.
- Incorporate Complete Streets design considerations, as outlined in the Bicycle and Pedestrian Master Plan, during roadway resurfacing and reconstruction projects.

### Maintaining and Enhancing the Existing Roadway System

- Ensure adequate funding is available to maintain existing and planned roadways in a state of good repair.
- Prioritize maintenance along corridors that carry high truck freight volumes.
- Right-size rather than expand the transportation system, including the application of road diets where appropriate to expand transportation options and reduce maintenance obligations.

## 2050 MTP Structure

The 2050 MTP is organized into three primary chapters, with supplemental materials available in the Appendix.

- **A Region In Transition:** Discusses population dynamics, including projected changes in the working age population, and provides an overview of economic conditions and the transition that is taking place across the region. This section also discusses ways that transportation investments can enhance quality of life and support emerging industries.
- **Transportation Needs and Priorities:** Documents existing conditions and priorities for various modes of travel and topic areas. Sections include region travel patterns and roadway demand, safety, active transportation, transit, freight and long-distance commerce, and climate resilience.
- **Recommendations and Implementation:** Summarizes regional transportation priorities and mode-specific recommendations, documents the projects proposed for implementation, and discusses the financial resources expected to be available over the MTP’s 25-year span.
- **Appendix:** Materials include summaries of outreach activities and versions of the MTP project list organized by timeframe, agency, and project type.

## Plan Development and Community Outreach

The 2050 MTP was developed between Fall 2024 and Fall 2025 and involved the participation of formal committees facilitated by the MPO, additional input from local agency staff, and two phases of community engagement.

### Stakeholder Involvement

- **Technical Committee:** The monthly MPO committee comprised of member agency staff. The Technical Committee served as the Steering Committee for the development of the 2050 MTP. Technical Committee involvement included project update presentations, work sessions on regional priorities and challenges, and input on the MTP project list.
- **Policy Committee:** The bimonthly MPO committee comprised of elected officials and policymakers from member agencies. The Policy Committee received regular updates and approved the 2050 MTP.

### Community Engagement

| Phase 1:<br>February-April 2025                                                                                                                                                                                                                                                                                            | Phase 2:<br>August-September 2025                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Community open house at Farmington Civic Center</li><li>• Tabling events at San Juan College and Farmington City Library</li><li>• General Transportation needs community survey</li><li>• Focus groups with economic development professionals and high school students</li></ul> | <ul style="list-style-type: none"><li>• Community open house at Farmington Civic Center</li><li>• Night at the Library event at Farmington Library</li><li>• 2050 MTP public comment and review period</li><li>• Formal committee meetings to review and approve 2050 MTP</li></ul> |



# Key Takeaways from Outreach Efforts

## Community Survey

A total of 122 individuals took the 2050 MTP community survey. See below for key takeaways and the Appendix for a comprehensive summary of survey findings.

- **Economic Challenges and Priorities:** Despite uncertain economic conditions, housing availability and affordability are considered both a major challenge and a top priority for the region. Access to healthcare – which could be improved through targeted transportation investments – is another top regional challenge and priority.
- **Travel Behavior:** Respondents drive for the majority of their trips; however, there is evidence that meaningful shares of trips are made by walking and biking, indicating a demand for additional travel options. About one-third of survey respondents bike at least occasionally and two-thirds walk for at least some trips.
- **Quality of Life:** Respondents expressed a wide range of reasons why they enjoy living in the region; the most common aspects are related to the natural landscape, climate, and their ability to experience the outdoors through recreational opportunities. While there is a desire for additional infrastructure, respondents are less consistent about outdoor recreation as a regional priority or a strategy for economic development.
- **Transportation Priorities:** The top general transportation priority is roadway maintenance – identified by around 71% of respondents. By contrast, new roads are considered a priority by only 30% of respondents. Increased options for walking and biking and additional transit service were identified as priorities by far higher shares of respondents than those who currently travel by those modes. This stated preference is consistent with results from a survey

conducted for the Bicycle and Pedestrian Master Plan and indicates a high level of latent demand for active transportation options. Increasing transportation options and access to services and destinations are also viewed as important economic development considerations.

## Economic Development Focus Group

Economic development professionals and representatives from San Juan College provided insights into regional needs and challenges. Highlights are described below.

- **Economic Transition:** Mining and natural resource extraction have long been the foundation of the economy; however, stakeholders recognize the need to transition to other industries, though they expressed uncertainty over what a new vision for the region could look like and which new industries will take hold. Stakeholders believe there is an opportunity for growth in the outdoor recreation and tourism industries, though not all community members agree with this perspective, and some trail development efforts have faced opposition. Stakeholders widely recognize the role that San Juan College could play in supporting an economic transition.
- **Geographic Challenges:** The region’s geographic isolation is an ongoing challenge that is exacerbated by the lack of transportation connections. In particular, the region’s isolation limits economic growth opportunities and the ability to attract new types of industry.
- **Workforce Needs and Attracting Talent:** Employers in the region find it difficult to hire for open positions and identified lack of access to job sites and a shortage in available housing as major challenges. Public transit services do not meet the current needs of the region, and employers and representatives from San Juan College noted that community members struggle to arrive to destinations on time or at all. Employers can find it difficult to find or recruit workers from outside the region due to the lack of quality housing.

- **Emerging Modes:** When asked about micromobility options, such as e-scooters and bike share, stakeholders expressed safety concerns due to current driving habits and low awareness by motorists of other road users.
- **Community Aesthetics:** The area provides ample natural beauty and recreation options; however, land uses along the highways entering the region and between the major communities do not present an attractive first impression.

## Young Adults Focus Group

Farmington MPO area high school students shared their perspectives on growing up in the region.

- **Transportation:** Driving is necessary in order to reach most destinations in the region. Participants consider it almost impossible to retain a job and meet basic needs without owning a personal vehicle. All participants would like to be able to walk or bike more often, but hold safety concerns due to current driver behavior, including a lack of awareness of other road users. Participants feel that the recent Main Street streetscape improvements have improved traffic flow and increased a sense of community identity.
- **Embracing an Identity around Outdoor Recreation:** The region’s location and general characteristics, including access to outdoor recreation, small-town feel, proximity to other interesting destinations, and some urban amenities, make it an appealing place to live. Although the area offers significant outdoor recreation opportunities, they are not widely acknowledged within the region or beyond as a distinguishing feature. Additional focus on outdoor recreation would help strengthen regional identity, improve safety, expand tourism, and support local businesses.

- **Local Business Support/Tourism:** Farmington has a plethora of chain restaurants and fast food, but not a strong local restaurant scene. Attendees desire more locally-owned shops and restaurant options to help set Farmington apart.
- **Post-High School Plans:** Students describe the Farmington region as a desirable place to live in the future, highlighting its beautiful geography, outdoor recreation, good weather, and small-town feel. While some students intend to stay in the area after graduation, others express interest in moving elsewhere—either to pursue job opportunities not available locally or simply to experience something new. Many of those who hope to leave note that they might return later in life.
- **Entertainment:** There is a lack of entertainment options for teenagers; however, there are enough entertainment and activity options for young children and families. Specific interests include more options for social activities so that students do not fall into unhealthy habits or situations at a young age.

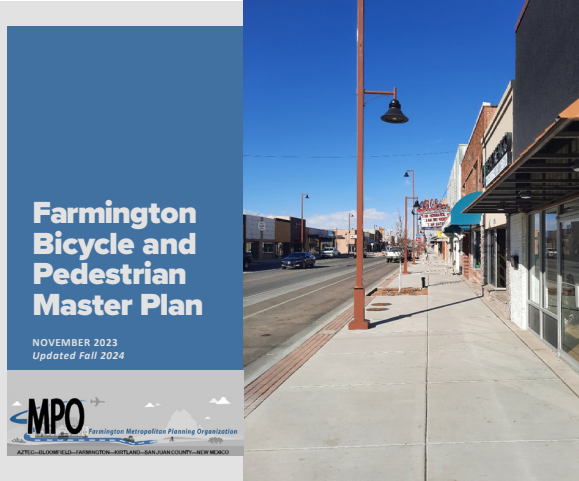


## Plan and Policy Context

The 2050 MTP builds upon and complements other regional and local plans, including various Farmington MPO efforts to apply a Complete Streets approach to facility planning and design.

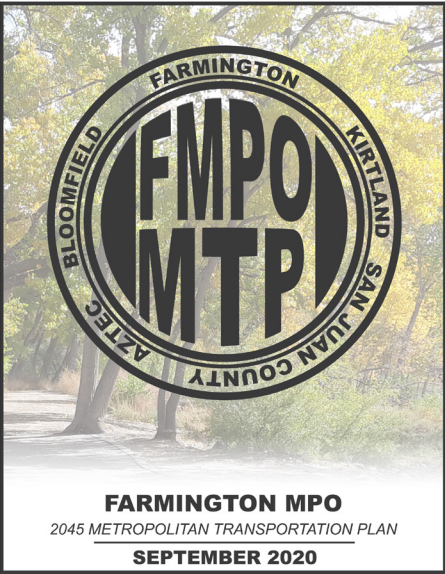
### Farmington Bicycle and Pedestrian Master Plan

The Farmington MPO Bicycle and Pedestrian Plan, updated in 2024, identifies a series of tools and recommendations to expand the region’s walking, biking, and paved trails infrastructure. Key aspects of the plan include pedestrian priority areas where quality sidewalks and frequent crossing opportunities should be provided, and Complete Streets Facility Type designations that indicate where enhanced facilities for pedestrians and/or bicyclists are desired. These designations are applied to major regional roads, all streets where there are existing or proposed bikeways, and to designated “Main Streets” where the needs of people walking are highly prioritized and are supported by design considerations to support likely street users. The plan also includes a list of recommended bicycle and pedestrian improvements for MPO member agencies.



### 2045 Metropolitan Transportation Plan

The 2045 MTP, adopted in 2020, marks a transition from previous long-range transportation plans for the region that responded to high rates of projected growth. Travel demand modeling performed for the 2045 MTP indicated no observable recurring congestion at present or within the planning horizon. As a result, the 2045 MTP urges local agencies and NMDOT to shift funds from capacity expansion toward properly maintaining the transportation system and building facilities for people walking and biking. Adding to its transitional nature, the 2045 MTP was developed during the COVID-19 pandemic, a period that altered regional travel patterns and vehicle miles traveled and underscored the community’s desire for outdoor spaces and recreation opportunities.



### Context Sensitive Street Design Guidelines: A Complete Streets Approach

The Context Sensitive Street Design Guidelines direct Farmington MPO member agencies to take a Complete Streets approach to designing new, and retrofitting, existing roadways. The document outlines the rationale for designing streets that support the needs of people walking and biking and asserts that the traditional paradigm of transportation planning has shifted toward a focus on balancing safety, access, and comfort for non-motorized users. Key principles and priorities of the Context Sensitive Street Design Guidelines were integrated into the Complete Streets Facility Types and design considerations contained in the Bicycle and Pedestrian Master Plan.

### Comprehensive Plans

The Growth Management Plan for San Juan County and comprehensive plans for the cities of Farmington, Aztec, and Bloomfield outline the communities’ respective policies and strategies related to future growth and development, as well as transportation-specific priorities and recommendations. Common themes include a focus on increased transportation options and outdoor recreational opportunities. See Table 1 for a summary of relevant goals and priorities from the respective plans.

- **Navigating Farmington’s Future Comprehensive Plan**, adopted in 2021, focuses on the need to expand transportation options and documents issues related to pedestrian safety in its Connections section. The plan calls for the development of a local Bikeway Master Plan among its Mobility goals.
- Though there is not a dedicated transportation chapter in the **Bloomfield Comprehensive Plan**, last updated in 2007, the document includes recommendations for the development of bicycle and pedestrian programs and facilities.
- The **Aztec Comprehensive Plan**, adopted in 2021, includes transportation goals that call for creating a more balanced transportation system and expanded recreational options, including additional trails. The plan specifically calls for improved safety along NM 516 and US 550 and traffic calming and enhanced pedestrian facilities along Main Avenue as part of a road diet project.
- The **San Juan County Growth Management Plan**, adopted in 2018, highlights county-wide recreational opportunities as a key strategy for attracting visitors and enhancing quality of life for residents.

### San Juan County Outdoor Recreation Plan

As of Fall 2025, San Juan County is working on an Outdoor Recreation Master Plan that assesses recreational needs and identifies opportunities to enhance existing facilities. The plan emphasizes that recreational facilities should enhance quality of life and prioritizes the development of an open space network that

interconnects trails, parks, open space, educational institutions, establishments, residential clusters, greenbelts, natural preserves, open expanse, and cultural landscapes.

### NMDOT Plans and Policies

NMDOT owns and maintains numerous highways across the region and is a key stakeholder in the Farmington MPO. State-level plans and policies therefore have a major impact on regional transportation planning and infrastructure investment decisions. A review of relevant plans and policies highlights the emphasis at the State level on safety and the development of multimodal transportation networks.

### Long Range Statewide Transportation Plan

The New Mexico 2045 Plan (2021) evaluates the state-owned transportation system and identifies a series of implementation strategies to address asset management, safety, travel time reliability, and emissions. Major issues include a general urbanizing trend across the state and an increase in fatalities and serious injury crashes since 2013, particularly among vulnerable road users. Public and stakeholder engagement indicated a preference for investments that support active and shared transportation modes. A major theme of the plan is the gap between available resources and anticipated infrastructure needs, including a 78% gap between projected state and federal funds for bicycle and pedestrian infrastructure and 33% gap for public transit capital investments between 2020 and 2045.

### Safety Plans

The traffic safety crisis in New Mexico is well established; New Mexico has the highest rate of pedestrian fatalities among all US states, according to the report [Dangerous by Design](#) from Smart Growth America, and the state consistently ranks among the top five for highest overall traffic fatality rates. In response to this issue, NMDOT has undertaken a **Target Zero** initiative with a goal of zero traffic fatalities by 2050 and established safety as a goal across numerous plans.



**Strategic Highway Safety Plan (2021):** The Strategic Highway Safety Plan (SHSP) establishes safety goals, objectives, strategies, and performance metrics to reduce fatal and serious injury crashes. Addressing pedestrian-involved crashes and bicyclist-involved crashes are considered “very high” and “high” priority safety emphasis areas, respectively. General strategies to address these emphasis areas include developing guidelines and policies that prioritize safe interaction and connectivity of transit, pedestrian, and bicycle modes in planning and design of transportation facilities, and the explicit consideration of the safety of all road users in the design of transportation facilities. The SHSP is updated every five years, with the most recent plan developed in 2021.

**Highway Safety Plan (2023):** The Highway Safety Plan (HSP) complements the SHSP and focuses on behavioral and enforcement strategies to reduce crashes, fatalities, and injuries on NMDOT-owned highways. The primary emphasis of the most recent HSP is on motor vehicle safety.

**Vulnerable Road User Assessment (2023):** The Vulnerable Road User Safety Assessment (VRUA) evaluates the locations and types of risks experienced by people who walk, bike, or take other non-motorized modes, as well as people in work zones. The assessment applied a data-driven analysis to identify crash hot spots and developed a statewide High Injury Network (HIN). The VRUA also outlines NMDOT-led strategies to reduce crashes and crash severity for vulnerable users.

**Pedestrian Safety Action Plan (2021):** The Pedestrian Safety Action Plan outlines NMDOT policies that support walkable environments and identifies a series of action items, including various design recommendations to enhance pedestrian conditions along US and NM highways and decrease rates of pedestrian fatalities and serious injuries.

*Complete Streets Strategic Plan*

The Complete Streets Strategic Plan, completed in 2025, builds upon safety-related plans and identifies means of integrating Complete Streets considerations and design principles throughout

the NMDOT project development process. The plan emphasizes that Complete Streets is a context-based approach in which the appropriate design can vary, but the overall intent is to increase transportation options and enhance safety. Complete Streets design principles outlined in the Strategic Plan include:

- Safety is crucial for all roadway users
- People who walk and bike are legal street users
- Context-driven design is essential
- Diversifying transportation options can promote freedom of choice and make a transportation system more resilient

The approach outlined in the Complete Streets Strategic Plan is consistent with policies outlined in the Farmington MPO Bicycle and Pedestrian Master Plan and the 2050 MTP.

*Statewide Prioritized Bicycle Network Plan*

The Statewide Prioritized Bicycle Network Plan (NM Bike Plan), adopted in 2018, assigns priority tiers to all US and NM highways based on the role the roadway could play in statewide and regional bikeway systems and provides design guidance on the appropriate bikeway facility type based on roadway conditions (i.e., posted speeds and traffic volumes) and surrounding land use context (i.e., urban versus rural). The intent of the NM Bike Plan is for the priority tiers and design guidance to be referenced during major rehabilitation or reconstruction projects, though NMDOT and or local agency partners may choose to develop bikeway improvements proactively. Major regional highways through the Farmington area – including US 550, US 64, and NM 516 – are designated as Tier 1 routes, indicating they should feature higher quality bikeways.

The NM Bike Plan is being updated as part of the Statewide Active Transportation, with completion expected in late 2026. The Statewide ATP will revise the bikeway priority network and include design guidance for both bikeway and pedestrian facilities.

Table 1: Goals, Priorities, and Recommendations from Local Agency Comprehensive and Strategic Plans

| Relevant Goals and Priorities                                                                                                                                                                                                                                                                                 | Key Recommendations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Navigating Farmington’s Future Comprehensive Plan (2021)                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Mobility Goal</b> <ul style="list-style-type: none"><li>• Facilitate, provide, and maintain safe, active, and accessible transportation options for residents and visitors</li></ul>                                                                                                                       | <ul style="list-style-type: none"><li>• 4.8 Create connectivity between downtown and the outdoor recreation amenities nearby (i.e., river trails, put-ins, outdoor recreation businesses, etc.)</li><li>• 5.2 Extend the unified thoroughfare and street classification system, adding options for those on foot, bike, or public transit</li><li>• 5.4 Develop a local Bikeway Master Plan</li><li>• 6.2 Provide equitable neighborhood park access across the City by striving to have all residential areas within a 10-minute walk of a park</li></ul>                                                                                                                                                                                                               |
| City of Bloomfield Comprehensive Plan (2007)                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>General Goals and Policies</b> <ul style="list-style-type: none"><li>• Improve streetscape in the commercial core area</li><li>• Encourage expanded use of an array of transportation alternatives</li><li>• Develop and offer programs that enhance outdoor recreation throughout the community</li></ul> | <ul style="list-style-type: none"><li>• Clearly mark pedestrian crossings to improve the safety of crossing highways</li><li>• Apply more restricted speed limits</li><li>• Build new and redesign existing intersections to maximize pedestrian and bike convenience and safety</li><li>• Provide pedestrian and bicycle amenities, including benches and bike racks at strategic locations</li><li>• Provide an aesthetically pleasing and functional network of parks, open space areas, greenbelts and bike paths throughout the City</li></ul>                                                                                                                                                                                                                      |
| City of Aztec Comprehensive Plan (2021)                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Transportation Chapter</b> <ul style="list-style-type: none"><li>• Goal 1: Establish an integrated and efficient multimodal system</li><li>• Goal 5: Create and maintain a comprehensive local and regional trail system</li></ul>                                                                         | <ul style="list-style-type: none"><li>• Balance the mobility needs of pedestrians, bicyclists, and motorists</li><li>• Systematically plan for and improve bicycle access and infrastructure along US 550 and NM 516</li><li>• Ensure the safe vehicle travel of residents, visitors, and freight travel within and through Aztec</li><li>• Provide a roadway system that does not detract from the small-town character of Aztec</li><li>• Correct unsafe conditions at existing intersections</li><li>• Provide non-motorized trail connections between and to the Animas River corridor, Aztec Ruins, Downtown Aztec, parks, schools, and residential neighborhoods</li><li>• Provide a regional trail system that connects Aztec to Farmington and Durango</li></ul> |
| San Juan County Growth Management Plan (2018)                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <ul style="list-style-type: none"><li>• Goal 1: Promote safe and orderly transportation systems</li><li>• Goal 2: Prioritize multi-modal projects to support outdoor recreation</li><li>• Goal 3: Maintain and develop county roads as needed</li></ul>                                                       | <ul style="list-style-type: none"><li>• Expand the bicycle network with lanes, paths, routes, and trails</li><li>• Develop an intercity trail network with bikeable connections between cities in conjunction with the cities, other government agencies, and non-governmental organizations</li><li>• Advocate for Complete Streets projects</li><li>• Develop a more comprehensive asset management plan (see Facilities Element) that includes county-maintained roadways</li></ul>                                                                                                                                                                                                                                                                                   |



# 2 A REGION IN TRANSITION

## POPULATION AND HOUSING ECONOMIC CONDITIONS

*A review of population and employment data reveals a complex picture of both the present and future of the Farmington MPO region. Recent projections indicate that San Juan County is expected to lose population in the coming decades; however, the population of the City of Farmington appears stable, the real estate market is strong, and the City has identified a need for substantial levels of new housing. At the same time, the region's economy is shifting in dramatic ways. This section summarizes current and projected population, housing, and employment data for the region, and considers how a changing economy should inform policy and infrastructure investment decisions.*



# POPULATION AND HOUSING



## Current Population

### Regional Totals

As of the most recent US Census in 2020, there are about 97,000 residents across the Farmington MPO region and more than 120,000 residents in San Juan County. Table 2 contains population totals by jurisdiction across the Farmington MPO region.

After a period of growth within San Juan County from 2000 to 2010, including an additional 16,500 residents within current Farmington MPO boundaries, in the following decade, the county experienced population loss associated with continuing impacts of the Great Recession and the economic transition away from natural resource extraction and fossil fuel-based energy production. While unincorporated parts of San Juan County and the overall MPO region lost residents, the City of Farmington continued to grow slightly from 2010 to 2020. This dynamic of rural population loss set against urban population gain is consistent across the state of New Mexico. It is unclear if population loss in unincorporated parts of San Juan County is related to people moving to Farmington, other parts of New Mexico, or other states altogether.



Table 2: Population Estimates by Jurisdiction

| Jurisdiction      | 2000    | 2010    | 2020    | 2024    | Percent Change 2000-2020 |
|-------------------|---------|---------|---------|---------|--------------------------|
| Aztec             | 6,620   | 6,763   | 6,201   | 6,129   | -8.3%                    |
| Bloomfield        | 6,230   | 8,112   | 7,421   | 7,363   | -8.5%                    |
| Farmington        | 37,612  | 45,877  | 46,624  | 46,262  | 1.6%                     |
| Kirtland          | N/A     | N/A     | 585     | 574     | N/A                      |
| San Juan County   | 113,801 | 130,044 | 121,661 | 120,819 | -6.4%                    |
| MPO Planning Area | 85,912  | 102,527 | 96,680  | N/A     | -5.7%                    |

Source: U.S. Census Bureau, Decennial Census, Incorporated Places Population Estimates (2020-2024)



# COMMUNITY PROFILES

## MPO Region

-  Farmington MPO Boundary
-  County Boundaries
-  Airports
-  Major Roads

## Farmington

- **Population:** 46,262 (2024)
- **Housing Occupancy rate:** 91.1% (2020)
- **Median Household Income:** \$63,745

Farmington serves as the population, service, educational, and retail center for the region, and is home to institutions such as San Juan College, San Juan Regional Medical Center, and Four Corners Regional Airport. The three rivers that flow through the region - San Juan, Animas, and La Plata - converge in Farmington and support recreational opportunities, including the Animas Riverwalk.

The largest employer in Farmington is the San Juan Regional Medical Center, which employs about 1,600 people.

## Kirtland

- **Population:** 574 (2024)
- **Housing Occupancy Rate:** 90.8% (2020)
- **Median Household Income:** \$91,111

Located along US 64, Kirtland encompasses a commercial district along the highway and a small residential community within town limits, though Kirtland schools and businesses serve much of the surrounding area. Due to its geographic location, Kirtland serves as a gateway to the Farmington MPO region from the Four Corners area and the Navajo Nation. Though there are fewer households in Kirtland, they have the highest median income among the incorporated communities.

## Aztec

- **Population:** 6,129 (2024)
- **Housing Occupancy Rate:** 88.3% (2020)
- **Median Household Income:** \$42,699

The county seat of San Juan County, the City of Aztec is home to 6,177 residents as of 2023. Aztec is located where U.S. 550 and NM 516 meet and is bisected by the Animas River. Aztec Ruins National Monument is located within the city and is recognized as part of the Chaco Culture World Heritage Site designation. Surrounded by natural sandstone arches and located a short drive from Durango, CO, Aztec is positioned as a hub for regional tourism and outdoor recreation.

The largest employer in the city is Aztec Well Service, an oil and gas well drilling contractor that employs over 700 people, followed by the Aztec Municipal School District.

## Bloomfield

- **Population:** 7,363 (2024)
- **Housing Occupancy Rate:** 89.6% (2020)
- **Median Household Income:** \$51,212

Due to its position at the intersection of US 64 and US 550, Bloomfield provides services for people traveling across the region. The busy commercial corridors are juxtaposed against the quiet neighborhoods and the scenic stretch of the San Juan River that runs through the southern portion of town.

Bloomfield School District is the largest employer, though Bloomfield also features many businesses associated with oil and gas industries.

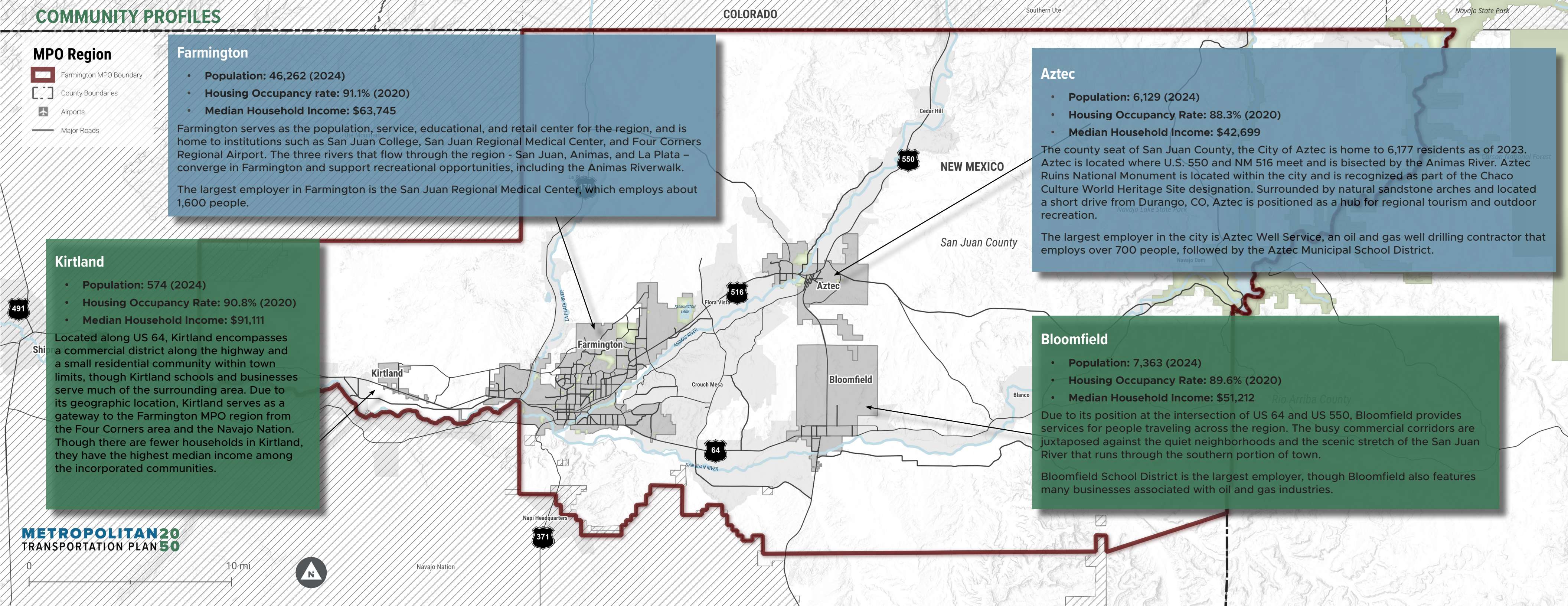




Figure 2: Share of Non-White Residents Across the Farmington MPO Region

Race and Ethnicity

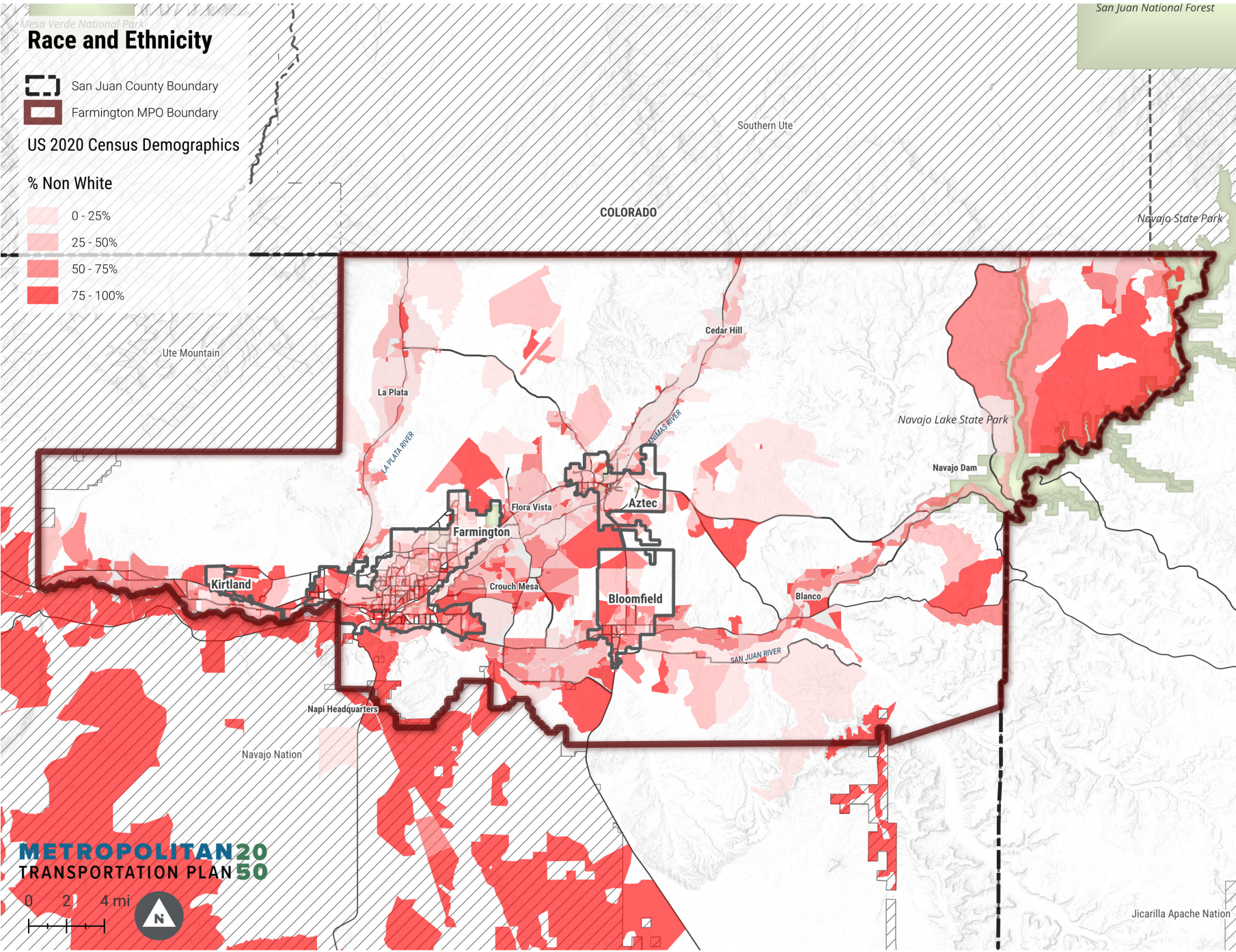
The Farmington MPO region features a diverse population, with White, non-Hispanic residents making up less than half of the total population. Table 3 lists the share of the population in each jurisdiction by race and ethnicity, per the 2020 Census.

As shown in Figure 2, unincorporated areas on the edges of the region are home to more non-White residents. This pattern reflects the strong Native American presence across the region, particularly members of the Navajo Nation.

Table 3: Race and Ethnicity as a Percent of Whole Population by Jurisdiction, 2020

| Race and Ethnicity              | Aztec | Bloomfield | Farmington | Kirtland | Farmington MPO Region | San Juan County |
|---------------------------------|-------|------------|------------|----------|-----------------------|-----------------|
| Hispanic or Latino              | 24.3% | 31.7%      | 22.4%      | 17.1%    | 24.0%                 | 19.4%           |
| White Alone                     | 58.5% | 37.6%      | 42.1%      | 40.9%    | 44.9%                 | 35.8%           |
| Black or African American alone | 0.2%  | 0.3%       | 0.8%       | 1.2%     | 0.55%                 | 0.5%            |
| Native American                 | 10.7% | 26.1%      | 29.1%      | 33.8%    | 25.5%                 | 39.8%           |
| Asian alone                     | 0.5%  | 0.8%       | 1.1%       | 0.7%     | 0.74%                 | 0.7%            |
| Other                           | 0.9%  | 0.4%       | 0.5%       | 0.3%     | 0.47%                 | 0.5%            |
| Two or more races               | 4.8%  | 3.2%       | 4.1%       | 6.0%     | 3.9%                  | 3.4%            |
|                                 |       |            |            |          |                       |                 |

Source: 2020 Decennial Census



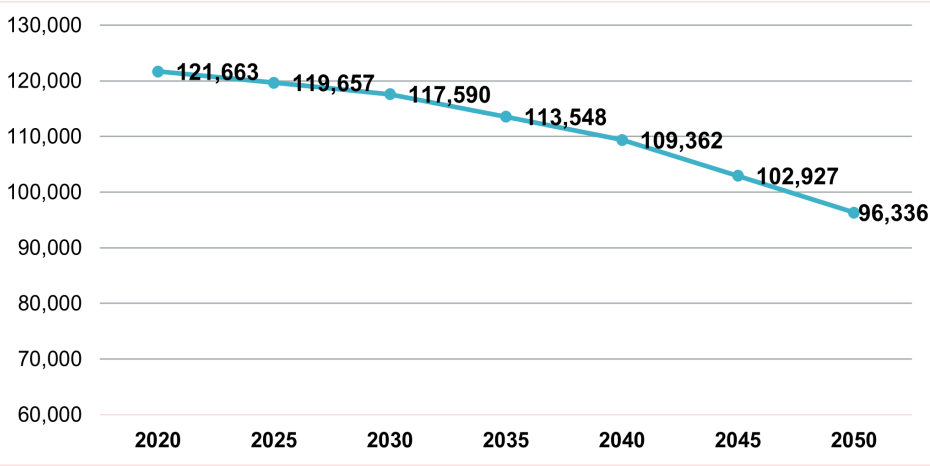


### Projected Population in 2050

Based on projections developed by the Geospatial and Population Studies department at the University of New Mexico in 2024, the total population for San Juan County is expected to decrease by more than 20% between 2020 and 2050 (see Figure 3). The stability of the population in the City of Farmington suggests that much of the population loss, if trends continue, would be concentrated in rural parts of the county and the smaller municipalities.

It is important to note that population projections are revised on a regular basis and that the most recent projections are not a fait accompli. County-level projections in New Mexico are based on death rates, birth rates, and migration. The latter two variables are often linked to economic opportunity. Changing conditions, strategic investments, and policy choices all influence decisions about where workers and families decide to locate and have children. See the Economic Conditions section for additional discussion.

Figure 3: Projected Population for San Juan County, 2020-2025



Source: Produced by Geospatial and Population Studies (UNM-GPS), Spring 2024

## Age Dynamics

### Comparison of Age Cohorts

The population pyramid in Figure 4 compares population shares by age group in San Juan County in 2020 and 2050. The data shows that the projected decline in county-level population will also shift dominant age groups significantly. Key takeaways from the projections include:

- 1. There will be fewer younger residents:** All age cohorts under 40 years old will shrink between 2020 and 2050.
- 2. There will be many more older adults:** The population of senior citizens is expected to increase in terms of both the total number and as a share the population. The share of residents 80 years and older is expected to be twice as high in 2050 as in 2020.

### Working Age Population

The share of the youth population (i.e., under 18) is expected to decline significantly over time, while the share of the population that is age 65 or older is expected to increase. The share of the population that is working age (i.e., 18 to 64 years old) falls between those two age groups and is not expected to change significantly (Figure 5). Notably, a smaller population base means fewer total workers.

### Funding Implications

Among other impacts of changing population dynamics is potential competitiveness for federal grant funding. In 2025, USDOT issued new guidance prioritizing projects in communities with birth rates above the national average.

### Transportation and Economic Impacts of an Aging Population

The shifting ages of San Juan County’s population will likely change travel patterns and shift demands for public services, including an increased need for safe and accessible transportation options.

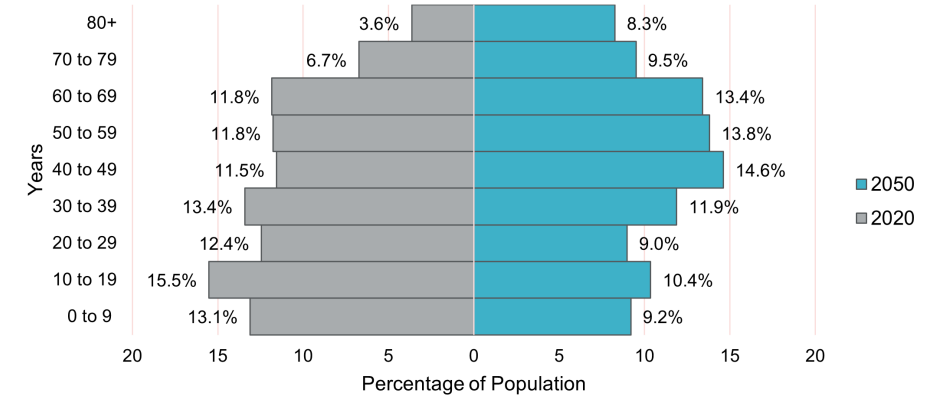
#### Decline in Working Age Population

- Workforce Participation:** A smaller working-age population can mean labor shortages and higher labor costs.
- Commuting Patterns:** A smaller workforce could lead to fewer peak period trips.

#### Senior Needs and Services

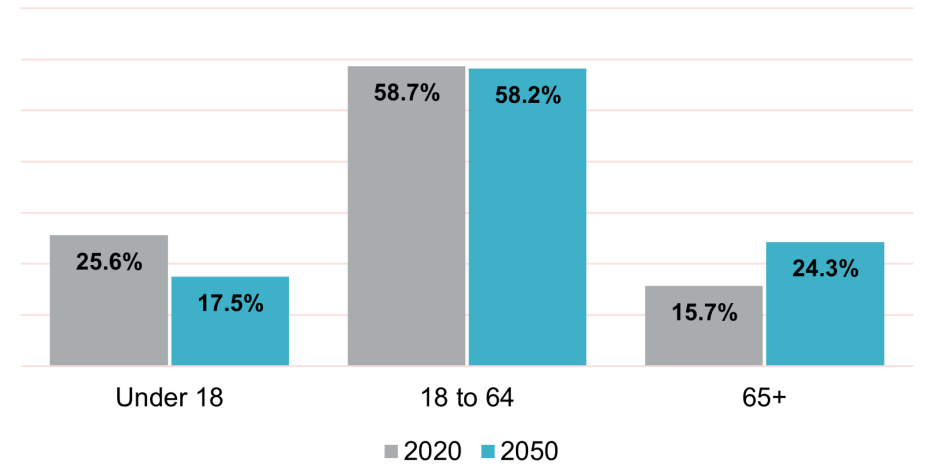
- Medical Care:** Demand is likely to increase for medical services, including both in-patient care and home healthcare.
- Transportation Needs:** An aging population will require greater investment in transit and shuttle services that allow people to complete trips without driving.
- Safety Challenges:** A higher share of aging residents implies a greater number of individuals with limited mobility and other disabilities, including hearing loss and impaired vision.

Figure 4: Population Pyramid with Share of Population by Age Groups, 2020 and 2025



Source: University of New Mexico Geospatial and Population Studies, Spring 2024

Figure 5: Share of Working and Non-Working Age Population, 2020 and 2050



Source: University of New Mexico Geospatial and Population Studies, Spring 2024



# Housing

## General Trends

In spite of the regional population data, housing demand remains strong, with 2020 Census data indicating 90% of overall regional housing units are occupied. More recent housing and real estate data for the City of Farmington, as well as local analysis, indicates modest available supply and the need for additional housing of all types. Possible explanations for the lack of available supply and increased home prices include increased demand for second homes in Farmington, a decline in the overall housing stock, and new residents moving to the region from Southwest Colorado and other places that is not yet reflected in the population data.

Table 4: Housing Occupancy Rates by Jurisdiction, 2020

| Location                           | Housing Units | Occupied Housing Units | Occupancy Rate |
|------------------------------------|---------------|------------------------|----------------|
| Aztec                              | 2,887         | 2,549                  | 88.3%          |
| Bloomfield                         | 2,961         | 2,652                  | 89.6%          |
| Farmington                         | 18,335        | 16,703                 | 91.1%          |
| Kirtland                           | 229           | 208                    | 90.8%          |
| Unincorporated Parts of MPO Region | 12,765        | 11,218                 | 87.9%          |
| Farmington MPO Area                | 39,061        | 34,858                 | 89.2%          |
| San Juan County (All)              | 47,744        | 42,536                 | 89.1%          |

## City of Farmington Housing Snapshot

The City of Farmington Housing Snapshot, conducted in 2023, offers the most comprehensive analysis of housing needs in the region. Key findings from the study include:

- Farmington’s supply of affordable housing is shrinking, even as demand increases.
- The end-of-year median sold price for homes in San Juan County for 2022 was \$237,000, an increase of 35.4% from 2017.
- The combined decrease in the supply of affordable housing and increase in the cost of housing have created both a housing gap and an affordability gap.
- Nearly half of renters (46%) pay 30% or more of their household income on rent, the point at which a household is considered cost burdened.
- The City is experiencing an increase in the number of rental households and in rental prices.
- A majority of Farmington’s residential areas are zoned for single-family housing, with only 6.9% of land allocated to multifamily uses. Farmington may consider rezoning current underutilized land.

## Housing Takeaways

The Housing Snapshot reinforces that housing needs are connected to age dynamics. The growing senior population is expected to put additional strain on current facilities and services. In response, the City of Farmington is promoting the development and maintenance of 65+ senior living communities.

Rising housing costs can also put a strain on individuals and families. As shown in Table 5, median household incomes in San Juan County are below the state of New Mexico overall, though incomes in Farmington are slightly above the state median.

Table 5: Median Household Income by Jurisdiction

| Location        | 2023     |
|-----------------|----------|
| Aztec           | \$42,699 |
| Bloomfield      | \$51,212 |
| Farmington      | \$63,745 |
| Kirtland        | \$91,111 |
| San Juan County | \$53,020 |
| New Mexico      | \$62,125 |

Source: American Community Survey, 2019-2023 5-Year Estimates

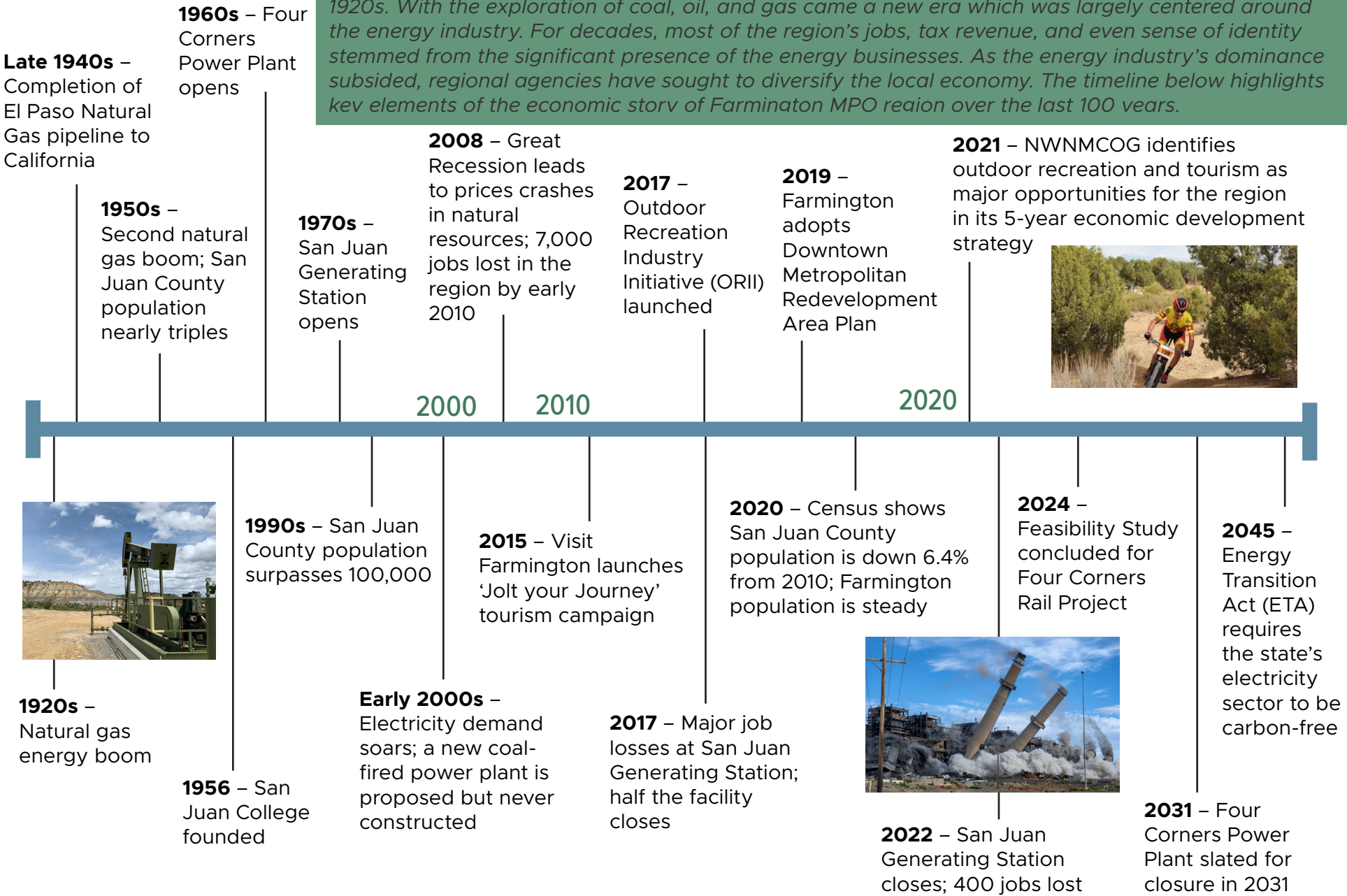


# ECONOMIC CONDITIONS



## Timeline

Farmington MPO is no stranger to seismic economic shifts. The City of Farmington drew its name from the first major industry, farming and agriculture, which gave way to the energy boom of the 1920s. With the exploration of coal, oil, and gas came a new era which was largely centered around the energy industry. For decades, most of the region's jobs, tax revenue, and even sense of identity stemmed from the significant presence of the energy businesses. As the energy industry's dominance subsided, regional agencies have sought to diversify the local economy. The timeline below highlights key elements of the economic story of Farmington MPO region over the last 100 years.





## Transportation and Economic Development

Transportation infrastructure must support the needs of a community – and must respond to changes in employment patterns and economic conditions. The Farmington MPO region is in the midst dramatic changes in the energy economy; however other industries offer new possibilities and new demands. This section discusses the economic transition taking place across the Farmington MPO region and discusses how infrastructure investments can support emerging industries and workforce needs.



The outdoor recreation industry has increased its role in the regional economy.

## Current and Projected Employment

As of 2022, there are about 46,500 jobs in San Juan County – the vast majority of which are located in the Farmington MPO region. Employment projections, developed by the New Mexico Department of Workforce Solutions, anticipate 1.1% annual employment growth between 2022 and 2032, and a total of 52,100 jobs across San Juan County (see Table 6). The employment projections stand in contrast to the population projections developed by UNM Geospatial and Population Studies, which project a small decline in the County population between 2020 and 2030 – and highlight the challenge of forecasting future conditions across the Farmington MPO region.

The industries with the largest projected gains in employment – health care and social assistance; arts, entertainment, and recreation; and accommodation and food services – are related to the needs of an aging population and an economy increasingly tied to tourism and outdoor recreation. By 2032, healthcare is expected to account for nearly one out of every five jobs (18.4%).

Jobs in natural resource extraction are expected to grow, though they will likely be below peak levels from previous decades. Significant losses in the utilities industry over time are tied to the closure of one power plant and the reduction in capacity of another.

Table 6: Current and Projected Employment by Industry, San Juan County

| Industry                            | NAICS Code | 2010  | 2015  | 2022 Estimate | 2032 Estimate | Annual Growth Rate | 10-Year Growth Rate |
|-------------------------------------|------------|-------|-------|---------------|---------------|--------------------|---------------------|
| Agriculture and Forestry            | 11         | N/A   | N/A   | 2,617         | 2,835         | 0.8%               | 8.3%                |
| Mining and Oil and Gas Extraction   | 21         | 5,548 | 6,048 | 4,185         | 4,864         | 1.5%               | 16.2%               |
| Utilities                           | 22         | 1,318 | 1,062 | 536           | 479           | -1.1%              | -10.6%              |
| Construction                        | 23         | 4,190 | 4,147 | 3,010         | 3,307         | 0.9%               | 9.9%                |
| Manufacturing                       | 31-33      | 1,149 | 1,251 | 1,230         | 1,407         | 1.4%               | 14.4%               |
| Wholesale Trade                     | 42         | 1,598 | 1,705 | 1,488         | 1,506         | 0.1%               | 1.2%                |
| Retail Trade                        | 44-45      | 5,988 | 6,339 | 5,822         | 6,178         | 0.6%               | 6.1%                |
| Transportation and Warehousing      | 48-49      | 1,285 | 1,533 | 979           | 1,137         | 1.5%               | 16.1%               |
| Information                         | 51         | 414   | 341   | 187           | 200           | 0.7%               | 7.0%                |
| Finance and Insurance               | 52         | 897   | 918   | 744           | 710           | -0.5%              | -4.6%               |
| Real Estate                         | 53         | 540   | 556   | 332           | 343           | 0.3%               | 3.3%                |
| Professional & Technical Services   | 54         | 1,006 | 1,006 | 803           | 745           | -0.7%              | -7.2%               |
| Management                          | 55         | 212   | 267   | 120           | 88            | -3.1%              | -26.7%              |
| Administration and Waste Management | 56         | 1,323 | 1,232 | 1,031         | 1,034         | 0.0%               | 0.3%                |
| Educational Services                | 61         | 4,773 | 5,044 | 4,542         | 4,772         | 0.5%               | 5.1%                |
| Health Care and Social Assistance   | 62         | 6,735 | 7,730 | 7,505         | 9,622         | 2.5%               | 28.2%               |
| Arts, Entertainment, and Recreation | 71         | 881   | 1,158 | 738           | 1,084         | 3.9%               | 46.9%               |
| Accommodation and Food Services     | 72         | 3,965 | 4,540 | 4,576         | 5,408         | 1.7%               | 18.2%               |
| Other                               | 81         | 1,682 | 1,285 | 1,164         | 1,216         | 0.4%               | 4.5%                |
| Total Government                    | 90         | N/A   | N/A   | 4,963         | 5,177         | 0.4%               | 4.3%                |
| Total, All Industries               |            |       |       | 46,572        | 52,112        | 1.1%               | 11.9%               |

Source: New Mexico Department of Workforce Solutions  
Note: The analysis uses 2022 since it is the base year for the most recent employment projections from the New Mexico Department of Workforce Solutions.



## An Evolving Economy

### Decline of Traditional Industries

#### *A Shift Away From Coal*

The Farmington MPO region sits in the San Juan Basin, which is home to the largest coal reserves in the state and a major source of oil and natural gas. Consequently, natural resource extraction and energy generation from coal fired power plants have long been the foundation of the region’s economy.

As recently as the 2000s, construction of a new coal-power plant was proposed to meet electricity demand at the national level, the region was experiencing a drilling boom, and population growth was rapid. Price crashes that rocked the industry nationwide as part of the Great Recession eliminated thousands of jobs in the region, caused the unemployment rate to spike and tax revenue to fall, and meant that what would have been the third plant in the region was never constructed.

A push toward cleaner energy production at the state and national levels further accelerated a change that was already underway. In 2019, the New Mexico state legislature passed the Energy Transition Act (ETA, Senate Bill 489), designed to reduce emissions and fully move from the production of fossil-fuel to clean energy by 2045. Some State funding aims to help retrain the fossil-fuel workforce for clean energy jobs; however, the impacts to the regional economy are real.

#### *Power Plant Closures*

Of the region’s two major coal-generated power plants, one has been demolished and the other is set to be retired in the coming years. The San Juan Generating Station, opened in 1973, once employed 1,600 workers and was one of the largest employers in the Farmington MPO region. By 2017, half of the facility had closed, and by Fall 2022, the entire plant and coal mine that fed it shut down. The Four Corners Generating Station – the last operating

coal mine within the Navajo Nation – employed 1,500 workers at its peak but is expected to close permanently in 2031.

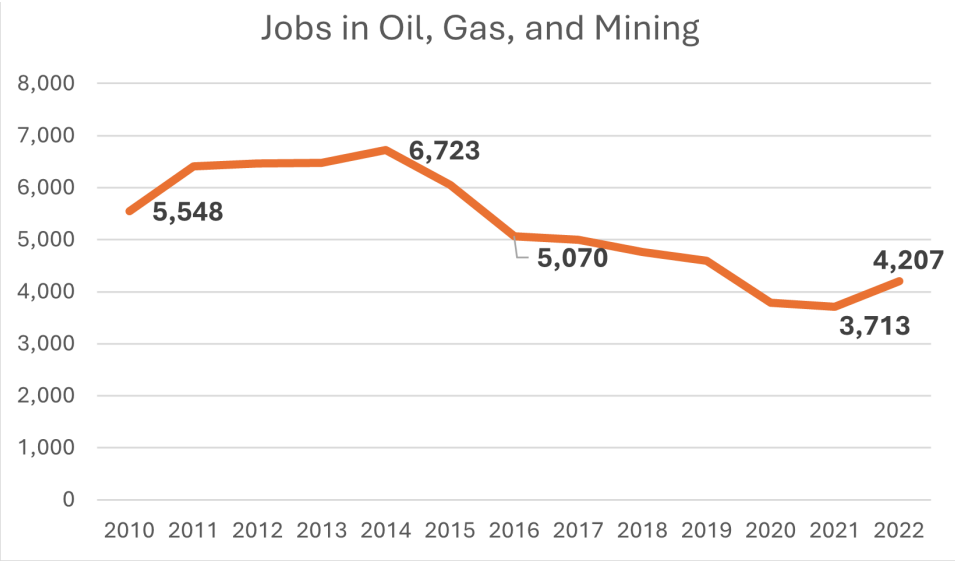
The closure of the power plants presents a complex set of impacts. Generations of people worked at the plant, building skilled careers that sustained them and their families. Municipalities and the Navajo Nation also became dependent on the revenue for public services and schools. Conversely, the two plants collectively comprised the largest point-source polluter in the nation, with significant effects on local air quality. Many residents and environmental activists celebrated the plant closures as a win for public health.

#### *Persistence of Oil and Gas*

Oil and gas exploration began in the Farmington MPO region around the 1920s, and the construction of a pipeline transporting gas to California in the late 1940s led to the drilling of over 6,000 gas wells. The boom brought new residents, and the City of Farmington grew from a population of 5,000 to 35,000 in a decade. Similar to coal, the industry remains embedded in the culture and landscape of the region; as of 2023 there were almost 19,000 active oil wells in the region.

Though the fossil fuel industry faces uncertain headwinds, natural resource extraction remains a major source of employment in the region, with more than 4,000 individuals employed across San Juan County. After falling by 45% from 2014 to 2021, the oil, gas, and mining industry experienced a 13% gain in employment from 2021 to 2022. The most recent employment projections indicate an additional 1.5% annual growth in the industry from 2022 through 2032. However, such a recovery would still mean that future employment levels in oil, gas, and mining are well below the industry employment levels from the mid-2010s (see Figure 6).

Figure 6: Year-end Jobs in Oil, Gas, and Mining



### Energy Transition and Workforce Training

The decline in coal industry jobs leaves behind a highly specialized workforce without a clear path forward. Since the San Juan station closed in 2022, state labor reports found that displaced workers who stayed in the region are now making around \$30,000 less per year on average than in their previous roles.

Clean energy alternatives offer an opportunity to reshape the economy to at least some degree. The state provides support for the development of clean energy alternatives as well as workforce training in these new fields. San Juan College has historically provided programs on extractive resources to support high demand jobs in the region. Over time, San Juan College developed new programs related to renewable energies and alternative fuels. Still, workforce training programs take time to develop and require sustained investment and community partnerships.

### Emerging Industries and Opportunities

#### *Retirement and Healthcare*

Due to abundant sunshine, mild winters, and the ability to stay active throughout the year, the Farmington MPO region is emerging as a popular retirement community. The growing population of older residents creates the need for additional jobs in the healthcare industry, as well as new kinds of services, such as more accessible forms of public transportation. San Juan College is preparing for this growth by expanding nursing programs.

Transportation investments that improve accessibility to key destinations for this demographic – such as the San Juan Regional Medical Center – are critical to attracting and retaining these residents to Farmington MPO. Creating accessible outdoor recreation options can further set the region apart in its efforts to appeal to retirees.

#### *Manufacturing*

According to the Four Corners Economic Development organization, the Farmington MPO region is poised for new manufacturing facilities due to the skilled workforce as well as existing large operations such as Raytheon. The long-sustained agriculture industry could encourage related manufacturing ventures due to proximity to customers and suppliers. Similarly, the projected growth of outdoor recreation, petrochemicals, and emerging energy technologies may attract related manufacturing firms to move to the region.

The primary limitation on growth in the manufacturing sector is transportation, as the region remains disconnected from the Interstate system and the U.S. freight rail network. See the Freight section in the Transportation Needs chapter for discussion on the Four Corners Rail Project and issues related to truck freight travel in the region.



Retail

The City of Farmington has long served as the retail and commercial center for the Four Corners region, including much of the Navajo Nation. As of 2024, 300,000 people lived in the greater Four Corners area, and both the weekday and weekend population increase significantly in the City of Farmington. Brick and mortar is not the only retail sector experiencing growth in the region. In late 2024, Amazon opened a 41,250-square-foot delivery warehouse in Farmington, bringing jobs and investment to the city. Large scale retail operations can be complemented by an emphasis on small business development. Recent investments to make Main St in Farmington more walkable support existing businesses and encourage visitors to spend more time visiting the area. Similar investments are proposed along Main Ave in Aztec.

The region will need to invest to compete with Durango, CO, however, which is growing as a retail center as evidenced by the opening of an REI in the summer of 2025. Ensuring that Farmington is offering retail space that matches the desired size, quality, and location that operators are looking for can ensure the city can attract new retail operators. Initiating a retail leakage study can also highlight specific sectors for which local consumers go elsewhere. Investments in transportation infrastructure can also help reduce shipping costs, which makes the region more competitive in retail pursuits.

Outdoor Recreation and Tourism  
Capitalizing on the Four Corners Reputation

Communities across the Four Corners such as Durango, CO and Moab, UT are established recreational havens that demonstrate how communities can capitalize on natural attractions to support their local economies. In addition to the rugged landscape, the Farmington MPO region features more than 100 miles of mountain bike trails, river systems, a supposed UFO landing site, and numerous archaeological sites, including one recognized as part of a UNESCO World Heritage Site. The region is also a staging ground for trips to Chaco Canyon, Bisti Badlands, Mesa Verde, and numerous parks and monuments across the Four Corners.



*The Glade Run Recreation Area is 19,000 acres of public land and offers miles of biking trails with multiple access points through the City of Farmington, making the activity accessible to residents.*

Investments and Initiatives

Local agencies have invested heavily in recreational amenities, with the City of Farmington spending \$12 million in outdoor recreation infrastructure between 2014 and 2020, according to a report from the state’s economic development office, and San Juan County making significant recurring investments in a variety of trails. These investments are complemented by marketing campaigns such as “Jolt Your Journey,” launched in 2015 by Visit Farmington. The launch was followed by a feasibility study on the potential of the outdoor recreation industry in Farmington, leading the City of Farmington to establish the Outdoor Recreation Industry Initiative (ORII). The initiative has supported the development of projects such as a water park, bike park, trails, and wayfinding signage, as well as recruiting of outdoor businesses. San Juan County is now developing an Outdoor Recreation Master Plan.

General Benefits

**Direct and Indirect Spending:** Visitors eat at local restaurants, stay in local hotels, and shop in local stores, all of which create economic ripple effects.

**Small Business Support:** Outdoor recreation visitors tend to look for unique and authentic experiences, foods, and products, which can mean a substantial boost to small and local businesses.

**Quality of Life/Attracting and Retaining Workers and Families:** Access to natural space and outdoor activities are attractive to the generations making up the workforce of today and the future. Investing in outdoor resources can attract new businesses and residents, as well as retain existing businesses and residents. When recreational infrastructure is improved, residents can benefit from increased access to nature, spend more time outdoors, and stay active, all of which improve health outcomes and decrease healthcare costs.

**Secondary Workforce Development:** As recreation opportunities increase, so does the demand for the accompanying equipment and tools. This can spur manufacturing and engineering ventures, bringing high-wage skilled jobs to the region. Other professions supported by outdoor recreation economies include biologists, landscape architects, equipment technicians, travel advisors, and construction workers.

**National Recognition:** A thriving outdoor industry can attract national attention. High quality facilities and preserved natural landscapes can attract visitors from across the country and may be marketed through special interest organizations, potentially leading to the region hosting large outdoor events such as races or sporting shows.

**Conservation:** Increased investment in and awareness of natural areas can encourage conservation. This may happen through the formation of structured conservation groups, or simply through civic action. People want to share their natural sites with others while showing how to do so respectfully, in order to preserve them for future generations.

Outdoor Recreation Industry Limits and Challenges

Despite the many benefits of embracing the outdoor recreation industry across the Farmington MPO region, the sector has limitations that range from expected salaries and seasonal fluctuations to environmental impacts. It is vital to recognize and plan for these limitations early to manage expectations, protect the natural environment for future generations, and ensure the region continues to diversify its economic base.

**Wages:** The shift away from natural resource and mining jobs leaves a cohort of trained and well-paid people in need of work, and alternative industries may not offer comparable wages. According to data from the Bureau of Labor Statistics, in 2024 outdoor recreation workers in San Juan County made \$17.01 an hour, or \$35,380 a year. The median wage for the mining industry – which covers a wide range of positions and salaries – was \$25.41 to \$47.56 per hour, or \$52,850 to \$98,920 a year.

**Seasonality:** Some outdoor recreation occupations and businesses are seasonal. While the region enjoys more sunshine and good weather than other regions in the country, some activities like swimming, boating, and other water sports are limited to certain time periods.

**Managing Environmental Impacts:** As Farmington grows its outdoor recreation industry, the region must also manage the potential harm from increased use of its land and waterways. This may include limiting fishing, outfitting trailheads with trash receptacles, educating users on littering, or restricting off-trail hiking, which can erode soils and harm wildlife habitats. These steps also ensure the sustainability of the industry for future generations.



## How Infrastructure Investments Can Retain and Attract Residents

### Create a High Quality of Life

Infrastructure investments can support an economy by making it easier to do business, including reducing the costs of transportation goods and by allowing more customers and potential employees to access a business site. Infrastructure investments can also play a significant role in building a larger regional workforce by creating places where people want to live and providing a range of affordable transportation options. Specific ways that infrastructure investments can support quality of life include:

- Developing amenities such as paved and unpaved trails that support active lifestyles.
- Investing in parks, community centers, and public facilities that appeal to youth and adults of different ages (places sometimes referred to as social infrastructure).
- Improving transportation access to local and regional destinations.

During community outreach and in the public survey, community members highlighted the lack of congestion and short commute times as positive elements about living in the Farmington MPO region, while also indicating that local agencies should provide more options for people to walk, bike, and take transit.

### Meet Future Workforce Needs and Values

Transportation investments strategies to enhance quality of life align with the preferences of a changing workforce. While the region’s population may remain stable, its makeup will change. Baby Boomers are leaving the workforce at an increasing rate, replaced by Millennials and Generation Z. These generations differ in what they look for in a place to live, and these preferences will play out in the built environment. A range of housing options; investments in complete streets, public transportation, and trail; accessible parks and outdoor recreation choices; and support for local retail or restaurant start-ups are examples of the types of investments that would attract and retain the future workforce to a community.

| Quality of Life Factors for Millennials                                                                                                                                     | Quality of Life Factors for Generation Z                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Access to restaurants and retail</li><li>• Safety</li><li>• Distance to work</li><li>• Good schools</li><li>• Walkability</li></ul> | <ul style="list-style-type: none"><li>• Affordability</li><li>• Employment opportunities</li><li>• Entertainment</li><li>• Access to parks and outdoor recreation</li><li>• Green commuting choices available</li></ul> |

Source: Deloitte, 2025 Gen Z and Millenial Survey

*This page intentionally left blank.*



# **3 TRANSPORTATION NEEDS AND PRIORITIES**

**REGIONAL MOBILITY AND ROADWAY  
DEMAND**

**SAFETY**

**ACTIVE TRANSPORTATION**

**TRANSIT**

**FREIGHT**

**CLIMATE RESILIENCE**

*Each of the following sections contains recommendations and/or priority projects. See the Implementation section for a complete set of recommendations, including the relationship between the recommendations and the MTP Emphasis Areas outlined in the Introduction.*



# REGIONAL MOBILITY AND ROADWAY NETWORK



## Roadway Types

long distances between communities across the Farmington MPO area mean that a well-connected and well-maintained roadway system is critical for the mobility of people and goods.

US and NM highways traverse the the Farmington MPO region linking together major incorporated communities and connecting the region with the rest of the state of New Mexico and communities across the greater Four Corners area. Each of these main highways – US 64, US 550, and NM 516 – are part of the **National Highway System**, the network of major roads throughout the country that are considered critical for the nation’s economy, defense, and mobility. These highways serve as spines to the transportation system and bring goods, workers, visitors, shoppers, and tourists into and out of the region, and allow Farmington to serve as a regional hub for commercial needs and medical services.

Complementing these regional spines are roads that provide more direct access to local communities and destinations. All roads from neighborhood streets to Interstates are assigned a **functional classification** that reflects the role they play in regional travel. Arterials and collectors are considered regionally significant roadways and are eligible for federal funds for transportation improvements. Figure 7 depicts the major roads that traverse the Farmington MPO region. Figure 8 depicts the major roads within the larger incorporated communities. Table 7 contains definitions of each functional classification and the mileage by type across the Farmington MPO region.

See the Implementation section for a discussion on **Complete Streets Facility Types**, which complement functional classification and provide guidance on types of modes that should be accommodated on different streets.

## Role of the Farmington MPO in Roadway Analysis

The Farmington MPO evaluates conditions along the federal-aid network, comprised of all collectors and arterials that are by definition considered regionally significant and eligible for federal funds.

Among its responsibilities include data collection on arterials and collectors and assessment of current and future travel demand.

## WHAT WE HEARD...

Among survey respondents, the top transportation priority is “maintaining roadways in good condition” (71%), compared with only 30% who indicated “expanding the road network.”

Lack of congestion and the predictable trip lengths are part of the region’s appeal.

The region’s geographic isolation is a blessing and a curse. The region is near countless attractions but far from urban amenities and major airports and economic centers.



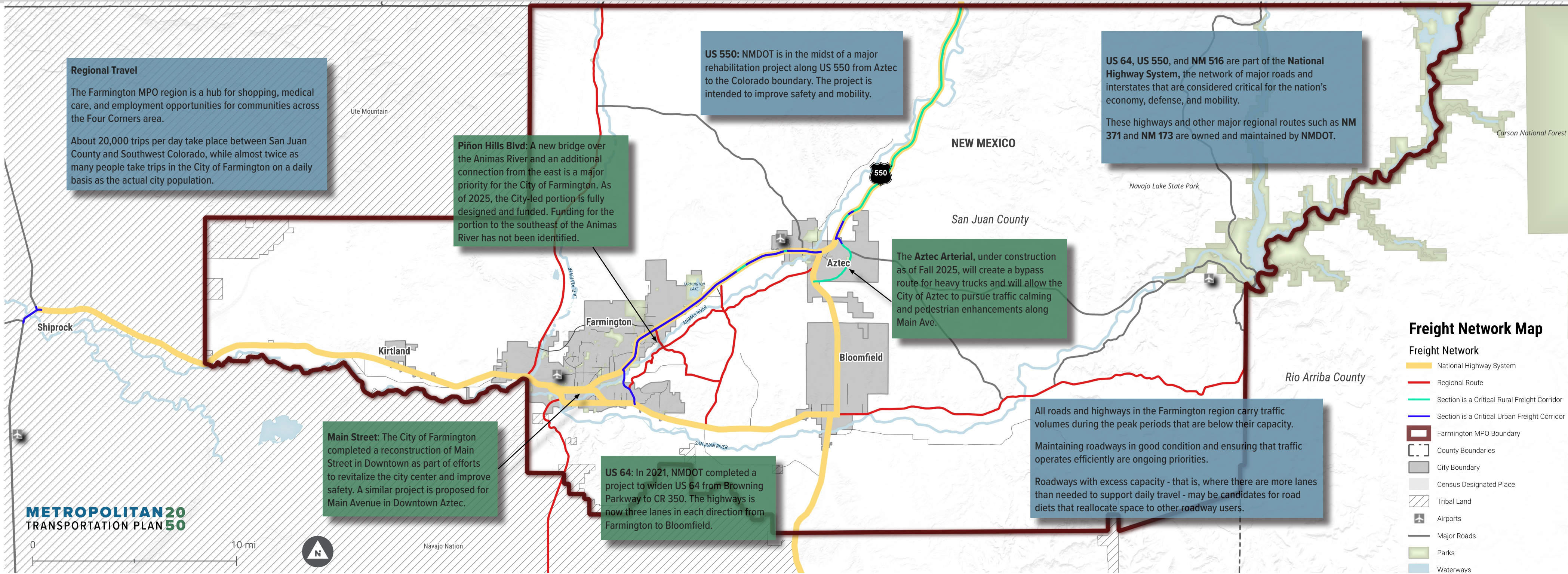




Figure 7: Roadway Network by Functional Classification, Regional Scale

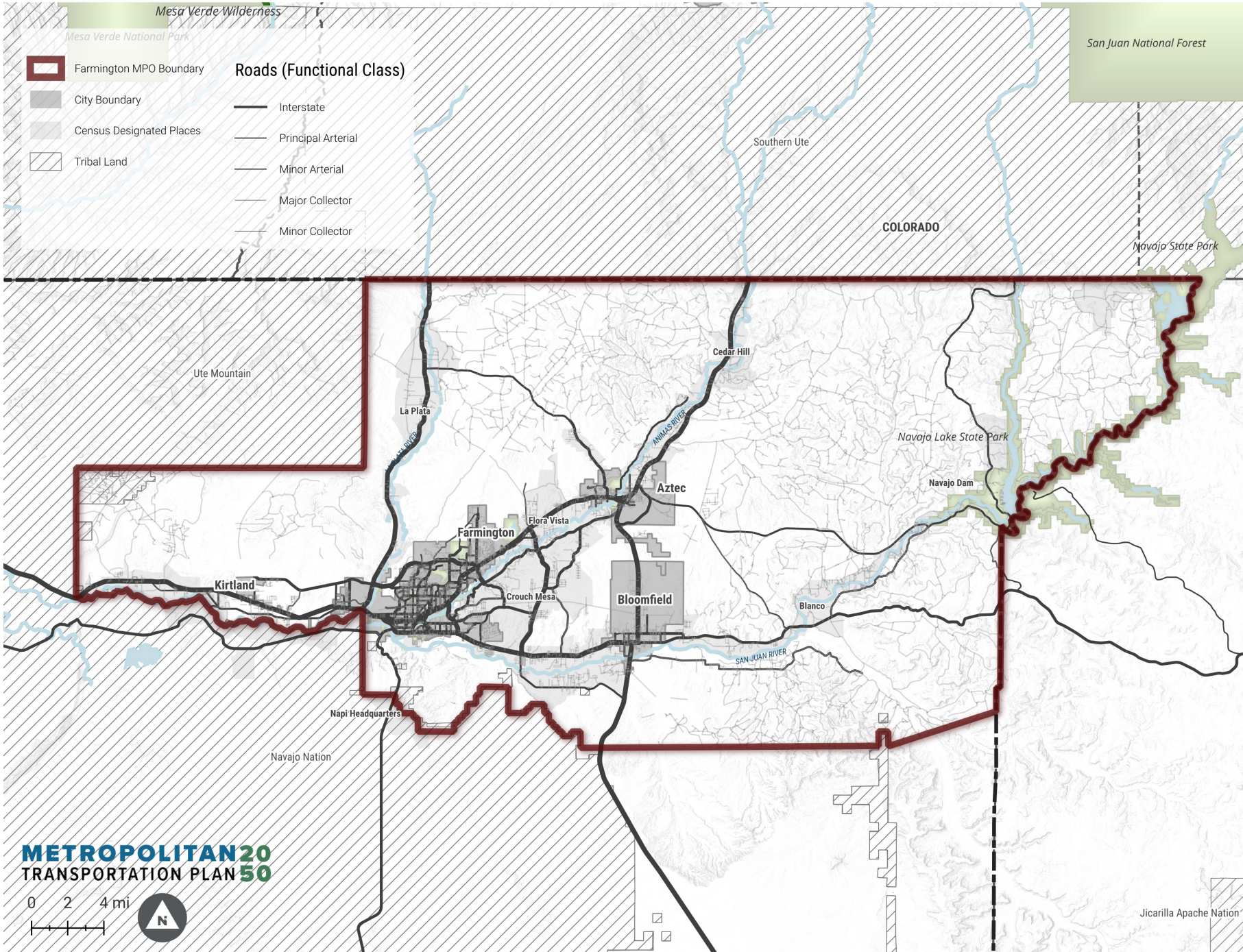


Figure 8: Roadway Network by Functional Class, Three Cities Scale

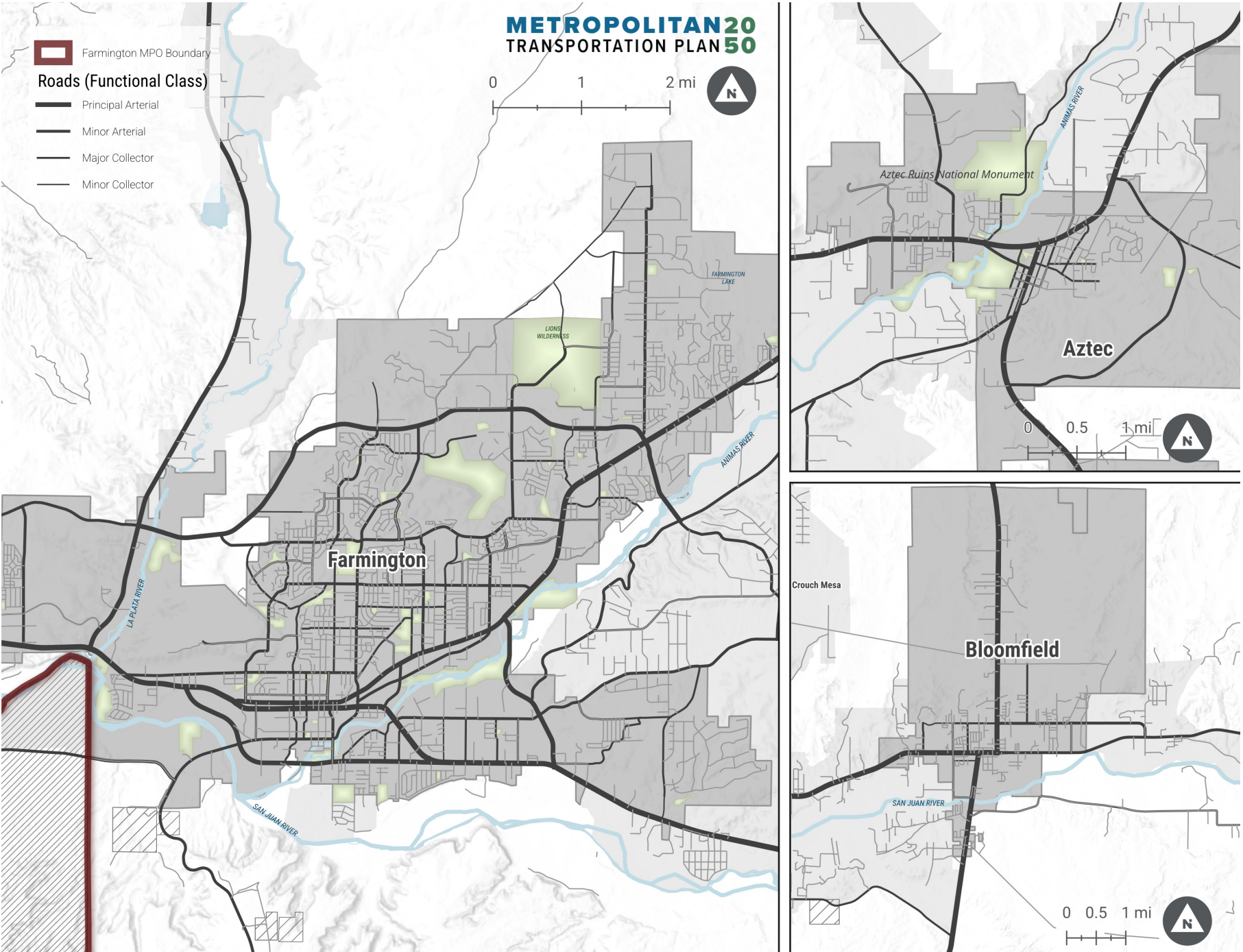




Table 7: Functinoal Classification Definitions and Mileage by Type

| Roadway Type                   | Characteristics                                                                                                                                                                                                                                                                                                                                                                                                                                            | Mileage / Regional Share         |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| Arterial (Principal and Minor) | <ul style="list-style-type: none"><li>Support moderate to long-distance trips within and between communities</li><li>Can include US or NM highways or roads owned and maintained by local agencies</li><li>Small share of total road miles, but high share of traffic volume</li><li>Provide a high level of mobility but only provide direct access to destinations along the route</li><li>Generally feature higher speeds and traffic volumes</li></ul> | Principal: 116.6<br>Minor: 104.2 |
| Collector (Major and Minor)    | <ul style="list-style-type: none"><li>Connect traffic between local/neighborhood streets and arterial highways that support longer distance travel</li><li>In more rural areas, collectors can support longer distance trips to smaller towns and regional destinations</li><li>Provide land access and support traffic circulation in residential and commercial areas</li><li>Moderate speeds and traffic volumes</li></ul>                              | Major: 142.9<br>Minor: 28.5      |
| Local Roads                    | <ul style="list-style-type: none"><li>Roads that are used for short distance trips within residential areas and to access collectors and arterials</li><li>Comprise the majority of road miles</li><li>Provides a high level of access to homes and community destinations, such as parks and schools</li><li>Lower speed and volume roads</li></ul>                                                                                                       | 2,066.4                          |
| Total                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 2,458.6                          |

## Road Ownership

Local agencies own and maintain the majority of roads in the Farmington MPO region; exceptions include the US and NM highways that pass through local jurisdictions, while the Bureau of Land Management also maintains roads through various federal lands in San Juan County. NMDOT owns and maintains a total of 196.7 miles of highways in the Farmington MPO region (see Table 8).

Table 8: NMDOT Highway Milage within the Farmington MPO Region

| Route             | Milage |
|-------------------|--------|
| US 64             | 54.5   |
| US 550            | 28.6   |
| NM 516            | 13.8   |
| Other NM Highways | 99.8   |
| Total             | 196.7  |

## Regional Travel Patterns and Current Travel Demand

### Adequate Roadway Supply

A comparison of current traffic volumes (i.e., demand) versus roadway capacity (i.e., supply) indicates that all roadways in the Farmington MPO region can accommodate travel demand even at the times of day with the most traffic (i.e., the PM peak period or rush hour).

The corridors with the highest traffic volumes include Main St (NM 516), US 64, and Browning Pkwy over the Animas River. Even NM 516/Main St, which features up to 39,000 vehicles per day along the busiest segments, remains below generally accepted measures of roadway capacity.

Figure 9 depicts the daily traffic volumes for all roads across the Farmington region and Figure 10 depicts traffic volumes through the three primary cities.



NM 516 through Flora Vista

### Measuring Traffic Volume

Traffic volume is measured by the total number of vehicles that travel along a roadway in both directions over a period of time. Farmington MPO and NMDOT collect traffic counts data by segment for all arterials and collectors on a recurring basis.

**Average Annual Daily Traffic (AADT):** AADT refers to the average number of vehicles traveling along a segment over a 24-hour period.

**Peak hour volume:** The number of vehicles that travel along a segment during the 60-minute period with the highest level of traffic – usually during the PM peak hour. In general, about 6-10% of daily traffic volume occurs in the peak hour.

**Volume-to-Capacity (V/C) ratios:** V/C ratios measure peak hour volume (AM or PM) against the roadway capacity, based on the number of vehicles that can travel by direction in a 60-minute period while maintaining an acceptable level of traffic flow. A ratio of more than 1.0 indicates that travel demand is greater than the roadway capacity for a particular segment. All roads across the region feature current and projected V/C ratios below 0.7, and only a small share of segments are above 0.5.



Figure 9: Traffic Volume along Major Roads, Regional Scale

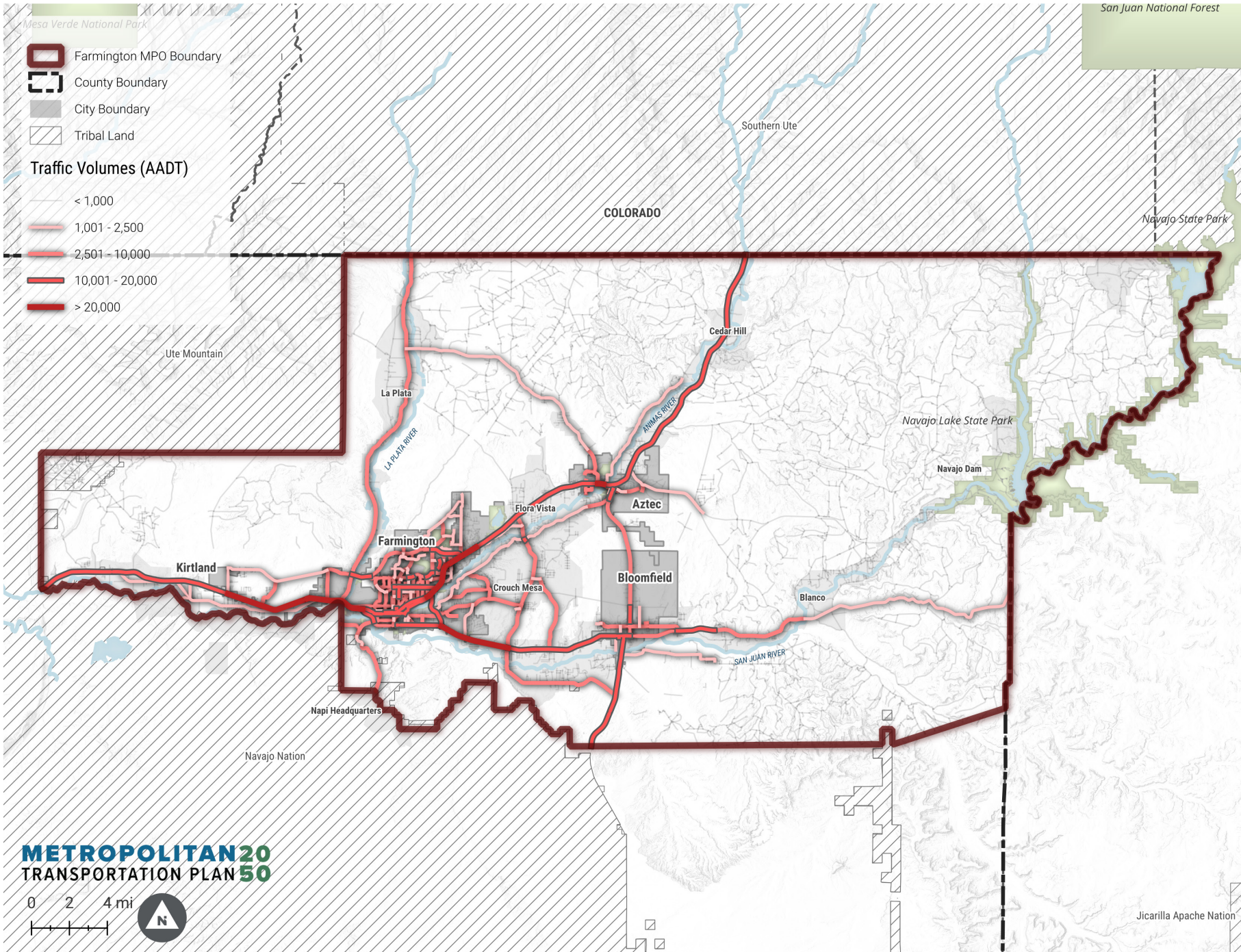
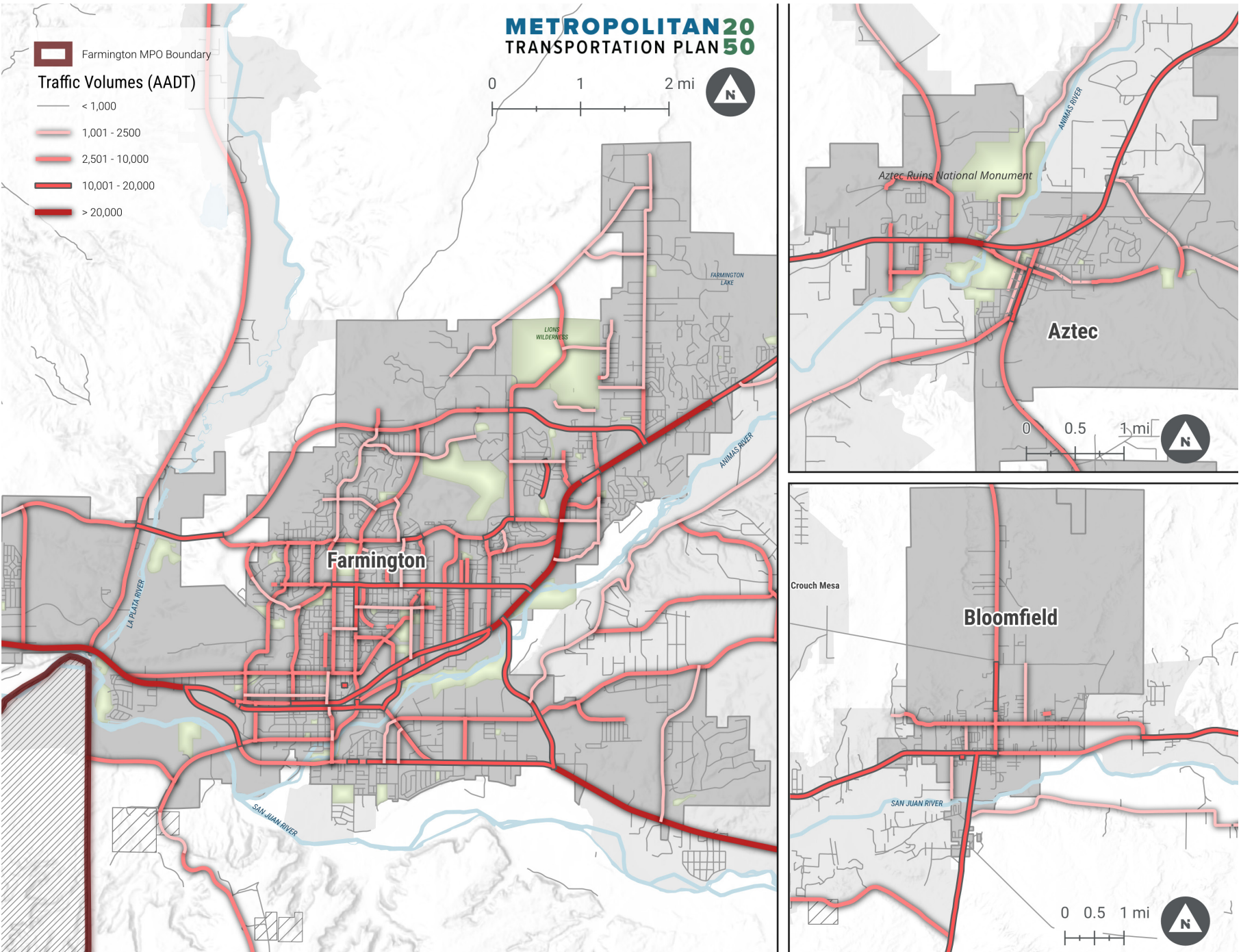


Figure 10: Traffic Volume along Major Roads, Three Cities Scale



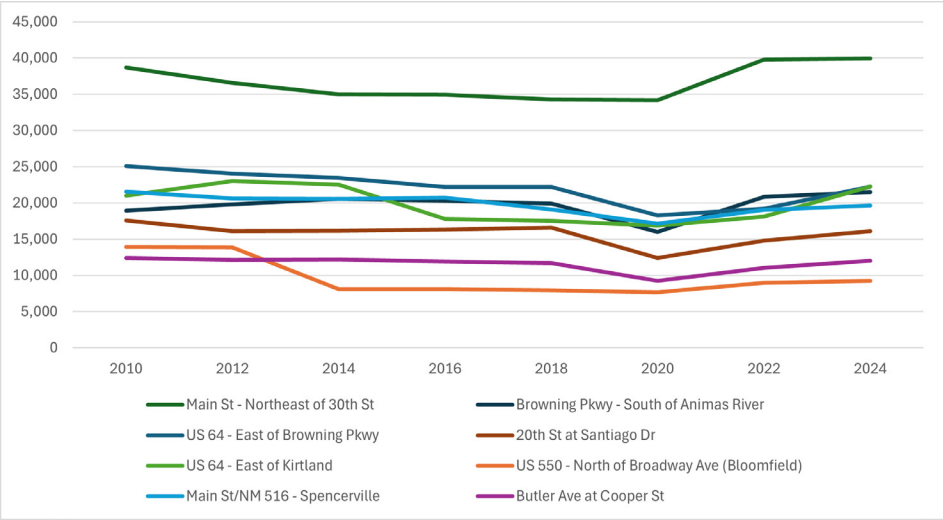


Consistent Level of Demand Over Time

The historical inventory of traffic counts data indicates that travel demand along major highways through the region has remained consistent over time, even when accounting for the impacts of COVID-19 on traffic volumes beginning in 2020.

See Figure 11 for traffic volumes over time along a selection of highways across the Farmington MPO region. Of the select locations, only NM 516 to the northeast of 30th St features current traffic volumes that are higher than in 2010 (by a total of 1%).

Figure 11: Historical Traffic Volumes (2010-2024) along Select Highways

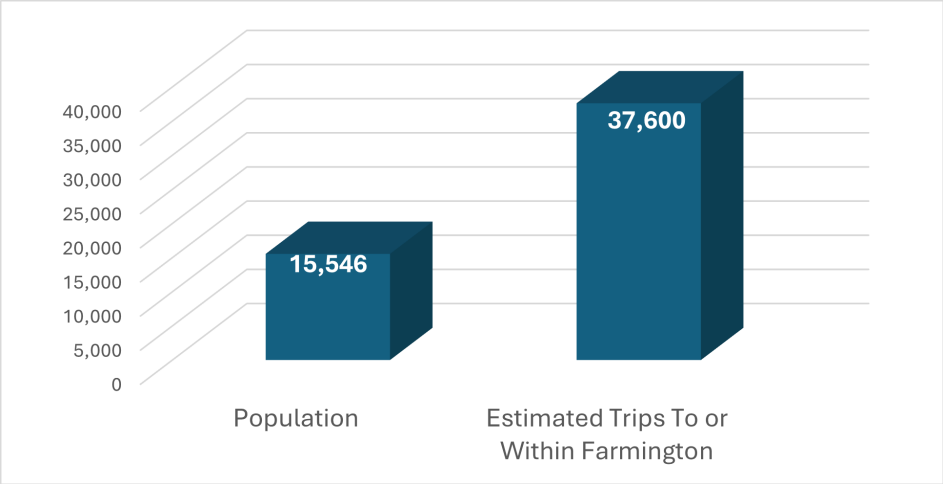


Farmington as a Regional Hub

The Farmington MPO region, and the City of Farmington in particular, is a hub for shopping, medical care, and employment-related trips from across the Four Corners area. Farmington plays a particularly important role as a commercial center for the Navajo Nation and other tribal communities in the Four Corners area and experiences an influx of visitors on a day-to-day basis.

Data from Replica, a commercial platform that provides a range of information on transportation trips, estimates that about 90,000 individuals take trips to or within Farmington city limits on a typical weekday – about twice the city’s total population. Of those 90,000 trips, about 37,600, or 42%, are taken by Native Americans; by contrast, about 15,500 Native Americans live within the City of Farmington, according to the 2020 Census.

Figure 12: Native American Population and Estimated Daily Trips by Native Americans in Farmington



Source: Replica, 2020 Census

Travel to and From Southwest Colorado

An estimated 20,000 trips a day take place between San Juan County and destinations across southwest Colorado, reflecting the high levels of commerce between the neighboring counties. The largest number of trips (about 16,000) are between San Juan County and La Plata County, which includes the City of Durango. Combined, about 6,600 trips a day are work related and 4,400 trips per day are related to entertaining and recreation, including trips for socializing, shopping, and going out to eat.

Despite the perception that many people who work in Durango choose to live in the Farmington MPO area due to lower housing costs, Replica data indicates that many southwest Colorado residents also travel to San Juan County for work (see Table 9).

Table 9: Total Estimated Weekday Trips Between San Juan County and Southwest Colorado

| Trip                                          | Milage | Share of Trips |
|-----------------------------------------------|--------|----------------|
| Home                                          | 6,600  | 33%            |
| Work                                          | 3,000  | 15%            |
| School                                        | 700    | 4%             |
| Commercial (Shipping/Deliveries)              | 4,300  | 22%            |
| Entertainment (Shopping, Socializing, Eating) | 4,800  | 24%            |
| Other                                         | 700    | 3%             |
| Total                                         | 20,200 | 100%           |

Source: Replica

Table 10: Total Estimated Weekday Daily Trips Between San Juan County and Southwest Colorado

| From San Juan County to Southwest Colorado                                                                                                                                                            | From Southwest Colorado to San Juan County                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>3,150 trips (29%) are people returning home</li><li>1,100 trips (10%) involve people going to work</li><li>3,000 trips (27%) related to entertainment</li></ul> | <ul style="list-style-type: none"><li>3,500 trips (37%) are people returning home</li><li>1,950 trips (21%) are people going to work</li><li>1,800 trips (19%) related to entertainment</li></ul> |

Future Demand

Uncongested Conditions (Based on Current Projections)

Quantifying future travel demand is typically done by projecting and distributing growth patterns across a region and modeling the impacts on the highway network. In the case of the Farmington MPO region, the lack of projected population growth and the challenges associated with a regional economy in transition indicate that traffic volumes are unlikely to increase over time.

The 2045 MTP, completed in 2020, assumed a positive growth rate but did not project roadway capacity issues along any highway segments across the region. Given the current economic climate and available population and employment projections, the 2050 MTP assumes that future travel demand can be accommodated with the existing roadway network. If the regional economy rebounds and new growth occurs, new roadway demand could be absorbed by excess capacity.

Potential for Regional Growth

The modest cost of living and proximity to growing cities in Southwest Colorado mean that communities across the Farmington MPO region offer an appealing alternative and could result in new demand for housing over time. The City of Aztec is particularly well-positioned geographically; however, the city faces significant challenges related to water availability and utility upgrade needs.

Member agency staff identified the Main St/NM 516 corridor in northeast Farmington and the Crouch Mesa area as plausible locations for new development. The Main St/NM 516 corridor currently features high traffic volumes and occasional delays; Main St is also one of the main access points into the City of Farmington. An objective of the Piñon Hills Blvd extension is to reduce demand and delay on the corridor by providing an alternative means of traveling between Crouch Mesa and the City of Farmington.



### Other Potential Sources of Travel Demand

Growth in targeted industries, including outdoor recreation, and the Four Corners Rail Project, if completed, could generate additional manufacturing and mining activity in the region and lead to greater heavy truck traffic on certain highways. Farmington MPO will monitor new development over time, and future travel demand analysis may be performed as needed.

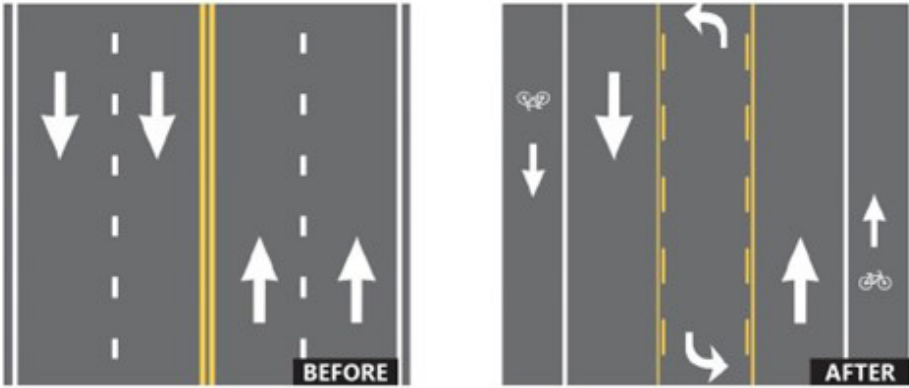
### Discussion and Takeaways and Travel Demand Analysis

The lack of anticipated growth in the region means that, unless the region experiences dramatic and unexpected changes, future travel demand is unlikely to exceed roadway capacity on even the busiest highways. Based on the combination of excess capacity and lack of future demand, the 2050 MTP does not recommend capacity expansion projects at this time unless they are directly related to new economic development opportunities or substantially improve the quality of life for residents and visitors through meaningful reduction in travel time. Rather, the lack of projected growth and regional congestion mean that Farmington MPO and member agencies can focus transportation dollars on projects that improve the existing roadway network and can utilize excess roadway space to add quality facilities for people to walk and bike.

**Road diets** involve the reallocation of excess roadway space for other street users and are a proven strategy to improve safety, increase transportation options, and reduce roadway maintenance costs (see Figure 13). The 2050 MTP identifies the following road diet opportunities:

- Bloomfield:** 1st St / US 550
- Aztec:** Main Ave from Rio Grande Ave to NM 516/Aztec Blvd
- Farmington:** 30th St from Municipal Dr to NM 516
- Farmington:** San Juan Blvd from Butler Ave to Main St

Figure 13: Before and After Example of a Road Diet, Federal Highway Administration



## Roadway Improvement Projects

### Major Recent Projects and Impacts

Two major transportation projects over the last decade represent different approaches to meeting transportation and economic development needs.

**US 64 widening:** In 2021, NMDOT completed a project to widen US 64 from east Farmington to Bloomfield by creating a continuous six lane highway plus center turn lanes. The highway expansion project was intended to support long-term growth and increased heavy truck and general travel demand that was projected across the region in the 2010s; however, traffic volumes have not increased over time as anticipated. The design includes shoulders but does not support travel by non-auto modes.

**Downtown Main Street:** The City of Farmington recently implemented a road diet and streetscape improvement project, including traffic calming features and major pedestrian improvements, as part of a major Downtown revitalization initiative. The use of roundabouts helps balance traffic flow with pedestrian safety, and the use of traffic calming measures along the corridor addresses the high number of bicyclist and pedestrian-involved crashes along Main St in the years prior to implementation.

### Noteworthy Ongoing and Proposed Roadway Projects

**US 550:** As of Fall 2025, NMDOT is in the process of a major rehabilitation project from Aztec to the Colorado border. In addition to being part of the National Highway System and a priority truck freight route, US 550 is highly utilized for travel between the Farmington MPO region and the Durango area, as well as by tourists and visitors accessing recreational sites in the greater Four Corners area. The project includes various safety enhancements.

**Piñon Hill Blvd Extension:** The City of Farmington has long prioritized a new bridge over the Animas River to better connect to unincorporated parts of San Juan County, including the Crouch Mesa area. The City-led portion of the project is nearing completion as of Fall 2025. Funding for the portion to the southeast of the Animas River in unincorporated San Juan County has not been fully identified. Complementary improvements in unincorporated San Juan County, including along CR 390 (Wildflower Pkwy), are contingent upon construction of the Piñon Hills Blvd extension.

**Aztec Arterial and Main Ave Revitalization:** The City of Aztec is partnering with NMDOT to develop a bypass route to connect US 550 with NM 173 and alleviate heavy truck traffic along Main Ave (US 550) through Downtown Aztec. Construction is in process as of Fall 2025. Redirecting heavy traffic creates an opportunity for a road diet on Main Ave through Downtown based on Complete Street principles. The Main Ave project, which was identified in the 2018 Downtown Metropolitan Redevelopment Area Plan and as a high priority in both the 2045 MTP and the Bicycle and Pedestrian Master Plan, would reduce the number of travel lanes from four to two while widening sidewalks and installing other streetscape elements.

**30th St Road Diet and Complete Streets Enhancements:** As of 2025, the Farmington MPO and the City of Farmington are studying options to implement a road diet between Municipal Dr and Main St (NM 516) that would reduce the total number of general purpose travel lanes from four to two. The project passes through a mix of residential and commercial areas and is intended to improve safety, provide new and enhanced bikeways, improve pedestrian crossings and manage conflicts at intersections, and create a more consistent driving experience along the corridor. Adding bike lanes via a road diet is identified as a priority in the Bicycle and Pedestrian Master Plan.



Main St roundabout, Farmington



# Managing the Roadway System

## Roadway Maintenance

### General Considerations

Roadway maintenance is an ongoing priority. However, limited funding means that agencies must make challenging tradeoffs about which roads to maintain to the highest standards.

For the first time, the 2045 MTP identified ongoing roadway maintenance needs as part of the MTP project list. Similarly, the 2050 MTP prioritizes maintaining the existing transportation system in good working order and recommends that available transportation dollars be targeted toward rehabilitation and preservation projects. The need for ongoing maintenance is in part a function of the high numbers of heavy vehicles traveling through the area and is evidenced by the deteriorating pavement along US 64 between Farmington and Bloomfield, despite the recent widening and rehabilitation efforts.

### Maintenance Responsibilities

NMDOT maintains NM and US highways regardless of the jurisdiction through which the highway passes, while other roads within incorporated boundaries are maintained by the local agency. San Juan County maintains roadways in unincorporated areas.

## Traffic Signals and Operations

The City of Farmington maintains and sets signal timing plans for all traffic signals within city boundaries, while NMDOT manages signal timing on US and NM highways across the region. The City of Farmington also maintains the signal equipment along NMDOT facilities and San Juan County roads under agreements, and coordinates with NMDOT on signal equipment upgrades on an as needed basis.

Farmington relies primarily on time of day signal timing plans with vehicle detection and has upgraded detection equipment over

time so that most signals are fully detectable. An exception is the East Main St corridor, which features an adaptive system across 11 signals from Browning Pkwy to English Rd that adjusts traffic signals in real time based on actual demand rather than a pre-set timing plan.

## Intelligent Transportation Systems

### Overview

Intelligent Transportation Systems (ITS) includes a range of technologies that can be applied to enhance transportation safety and mobility by integrating advanced communications tools into transportation infrastructure and vehicles. ITS technologies include applications that are most appropriate for heavily congested urban areas, such as electronic toll collection, ramp meters, and transit signal priority, as well as technologies utilized more widely for smaller and medium-sized urban areas, including traffic signal coordination, red light cameras, and traveler information systems.

### Intelligent Transportation Systems Architecture

The **Farmington Regional Intelligent Transportation Systems Architecture Update**, updated in 2022, outlines existing ITS technologies deployed across the Farmington MPO region and identifies planned projects over the next 20 years. The ITS Architecture is structured as an online inventory and is intended for use by regional transportation planners and local agency staff. In addition to project information and detailed descriptions of the services provides by different stakeholders in the region, the webpage highlights how ITS technologies support goals from the 2045 MTP by enhancing safety and improving operations. The Farmington Regional ITS Architecture also enables the region to comply with the FHWA Rules and FTA Policy on Architecture and Standards<sup>1</sup>.

<sup>1</sup>The FHWA Final Rule 23 CFR 940, (and corresponding FTA policy) to implement Section 5206(e) of the TEA-21 requires that ITS projects funded through the Highway Trust Fund conform to the National ITS Architecture and applicable standards. The Rule/Policy requires that the National ITS Architecture be used to develop a local implementation of the National ITS Architecture, which is defined as a regional ITS architecture.

### Stakeholders and Integration Opportunities

Regional coordination of ITS among agencies is critical since roadways and vehicle travel transcend jurisdictional boundaries. The ITS Architecture Update defines possible integration opportunities and allows Farmington MPO member agencies to prepare for future expansion, develop coordinated deployments of ITS, leverage funding, and identify standard interfaces. See Table 5 for a list of the agencies involved in ITS activities across the Farmington MPO region.

## Access Management

Access management is a technique used to control the locations where turning movements occur along highways, major arterials, and other roads to increase capacity, manage congestion, and improve safety. Access management is achieved through the use of medians, managed turn lanes, and consolidating driveways and limiting new driveways to reduce conflict points.

Priority locations for access management include **US 64 through the Town of Kirtland** and **NM 516 between Farmington and Aztec** which both feature combinations of high volume and high-speed roadways, and commercial areas with large numbers of business access points and turning movements. In the case of US 64 through Kirtland, the roadway serves as both a major highway and as the community’s main street.

Access management combined with pedestrian improvements may be considered in other locations where local agencies wish to better manage traffic and reduce potential conflicts among pedestrians and motorists.

Table 11: Agencies Involved in Regional ITS Activities

| Service Package Areas                                                                                                                                                                                                                                                                                                          | Stakeholders                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Commercial Vehicle Operations</li><li>Data Management</li><li>Emergency Management</li><li>Maintenance and Construction</li><li>Public Safety</li><li>Public Transportation</li><li>Sustainable Travel</li><li>Traveler Information</li><li>Traffic Management</li><li>Weather</li></ul> | <ul style="list-style-type: none"><li>Aztec Fire Dept</li><li>Aztec Police Dept</li><li>Bloomfield Fire Dept</li><li>Bloomfield Police Dept</li><li>City of Aztec Public Works</li><li>City of Bloomfield Public Works</li><li>City of Farmington</li><li>City of Farmington Streets</li><li>City of Farmington Traffic Engineering Division</li><li>Farmington Fire Dept</li><li>Farmington MPO</li><li>Farmington Police Dept</li><li>Local Transit Agencies</li><li>Navajo DOT</li><li>Navajo Transit</li><li>New Mexico Dept of Public Safety</li><li>Newspapers, Television, Radio Stations</li><li>NMDOT</li><li>NOAA</li><li>North Central Regional Transit District</li><li>Other State Agencies</li><li>Private Commercial Carriers</li><li>Private Security Companies</li><li>Private Traveler Information Systems</li><li>Private Travelers Personal Computing Devices</li><li>Private Weather Information Provider</li><li>Red Apple Transit</li><li>Regional Hospital Providers</li><li>San Juan County Communications Authority</li><li>San Juan County Fire Dept</li><li>San Juan County Public Works</li><li>San Juan County Sheriff Dept</li><li>San Juan Regional EMS</li><li>Special Event Promoters</li><li>Vehicles</li></ul> |



# Recommendations

## Signal Operations and Maintenance

- **Traffic Signal Equipment Maintenance and Upgrades:** Maintain and upgrade traffic signal equipment and technology for vehicle detection, including radar detection and upgraded conduit and underground infrastructure.
- **Integrate the Farmington Region into the Statewide Roads Advisory (NMRoads):** Coordinate with NMDOT on the installation of dynamic message signs and provision of driving conditions information and weather alerts through the NMDOT roadway conditions portal (www.nmroads.com).
- **Conduct Regional ITS/Traffic Operations Summits:** Farmington MPO and member agencies can convene formal semi-annual or annual meetings of agency staff involved in ITS and traffic operations issues to maintain working relationships among local agency and NMDOT staff, discuss upcoming maintenance needs, and identify signal timing issues and opportunities to upgrade signal equipment and other technology.

## Data Collection

- **Increase Frequency of Traffic Counts Monitoring:** In addition to ongoing collection of traffic counts data along arterial and collector road segments (e.g., once every two or three years), NMDOT should collect traffic counts along NHS segments at more regular intervals (e.g., once per year). In addition, Farmington MPO and NMDOT should consider collecting traffic counts data on weekends to capture travel for recreational and commercial purposes from the surrounding region.
- **Utilize Additional Data Resources:** Farmington MPO can invest in commercial data that provides speed data and produces traffic counts estimates from a combination of cell phone data and modeling programs.

## Roadway Maintenance

- **Invest Sufficient Resources to Maintain Roadways in a State of Good Repair:** Roadways in good condition support the regional flow of goods and reduce costs for motorists by reducing wear and tear on private vehicles. MPO member agencies should invest sufficient funds to address the need for ongoing maintenance.
- **Utilize Resurfacing Projects as an Opportunity to Implement Road Diets, Bikeways, and Enhanced Crossings:** Resurfacing projects require a striping plan, which creates an opportunity to install an alternative roadway configuration. As part of resurfacing/rehabilitation projects, MPO and local agency planners and engineers can review existing conditions, assess current and future travel demand, and consult the Bicycle and Pedestrian Master Plan and the High Injury Network (see the Safety section for additional information) to identify candidates for the reallocation of roadway space for new or enhanced bikeways and/or new pedestrian crossings.

## Access Management

- **Pursue access management along US 64 through Central Kirtland and NM 516 from east Farmington to Aztec:** Consolidate site access and construct pedestrian facilities along corridors to better manage potential conflicts among different user groups. Access management can be pursued as standalone projects or as part of roadway rehabilitation efforts that maintain pavement conditions in a state of good repair.

*This page intentionally left blank.*



# SAFETY



## Overview

In addition to being a State-level priority, as demonstrated by the NMDOT Target Zero initiative that seeks to eliminate traffic fatalities by 2050, roadway safety for all, no matter how they travel, is critical to ensuring a thriving economy and high quality of life. This section summarizes crash analysis conducted for the FMPO region and identifies a High Injury Network (HIN) comprised of roadways with the most severe and fatal crashes, to prioritize investments to reduce the rate of these crashes.

Crash analysis is based on the most recent five-year period for which data is available (2019-2023) and provides a data-driven basis for understanding where killed and serious injury (KSI) traffic crashes and crashes involving vulnerable road users (i.e., bicyclists and pedestrians) took place across the FMPO region. Serious injury crashes are defined as any non-fatal injury that prevents a person from walking, driving, or participating in activities they were capable of prior to the crash.

The analysis contained in this section is a first step in addressing roadway safety, specific countermeasures can be found in the inventory of FHWA Proven Safety Countermeasures and other national resources. FMPO and local agencies may also consider a regionally-specific toolkit of strategies that addresses local roadway conditions and traveler behavior.

### WHAT WE HEARD...

- Among survey respondents, 44% are interested in “safety improvements” as a way to support community priorities.
- Biking culture is new to the area and there are many conflicts between motorists and bicyclists.
- Speeding is a widespread concern; many community members expressed a desire for education about transportation-related safety.

## Why Focus on Vulnerable Road Users?

New Mexico is ranked as the **deadliest state for pedestrians<sup>1</sup>** as it has the **highest pedestrian fatalities per capita in the nation<sup>2</sup>**.

This chapter focuses on **Vulnerable Road Users—pedestrians and bicyclists**—because of their heightened **risk of being involved in a serious or fatal crash when struck by a driver**. Because our roadways are typically designed first for vehicles and not people, **safety for vulnerable road users must be prioritized**.

<sup>1</sup>2024 Smart Growth America, Dangerous by Design  
<sup>2</sup>2023 NMDOT Vulnerable Road User Assessment



**71 FATAL  
CRASHES**

**203  
SERIOUS  
INJURY  
CRASHES**



**ALMOST 1  
FATAL OR  
SERIOUS  
INJURY CRASH  
PER WEEK**

### FATAL AND SERIOUS INJURY CRASHES

- **55% INVOLVED DRUGS OR ALCOHOL**
- **21% INVOLVED PEDESTRIANS**
- **21% INVOLVED MOTORCYCLES**





MPO Region

- Farmington MPO Boundary
- County Boundaries
- City Limits
- Census Designated Place
- Tribal Land
- High Injury Network (HIN)
  - Very High
  - High
  - Medium
- Other Major Roads
- Fatal Crashes
  - Pedestrian
  - Motorcycle

Areas of Safety Concern: Kirtland

A high number of severe crashes, including multiple pedestrian fatalities, occurred in the central business district in Kirtland. The 2050 MTP recommends access management and pedestrian improvements in this area.

Areas of Safety Concern: Main St/NM 516

A combination of high traffic volumes, the wide highway, and a high number of turning movements create unsafe conditions. The 2050 MTP recommends access management along the NM 516 corridor. NM 516 should also be an emphasis area for enforcement.

Areas of Safety Concern: Downtown Farmington

The crash data does not yet reflect the impacts of the Downtown Main Street road diet and reconstruction. The majority of crashes along the corridor occurred prior to construction. Nevertheless, safety issues persist along key roads in Downtown Farmington.

Areas of Safety Concern: Bloomfield

The central business district in Bloomfield is considered a “Very High” priority for safety improvements. The 2050 MTP recommends pedestrian improvements along Broadway Blvd between Bloomfield Blvd and 1st St.

High Injury Network

The 2050 MTP features a High Injury Network (HIN) comprised of corridors with high rates of fatal and serious injury crashes, based on data from 2019-2023. The HIN can be used to prioritize investments and target enforcement efforts.

The HIN considers all modes but places additional emphasis on crashes involving bicyclists and pedestrians since these street users are particularly exposed and vulnerable to serious injuries when involved in crashes with drivers of motor vehicles.

Various MTP projects address areas of safety concern. See the Regional Mobility and Roadway Network chapter and the MTP Project List for additional information.





## Crash Analysis

### Study Area

The analysis for the 2050 MTP is based on a dataset of all crashes in San Juan County, with a focus on the crashes that occurred within the FMPO boundary. Of the 10,180 total crashes that occurred in San Juan County between 2019-2023, 94% occurred within the FMPO boundary. By contrast, 75% of the San Juan County population is located within the FMPO planning area.

### Crash Analysis Key Findings

Table 12 summarizes key findings from the crash analysis, including data by region, severity, and mode. Crash data for San Juan County overall and the City of Farmington are presented for comparison purposes, though the discussions in the following sections focus on observations within the FMPO region.

Key findings for the FMPO region:

- A total of 71 fatal crashes took place between 2019-2023 – an average of 14.2 fatal crashes per year.
- Despite the fact that 94% of total crashes across San Juan County took place in the Farmington MPO region, only 60% of fatal crashes took place within the MPO region.
- A total of 273 serious injury crashes took place between 2019-2023 – about 54.6 serious injury crashes per year.
- Across the study period, there was one crash per 20.1 residents.
- Across the region, about 2.8%, or one out of every 35 crashes involved a fatality or serious injury.

### Crashes by Mode

Table 12 shows crashes by mode of travel and severity within the FMPO region between 2019-2023. Overall, crashes that involved motor vehicles only account for 95% of all crashes and 55% of all KSI crashes. By contrast, pedestrian and bicyclist-involved crashes are overrepresented among serious and fatal crashes; pedestrian-involved crashes account for 2% of total crashes, but 37% of all fatal crashes and 16% of all serious injury crashes, while bicyclist-involved crashes account for 1% of total crashes, but 4% of all serious injury crashes.

- **Pedestrians:** Pedestrian-involved crashes make up 21% of all KSI crashes. There were 145 pedestrian-involved crashes, including 26 that resulted in a fatality and 32 that resulted in a serious injury. Of all crashes within San Juan County, 88% of pedestrian-involved crashes took place within the FMPO boundary.
- **Bicyclists:** No bicyclist-involved crashes resulted in fatalities. Of the 58 total bicyclist-involved crashes, eight resulted in serious injuries. 100% of bicyclist-involved crashes in San Juan County took place in the FMPO region; 40 of those crashes occurred within Farmington city limits.
- **Motorcycles:** Motorcycle-involved crashes account for 2% of total crashes, but 25% of fatal crashes, and 19% of serious injury crashes, resulting in a total KSI crash share of 21%. Over the five-year period, there were 258 crashes across San Juan County, of which 95% occurred in the FMPO region.
- **Motor Vehicles:** Motor vehicle crashes account for 95% of all crashes and 55% of all KSI crashes. From 2019-2023, there were 9,700 motor vehicle-involved only crashes, including 27 fatal crashes and 124 serious injury crashes. Only 2% of motor vehicle only crashes can be classified as KSI. Of the total 9,700 vehicle-involved only crashes in San Juan County, 95% occurred within the FMPO boundary.

Table 12: Regional Crash Analysis Key Findings, 2019-2023

| Regional Comparative Analysis   | San Juan County |       | Farmington MPO Region |       | City of Farmington |       |
|---------------------------------|-----------------|-------|-----------------------|-------|--------------------|-------|
|                                 | Total           | Share | Total                 | Share | Total              | Share |
| All Crashes                     | 10,180          | 100%  | 9,546                 | 100%  | 5,928              | 100%  |
| Killed and Serious Injury (KSI) | 352             | 4%    | 274                   | 3%    | 121                | 2%    |
| Fatal Crashes                   | 118             | 1%    | 71                    | <1%   | 11                 | <1%   |
| Serious Injury Crashes          | 234             | 2%    | 203                   | 2%    | 56                 | <1%   |
| Non-Fatal Injury Crashes        | 997             | 10%   | 903                   | 10%   | 314                | 5%    |
| Non-Injury Crashes              | 7,135           | 72%   | 6,798                 | 71%   | 2,747              | 46%   |
| Pedestrian-Involved Crashes     | 164             | 2%    | 145                   | 2%    | 88                 | 1%    |
| Bicyclist-Involved Crashes      | 58              | <1%   | 58                    | <1%   | 40                 | <1%   |
| Motorcycle-Involved Crashes     | 258             | 3%    | 248                   | 3%    | 127                | 2%    |
| Vehicle-Involved Crashes        | 9,700           | 95%   | 9,096                 | 95%   | 5,673              | 96%   |

Figure 14: Crashes by Mode of Travel and Severity, Farmington MPO Region 2019-2023

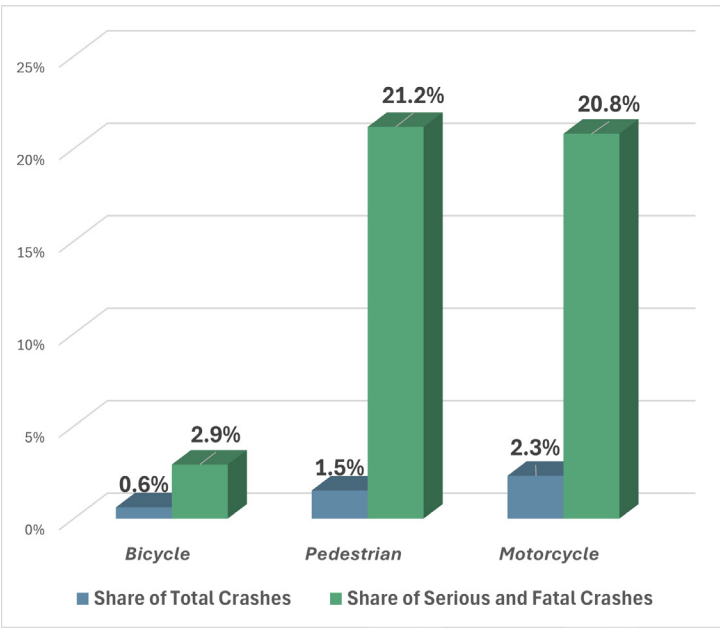


Table 13: Crashes by Mode of Travel and Severity, Farmington MPO Region, 2019-2023

| Crashes by Mode and Severity - Farmington MPO Region | All Crashes |       | KSI Crashes       |       |               |                     |                        |                              |
|------------------------------------------------------|-------------|-------|-------------------|-------|---------------|---------------------|------------------------|------------------------------|
|                                                      | Total       | Share | Total KSI Crashes | Share | Fatal Crashes | Fatal Crashes Share | Serious Injury Crashes | Serious Injury Crashes Share |
| All Crashes                                          | 9,546       | 100%  | 274               | 100%  | 71            | 100%                | 203                    | 100%                         |
| Pedestrian-Involved                                  | 145         | 2%    | 58                | 21%   | 26            | 37%                 | 32                     | 16%                          |
| Bicyclist-Involved                                   | 58          | 1%    | 8                 | 3%    | -             | -                   | 8                      | 4%                           |
| Motorcycle-Involved                                  | 221         | 2%    | 57                | 21%   | 18            | 25%                 | 39                     | 19%                          |
| Motor Vehicle-only                                   | 9,096       | 95%   | 151               | 55%   | 27            | 38%                 | 124                    | 61%                          |



# Common Crash Types and Patterns

## Leading KSI Collision Type

Crashes categorized as *collisions with motor vehicles* were the harmful event type that produced the highest number of KSI crashes in the FMPO region, accounting for 70% of all crashes and 42% of all KSI crashes. In addition to collisions between vehicles, other crash types that resulted in high rates of KSI crashes include crashes with person (24%) and fixed object crashes (18%). Table 14 shows the leading collision types for KSI and all crashes in the FMPO region.

Table 14: Leading Collision Types

| Collision Type                        | All Crashes |       | KSI Crashes |       |
|---------------------------------------|-------------|-------|-------------|-------|
|                                       | Total       | Share | Total       | Share |
| Collision with Motor Vehicle          | 6,705       | 70%   | 115         | 42%   |
| Collision with Fixed Object           | 1,195       | 13%   | 48          | 18%   |
| Collision with Animal                 | 739         | 8%    | 1           | <1%   |
| Non-Collision                         | 406         | 4%    | 35          | 13%   |
| Collision with Person                 | 203         | 2%    | 66          | 24%   |
| Collision with Other Non-Fixed Object | 154         | 2%    | 5           | 2%    |
| Other                                 | 144         | 1%    | 4           | 2%    |
| Total                                 | 9,546       | 100%  | 274         | 100%  |

## Environmental Factors

### Weather and Road Conditions

Table 15 shows KSI crashes by weather conditions in the FMPO region. The majority of KSI crashes (92%) occurred in clear weather conditions. This does not indicate that weather and road conditions do not contribute to KSI crashes. Rather, this trend reflects that most vehicle travel occurs in clear conditions, implying that crashes are primarily related to road design and driver behavior (which is influenced by road design) rather than conditions beyond the control of motorists (i.e., weather).

### Time of Day

Table 16 shows KSI crashes by time of day in the FMPO region. The times of day with the highest share of total crashes were 12 PM to 3 PM and 3 PM to 6 PM, which coincide with the times of day with the greatest traffic volumes. The 3 PM to 6 PM period also coincides with the end of the workday, when motorists are often fatigued. In addition to 3 PM to 6 PM, the times of day with the highest rates of KSI crashes were 6 PM to 9 PM when conditions are transitioning from light to dark and 9 PM to midnight when conditions are fully dark. More than half of pedestrian-involved crashes occurred between 6 PM and midnight, indicating the high levels of vulnerability when conditions are dark. Better roadway lighting could enhance visibility of pedestrians at night, while also helping people feel more safe to walk and roll after dark.

Table 15: Crashes by Weather Conditions

| Weather Conditions | All Crashes |       | KSI Crashes |       | Pedestrian-Involved |       | Bicyclist-Involved |       |
|--------------------|-------------|-------|-------------|-------|---------------------|-------|--------------------|-------|
|                    | Total       | Share | Total       | Share | Total               | Share | Total              | Share |
| Clear              | 8,381       | 88%   | 253         | 92%   | 135                 | 93%   | 51                 | 88%   |
| Cloudy             | 401         | 4%    | 9           | 3%    | 6                   | 4%    | 1                  | 2%    |
| Raining            | 252         | 3%    | 5           | 2%    | 3                   | 2%    | 3                  | 5%    |
| Snowing            | 152         | 2%    | 1           | <1%   | -                   | -     | -                  | -     |
| Wind               | 36          | <1%   | 1           | <1%   | -                   | -     | -                  | -     |
| Blank/Other        | 324         | 3%    | 1           | <1%   | 1                   | <1%   | 3                  | 5%    |
| Total              | 9,546       | 100%  | 274         | 100%  | 145                 | 100%  | 58                 | 100%  |

Table 16: Crashes by Time of Day

| Time of Day  | All Crashes |       | KSI Crashes |       | Pedestrian-Involved |       | Bicyclist-Involved |       |
|--------------|-------------|-------|-------------|-------|---------------------|-------|--------------------|-------|
|              | Total       | Share | Total       | Share | Total               | Share | Total              | Share |
| 12 – 3 AM    | 335         | 4%    | 23          | 8%    | 13                  | 9%    | 1                  | 2%    |
| 3 – 6 AM     | 286         | 3%    | 10          | 4%    | 4                   | 3%    | -                  | -     |
| 6 – 9 AM     | 1,161       | 12%   | 23          | 8%    | 13                  | 9%    | 6                  | 10%   |
| 9 AM – 12 PM | 1,286       | 13%   | 14          | 5%    | 5                   | 3%    | 7                  | 12%   |
| 12 – 3 PM    | 1,900       | 20%   | 44          | 16%   | 13                  | 9%    | 12                 | 21%   |
| 3 – 6 PM     | 2,379       | 25%   | 55          | 20%   | 22                  | 15%   | 19                 | 33%   |
| 6 – 9 PM     | 1,373       | 14%   | 54          | 20%   | 47                  | 32%   | 10                 | 17%   |
| 9 – 12 AM    | 818         | 9%    | 51          | 19%   | 28                  | 19%   | 3                  | 5%    |
| Total        | 9,546       | 100%  | 274         | 100%  | 145                 | 100%  | 58                 | 100%  |



### Lighting Conditions

An assessment of whether a crash occurred during daytime or nighttime hours and whether the crash occurred in an area with streetlights can further inform decisions about potential roadway investments and safety countermeasures. Lighting can increase visibility for all road users, while dark, unlit conditions are associated with low visibility and more severe crashes.

Table 17 summarizes the lighting conditions for all crashes and KSI crashes in the FMPO region. About half (51%) of KSI crashes occurred during daylight, compared to 69% of all crashes. By contrast, 25% of bicyclist-involved KSI crashes and 45% of pedestrian-involved KSI crashes occurred in dark and unlit conditions, highlighting how critical lighting is for vulnerable road users. Though the number of pedestrian- and bicyclist-involved KSI crashes is relatively small, the disproportionate share of crashes in dark or unlit conditions speaks to the potential for lighting as a targeted countermeasure.

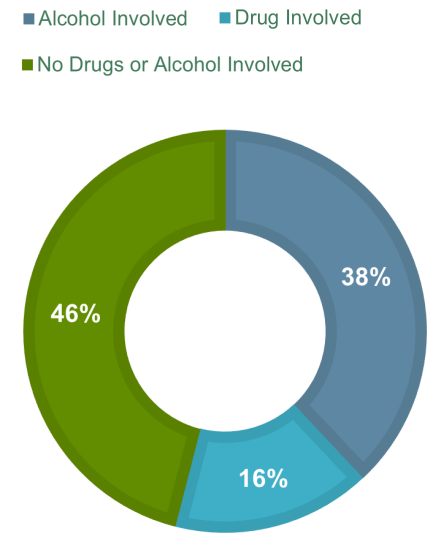
Table 17: Crashes by Lighting Conditions

| Lighting Conditions | All Crashes |       | KSI Crashes |       | Pedestrian-Involved |       | Bicyclist-Involved |       |
|---------------------|-------------|-------|-------------|-------|---------------------|-------|--------------------|-------|
|                     | Total       | Share | Total       | Share | Total               | Share | Total              | Share |
| Dark-Lighted        | 1,192       | 13%   | 51          | 19%   | 16                  | 28%   | -                  | -     |
| Dark-Not Lighted    | 1210        | 13%   | 71          | 26%   | 26                  | 45%   | 2                  | 25%   |
| Dark-Unknown        | 23          | <1%   | 2           | 1%    | -                   | -     | -                  | -     |
| Dawn                | 134         | 1%    | 3           | 1%    | -                   | -     | -                  | -     |
| Daylight            | 6,596       | 69%   | 140         | 51%   | 15                  | 26%   | 6                  | 75%   |
| Dusk                | 312         | 3%    | 7           | 3%    | 1                   | 2%    | -                  | -     |
| Other               | 53          | <1%   |             |       |                     |       |                    |       |
| Total               | 9,520       | 100%  | 274         | 100%  | 58                  | 100%  | 8                  | 100%  |

### Impaired Driving

Common contributing factors that lead to crashes include speeding, driver distraction, and use of drugs and alcohol. NMDOT crash data does not include comprehensive information on crash contributing factor, though the data does note involvement of alcohol and drugs. Alcohol was involved in 38% of all KSI crashes and drugs were involved in 16% of all KSI crashes in the FMPO region, meaning that more than half of all KSI crashes involved the presence of drugs or alcohol. The high share of drug and/or alcohol involved crashes (**Figure 15**) indicates the potential for targeted countermeasures including driver behavior education, behavioral health programs, and enforcement programs and policies.

Figure 15: Share of KSI Crashes Involving Drugs or Alcohol



## Safety Countermeasures

The following safety countermeasures include techniques and design treatments aimed at mitigating road safety issues and preventing severe and fatal crashes for common crash types in the FMPO region. For more information on safety countermeasures, visit the FHWA’s Proven Safety Countermeasures [guide](#).

### Intersection Conflicts



Leading pedestrian interval



Eliminate right turns on red



Roundabouts and traffic circles

Intersections are inherently dangerous because of the number of conflict points and different types of users sharing space. The application of these countermeasures can manage speeds and reduce conflicts between motorists, pedestrians, and bicyclists.

### Run off the Road Crashes



Rumble strips



Shoulders



Wide edge lines

Countermeasures focused on road surface treatments are designed to correct the course of vehicles that may be drifting out of their lane, enhance grip for vehicles, and reduce the likelihood of skidding or loss of control. Treatments that improve traction are particularly important during adverse weather conditions.

### Excessive Speeding



Automated speed enforcement



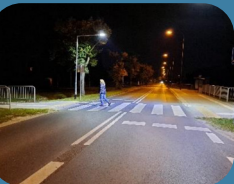
Roadside design improvements at curves



Context sensitive speed limits

These design elements encourage drivers to slow down. Paired with appropriate signage, markings, and enforcement, roads become safer and traffic becomes more predictable. Slower speeds both reduce the frequency of crashes and mitigate the severity of collisions.

### Pedestrian Safety



Lighting



Crosswalk enhancements



Curb extensions

Pedestrian safety countermeasures provide enhanced viability, can create more predicable conditions, and help provide safe, clear, and accessible paths for vulnerable road users.



# High Injury Network

## What is a High Injury Network?

The 2050 MTP contains a High Injury Network (HIN) that indicates corridors with the highest rates of observed KSI crashes across the FMPO region. The HIN is a composite of crashes of all modes, though crashes involving bicyclists and pedestrians are weighted more heavily to identify priority corridors.

The HIN classifies corridors on a scale from medium to very high priority and can be used to identify locations and support funding applications for safety improvements, though additional analysis of each corridor is required to understand the specific types of countermeasures that should be applied in a particular location. See Figure 16 for the HIN for the FMPO region and Figure 17 for the three primary cities.

## How was the High Injury Network Developed?

The HIN was developed using a sliding window analysis that helps safety professionals better understand and quantify safety performance along a transportation network by identifying segments with the highest densities of severe crashes. The analysis works by determining the number and severity of crashes along a roadway segment (i.e., the window) and sliding that window along the network at set intervals. In this approach, the window is moved along a corridor, counting the number of crashes by density and severity by mode that occurred within each successive segment.

## Where is the High Injury Network?

The HIN in the FMPO region is primarily concentrated along major roads within municipal limits and along highway segments between communities. Many of the critical corridors along the HIN are owned and maintained by NMDOT, including US 550 through Bloomfield and Aztec, US 64 through Farmington and Bloomfield, and NM 516 through Farmington to Aztec. HIN classifications and corridors by community are listed in Table 18.

Table 18: HIN Corridors by Community

| Very High Priority Corridors |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Farmington                   | <ul style="list-style-type: none"><li>Main Street from Murray Drive to Browning Parkway</li><li>US 64 just east of Andrea Drive</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Aztec                        | <ul style="list-style-type: none"><li>Aztec Boulevard between Swire Avenue and Chaco Street/Ruins Road</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Bloomfield                   | <ul style="list-style-type: none"><li>Broadway Boulevard from west of Church Street to 1st Street</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Kirtland                     | <ul style="list-style-type: none"><li>US 64 surrounding the intersection of Road 6500</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| High Priority Corridors      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Farmington                   | <ul style="list-style-type: none"><li>Bisti Highway from Upper Fruitland Highway to Lake Street</li><li>Lake Street from Pinon Street to Main Street</li><li>Murray Drive from north of Bisti Highway/Pinon Street to Miller Avenue</li><li>Miller Avenue from Murray Drive to Broadway</li><li>Broadway Avenue from west of Lake Street to south of Southside River Road</li><li>20th Street from Municipal Drive to Main Street/NM 516</li><li>Main Street/NM 516 from Browning Parkway to east of Piñon Hills Boulevard</li><li>Piñon Hills Boulevard from Dustin Avenue to Road 3000</li><li>US 64 to the east of Andrea Drive</li></ul> |
| Aztec                        | <ul style="list-style-type: none"><li>Aztec Boulevard from west of Olive Drive to Ash Street</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Bloomfield                   | <ul style="list-style-type: none"><li>Broadway Boulevard from west of Bergin Lane to west of Church Street</li><li>Bloomfield Boulevard from south of Broadway Boulevard to Broadway Boulevard</li><li>US 550 from northern Bloomfield to just outside of city limits south of Aztec</li></ul>                                                                                                                                                                                                                                                                                                                                               |
| Kirtland                     | <ul style="list-style-type: none"><li>US 64 through the town’s business district from CR 6523 to CR 6411</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |



Figure 16: High Injury Network for All Modes, Regional Scale

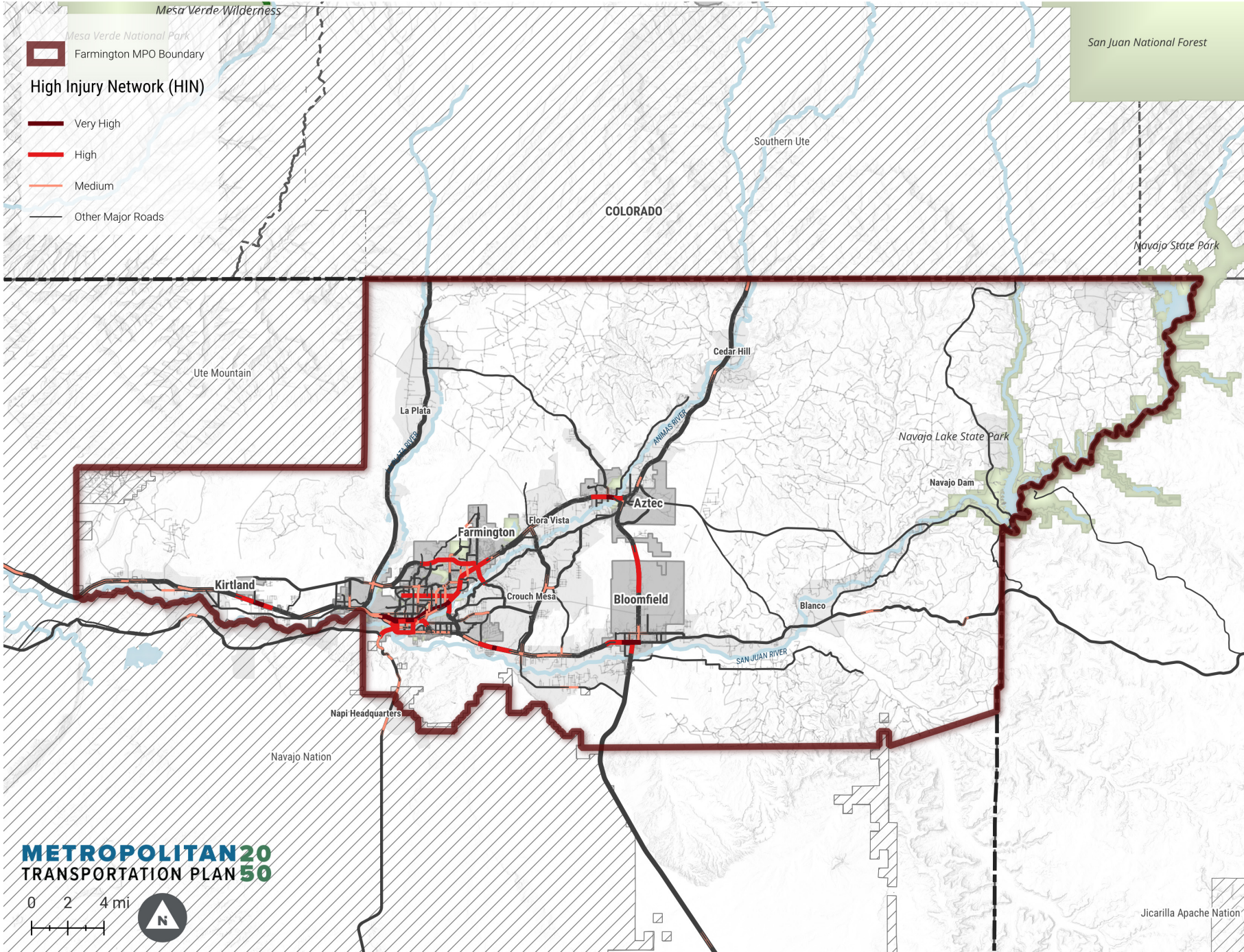
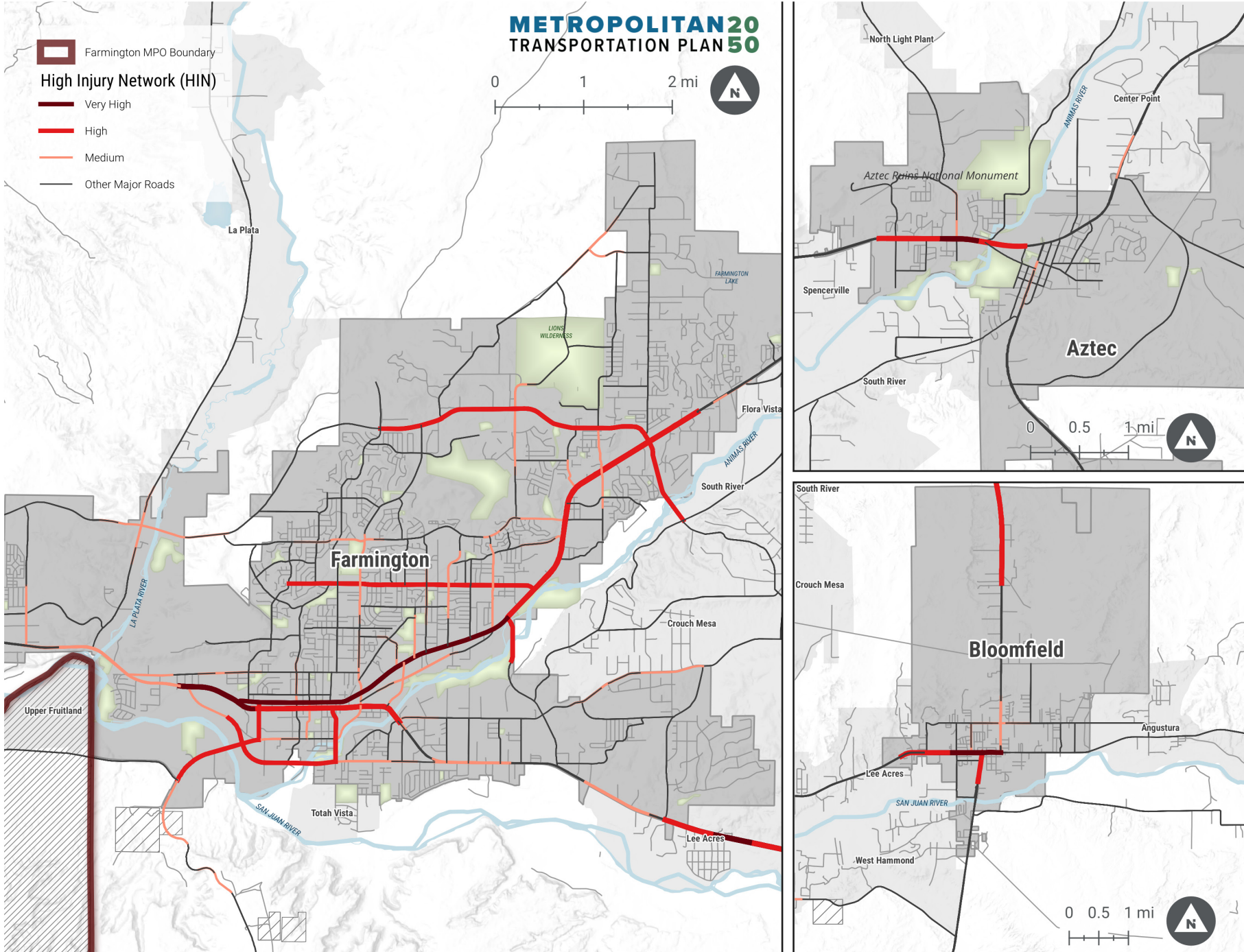


Figure 17: High Injury Network for All Modes, Three Cities Scale





# DISCUSSION AND KEY TAKEAWAYS

- Bicyclists and pedestrians** were involved in only 3% of total crashes, but 24% of KSI crashes. Crashes involving motorcyclists were also disproportionately likely to result in a fatality or serious injury; 2% of all crashes involved motorcyclists compared to 21% of KSI crashes.
- The combination of **time of day** and **lighting conditions** data highlight the vulnerability of bicyclists and pedestrians in dark and unlit conditions, and reflect the need to provide adequate lighting and ensure more moderate vehicle speeds in locations where pedestrians may be present. Further analysis could be conducted to assess the level of lighting at locations where pedestrian and bicyclist-involved crashes took place and whether crossings are present.
- More than half of KSI crashes involved **drugs and/or alcohol**, indicating the need for targeted enforcement, behavioral health programs, and driver education programs. Further analysis could be conducted to determine if there are certain areas of the City where crashes involving drugs and alcohol happen **more often**.
- The observed collision types, including collisions involving multiple vehicles and run off the road crashes, suggest that many crashes are the result of **speeding and street designs that create conflicts and promote high speeds** through major intersections. Design interventions that reduce speed can include lane narrowing, road diets, increased use of medians, roundabouts, and other forms of vertical and horizontal deflection.

## What is the Safe Systems Approach?

The **Safe System Approach**—adopted by the United States Department of Transportation as the guiding model to address roadway safety—is a **human-centered approach** that begins with the ethical belief that **no one should be killed or seriously injured in traffic crashes**.

The Safe System Approach employs a holistic method to road safety, acknowledging that there is a shared responsibility between those that design, build, operate, and use the road system. It aims to eliminate crashes that result in fatal and severe injuries by preparing for human mistakes and designing roadways to reduce the severity of crashes that do occur.



## Principles of the Safe Systems Approach

**Death and Serious Injuries are Unacceptable:** Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

**Humans Make Mistakes:** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, avoiding death and serious injuries when a crash occurs.

**Humans Are Vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

**Responsibility is Shared:** All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.

**Safety is Proactive:** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

**Redundancy is Crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

## Safe Systems Approach Objectives

**Safer People:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

**Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

**Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

**Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

**Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



## Recommendations

The recommendations presented in this section address the safety needs and issues identified through the assessment of KSI crashes across the FMPO region. Addressing safety is an ongoing challenge that requires a variety of strategies and interventions. It is also important to note that safety interventions are most effective when they are applied in a complementary manner as outlined in the Safe System Approach.

**Pursue Automated Speed Enforcement Programs:** As of 2025, the City of Farmington is considering proposals for an automated speed enforcement (ASE) program that would utilize cameras and radar equipment to record incidences of excessive speeding and issue citations. Demonstrated safety benefits of ASE include freeing up resources for enforcement in other locations and reducing speeds; in Albuquerque, incidences of speeding declined 42% in locations where ASE is present. Though ASE can be controversial, community members and local agency staff identified widespread issues related to speeding, and there is a general public understanding that further enforcement may be required. ASE should be prioritized along corridors that are part of the HIN.

**Conduct Corridor-level Studies Along the High Injury Network:** FMPO and partner agencies should conduct road safety audits and other studies along key corridors on the HIN to identify targeted projects and safety interventions. Agencies should consider opportunities to use State and federal funds for such studies since many corridors along the HIN are NMDOT facilities.

**Pursue Access Management along Critical Corridors:** Access management combined with enhanced sidewalks can dramatically improve pedestrian safety, particularly in areas with auto-oriented businesses, frequent turning movements, and high vehicle speeds. Locations where access management is highly recommended include along US 64 through the Kirtland business district and along the NM 516 corridor from central Farmington to Aztec.

**Implement Recommendations and Strategies from the Bicycle and Pedestrian Master Plan:** New or enhanced facilities and well-connected networks improve transportation options and enhance safety for vulnerable road users. FMPO and local agencies should prioritize the implementation of recommendations from the Bicycle and Pedestrian Master Plan, including increased crossings in Priority Pedestrian Areas, and should refer to the Complete Streets Facility Types during roadway rehabilitation and reconstruction projects for desired multimodal facilities and design considerations.

**Conduct Further Regional Safety Planning:** FMPO, NMDOT, and partner agencies can build on the analysis contained in the 2050 MTP to consider locations for improvements and to identify specific safety countermeasures. Analysis should focus on the regional HIN. Additional areas of inquiry include a review of lighting conditions and crossing opportunities in locations with fatal and serious injury crashes involving pedestrians and locations with recurring crashes involving alcohol.

*This page intentionally left blank.*



# ACTIVE TRANSPORTATION



## Need for Walking and Biking

Active transportation—walking, bicycling, and using other human-powered mobility options—is a vital component of a thriving and inclusive transportation system. In the Farmington MPO region, expanding access to active transportation infrastructure can enhance quality of life and help attract and retain young adults, families, and professionals by supporting healthier lifestyles, reducing household transportation costs, improving air quality, managing traffic congestion, and fostering a sense of community. The region’s walkable main streets, growing network of river trails, and extensive parks offer a strong foundation for creating a culture of walking and biking, both to enhance recreational access to outdoor attractions as well as support transportation and mobility.

### WHAT WE HEARD...

42% of survey respondents identified “increased infrastructure for walking and biking” as a top transportation priority.

Bicycle and pedestrian infrastructure must be complemented by improved motorist awareness of other road users. About 65% of survey respondents walk for at least some trips.

Many community members own bicycles, but most trips are for recreational purposes.



The Farmington MPO region features a mix of walkable downtowns and busy corridors where new and enhanced bikeways and pedestrian facilities are needed.



# REGIONAL ACTIVE TRANSPORTATION SUMMARY

## MPO Region

- Farmington MPO Boundary
- County Boundaries
- City Limits
- Census Designated Place
- Tribal Land
- Existing Bike Network**
  - Bike Lane
  - Multi-Use Path
  - Paved Shoulders
  - Bike Route
  - Natural Surface Trail

**METROPOLITAN**20  
**TRANSPORTATION PLAN**50

0 10 mi



Navajo Nation

**Farmington Main St:** The Farmington Main St Complete Streets Project is part of a Downtown revitalization effort that slows traffic and makes the corridor more pedestrian friendly.

**Sidepaths:** San Juan County recently installed sidepaths - wide paved areas for people to walk and bike that are separated from traffic - on CR 6100 and other roads to improve access to Kirtland Central High School and other destinations.

Additional sidepaths in the area are included in the 2050 MTP project list.

**Animas River Trails:** The network of trails along the Animas River is a regional gem. The City of Farmington is adding 1.66 miles of trail to the city's River Trail System network between Middle Fork Square and the Piñon Hills Blvd Extension.

The 2050 MTP recommends additional connections to the trail system and paving some segments east of Farmington to increase the usability of trails for transportation purposes.

**Main Ave Revitalization:** A proposed road diet and pedestrian enhancements would create a more walkable Downtown Aztec. The project would complement the recent Main Ave extension and trail connection to Aztec National Monument north of NM 516 as well as the Aztec Arterial bypass route.

**Farmington Bikeway Network:** The City of Farmington recently developed a comprehensive network of bike lanes along major roads. The network features a user-friendly signage system.

**Regional Trail Network:** Developing a network of regional paved multi-use trails that link together the various communities across the Farmington MPO region is a long-term recommendation in the Bicycle and Pedestrian Master Plan and the 2050 MTP.

**Bloomfield improvements:** A proposed sidepath along Broadway Blvd and road diet along 1st St in front of Bloomfield HS would create safer conditions for all road users and more options for people to walk and bike around central Bloomfield.

**Navajo Dam Connections:** Connections over the San Juan River and to Navajo Lake State Park would enable residents and visitors to safely access commercial and recreational destinations.

The Farmington MPO Bicycle and Pedestrian Master Plan (2024) outlines strategies to improve the region's active transportation system. Project recommendations from the plan are incorporated into the 2050 MTP project list.

Other key projects include pedestrian priority areas (discussed in this section) and Complete Streets Facility Type designations (see the Implementation chapter).

COLORADO

Southern Ute

Navajo State Park

NEW MEXICO

San Juan County

Navajo Lake State Park

Carson National Forest

491

Shiprock

64

170

Kirtland

Waterflow

Nenahnezad

Fruitland

Upper Fruitland

Farmington

Totah Vista

Navajo Headquarters

371

Spencerville

Flora Vista

South River

Crouch Mesa

Acres

West Hammond

San Juan River

North Light Plant

516

Flora Vista

South River

Crouch Mesa

Acres

West Hammond

San Juan River

Bloomfield

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura

Angustura



# Momentum Around Active Transportation Planning

## Farmington MPO Bicycle and Pedestrian Master Plan

The Farmington MPO Bicycle and Pedestrian Master Plan, updated in 2024, emphasizes developing low-stress facilities and well-connected networks for both pedestrians and bicyclists that provide access to a range of everyday destinations and recreational sites. The plan recommends greater separation between bicyclists and vehicle traffic, more frequent crossing opportunities, and street designs that reduce vehicle speeds.

The plan includes various recommendations that are incorporated into the MTP project list. The Other planning products:

- **Complete Streets Facility Types:** Designations that indicate desired street elements based on the role and general characteristics of the roadway.
- **Pedestrian priority areas:** Locations where there are concentrations of destinations and where high-quality pedestrian conditions should be provided.
- **Priority projects:** Priority infrastructure improvements by jurisdiction, based on location needs and benefits.

## Outdoor Recreation Planning

### Recent Initiatives

The Farmington MPO region provides ample access to world-class outdoor recreation opportunities. The development of a regional active transportation network complements the focus on outdoor recreation as a driver of economic development as well as a means of enhancing regional quality of life. Local initiatives such as the Jolt Your Journey branding campaign and investments in the Glade Run Recreation Area have helped establish the region as a destination for mountain biking and other activities. Providing residents and visitors with quality paved

trails and comfortable facilities for walking and biking serves both practical transportation needs and enhances outdoor recreation opportunities.

### San Juan County Outdoor Recreation Plan

As of Fall 2025, San Juan County is finalizing an Outdoor Recreation Plan that will help shape the county’s outdoor future by both enhancing existing recreational facilities and developing new opportunities. Key plan goals include:

- Enhancing quality of life.
- Addressing the diverse recreation and fitness needs of all County residents.
- Providing equitable access to local and community parks and trails and serve the whole community.
- Dedicating parkland, recreation facilities, and programs to fulfill County residents’ recreation needs and aspirations.
- Devoting resources to an open space network that interconnects trails, parks, open space, educational institutions, establishments, residential clusters, greenbelts, natural preserves, open expanses, and cultural landscapes.

This planning effort can be integrated into regional planning to create a more connected outdoor network by ensuring that recreational users, whether cycling, hiking, walking, or rollingcan safely access trailheads and other sites.

### NM Bike Plan / NMDOT Statewide Active Transportation Plan

The Statewide Prioritized Bicycle Network Plan (NM Bike Plan), developed in 2018, established a system of bikeway priority tiers for US and NM highways as well as design guidance that identifies appropriate bikeway facility type based on roadway conditions (i.e., posted speeds and traffic volumes) and surrounding land use context (i.e., urban versus rural). The NM Bike Plan is now regularly referenced during NMDOT project development and has led to the inclusion of bikeable shoulders on NMDOT highways across the region.

In 2025, NMDOT began development of a Statewide Active Transportation Plan that will update the priority network in the NM Bike Plan and expand design considerations to include bicycle and pedestrian facilities for US and NM highways across the state.

# Pedestrian Considerations

## Pedestrian Facilities

Sidewalks are present on most roads across the City of Farmington and primarily on major roads in Aztec and Bloomfield. Outside of major roads, much of the street network in Aztec, Bloomfield, and Kirtland lacks sidewalks due to common rural and small town development patterns. However, the pedestrian environment is still relatively comfortable due to lower traffic volumes.

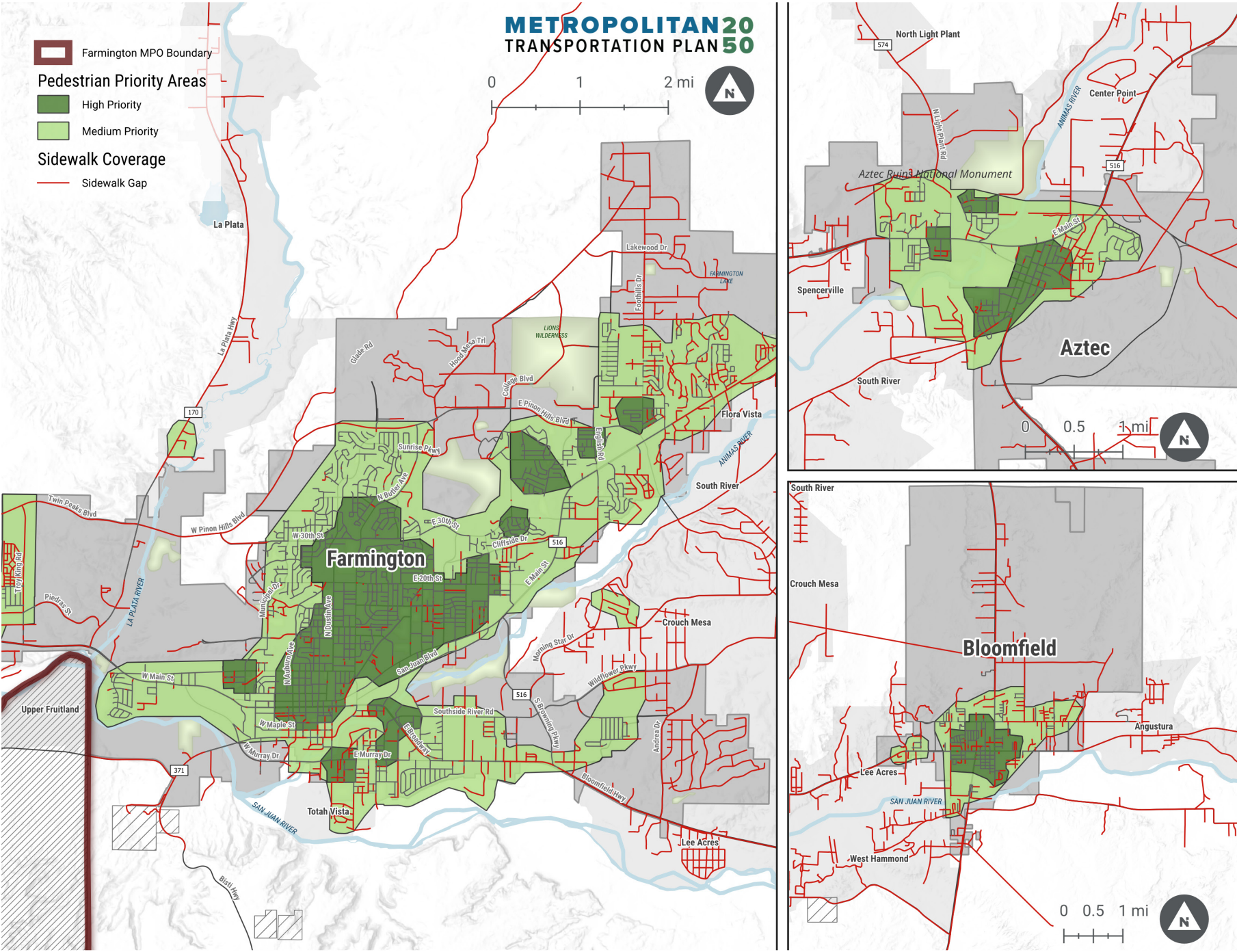
## Pedestrian Priority Areas

Pedestrian priority areas, as identified in the Bicycle and Pedestrian Master Plan, indicate locations that generate a high number of pedestrian trips and where well-connected and high-quality pedestrian facilities are most critical (see Figure 18 for pedestrian priority areas and sidewalk gaps at the three cities scale). These locations were identified based on a walking radius around major destinations, population density, and areas with more frequent crashes involving people walking. Pedestrian priority areas also include locations where trail connections would be particularly beneficial. Pedestrian priority areas may be located in a range of land use contexts, including denser urban neighborhoods and the streets surrounding schools in more rural areas.

Pedestrian priority areas can be used to identify priority projects that enhance pedestrian safety, access, and travel in the region. See the Bicycle and Pedestrian Master Plan for additional details, including design considerations and appropriate facility and crossing types, as well as regional scale maps.



Figure 18: Farmington MPO Pedestrian Priority Areas, Three Cities Scale



## Bikeways and Trails

### Existing Facilities

The region features networks of bike lanes and designated bike routes in each of the incorporated communities, as well as paved shoulders and a growing number of sidepaths that are suitable for bicycling along roads in unincorporated San Juan County. Table 19 provides existing bikeways data by jurisdiction, as of early 2024, that can be used as a baseline for measuring progress over time.

**On-street networks** have expanded significantly in recent years, particularly within the City of Farmington, which has implemented more than 15 miles of bike lanes while restriping existing roadways. Farmington also features a comprehensive route signage and numbering system. The Bicycle and Pedestrian Master Plan identifies opportunities to fill in gaps in the system and to create higher comfort facilities along streets with higher speeds and traffic volumes.

**Regional connections** remain particularly challenging. Shoulders and bike lanes are present along most of US 64, US 550, and NM 516 – the three major highways that link together the cities and towns of Kirtland, Farmington, Aztec, and Bloomfield; however, bikeways are mostly located immediately adjacent to motor vehicle traffic, which creates high stress conditions for bicyclists. Figure 19 shows the Farmington MPO region bikeways and trail network at the three cities scale.

**Constructing sidepaths, or paved paths running alongside roadways,** is a cost-effective way to create safe access to schools and other important community destinations in rural areas. These offer a shared space for people walking, biking, or using mobility devices.

Table 19: Existing Bikeways by Type and Jurisdiction

| Jurisdiction         | Bike Lanes / Paved Shoulders | Bike Route | Multi-Use Trails / Sidepaths |
|----------------------|------------------------------|------------|------------------------------|
| Aztec                | 2.4                          | 0.3        | 0.0                          |
| Bloomfield           | 1.1                          | 0.8        | 0.4                          |
| Farmington           | 15.3                         | 2.1        | 0.5                          |
| Kirtland             | 0.7                          | 0.0        | 0.0                          |
| Unincorporated Areas | 109.4                        | 30.7       | 6.0                          |
| Region Total         | 128.9                        | 33.9       | 6.9                          |

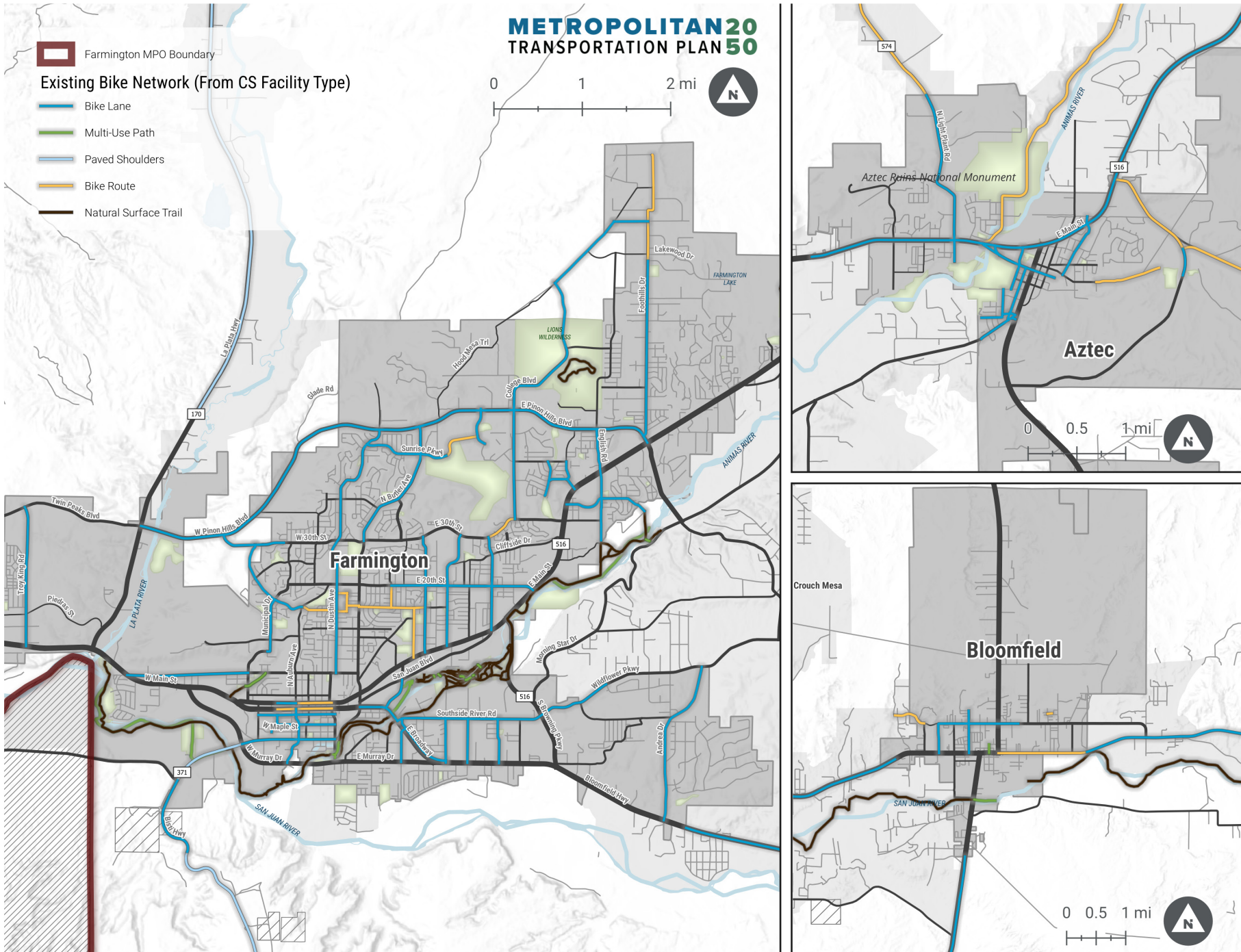
### E-Bikes and E-Scooters

There is an increasing number of motorized devices - including electric bikes and electric scooters - sharing space with people walking and riding conventional bicycles. These modes make it easier and more appealing for many people to make longer distance trips without a motor vehicle. However, accommodating these modes also requires thoughtful planning and design to manage conflicts as e-bikes and e-scooters can travel at higher speeds than other trail and bikeway users.

Per the Farmington MPO Bicycle and Pedestrian Master Plan, design techniques for managing the presence of e-bikes and e-scooters include wider sidepaths and multi-use trails than may otherwise be implemented. For sidepaths and paved trails with constrained right-of-way, passing areas should be applied where space allows.



Figure 19: Farmington MPO Existing Bikeways and Trail Network, Three Cities Scale



Bikeway and Trail Recommendations

Table 20 includes bikeway and trail-specific recommendations from the Bicycle and Pedestrian Master Plan that will enhance active transportation connectivity throughout the Farmington MPO region. Many of these projects are identified in the 2050 MTP project list, while other improvements can be completed over time during regular roadway rehabilitation and maintenance or as standalone projects.

Table 20: Priority Projects from the Farmington MPO Bicycle and Pedestrian Master Plan (2024)

| Project                                     | Description / Project Components                                                                                                                                                                                                                                                                                                   | Status / Next Steps                                                                                                                                                                        |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Aztec</b>                                |                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                            |
| <b>Main Ave</b>                             | <ul style="list-style-type: none"><li>Road diet along Main Ave from Zia St to NM 516 to apply pedestrian enhancements, landscaping improvements, ADA compliant curb ramps, additional lighting, and to create a public plaza.</li></ul>                                                                                            | <ul style="list-style-type: none"><li>Included in the near-term project list for the 2050 MTP.</li></ul>                                                                                   |
| <b>Bikeway Network through Downtown</b>     | <ul style="list-style-type: none"><li>Implement bikeways on parallel corridors through Downtown, including Church Ave and Park Ave.</li></ul>                                                                                                                                                                                      | <ul style="list-style-type: none"><li>Bikeways and signage could be pursued during regular roadway maintenance or as standalone projects.</li></ul>                                        |
| <b>Bloomfield</b>                           |                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                            |
| <b>San Juan River Paved Multi-Use Trail</b> | <ul style="list-style-type: none"><li>Extend the Vereda de San Juan Trail to the west of US 550 and east along the existing unpaved walking path.</li><li>Improve access from 1st St and other local streets.</li></ul>                                                                                                            | <ul style="list-style-type: none"><li>Included in the medium-term project list for the 2050 MTP.</li></ul>                                                                                 |
| <b>Broadway Blvd Sidepath</b>               | <ul style="list-style-type: none"><li>Develop a sidepath along 1st St (US 550) from Broadway Blvd. to Blanco Blvd. Further study is required to determine the design and right-of-way needs.</li></ul>                                                                                                                             | <ul style="list-style-type: none"><li>Included in the medium-term project list for the 2050 MTP.</li><li>Project requires coordination between NMDOT and the City of Bloomfield.</li></ul> |
| <b>1st St Road Diet</b>                     | <ul style="list-style-type: none"><li>Road diet on 1st St between US 64 and Blanco Blvd that reduces the roadway from five lanes (including a center turn lane) to three lanes (including a center turn lane).</li><li>Install buffered bike lanes (and consider vertical barriers) and additional pedestrian crossings.</li></ul> | <ul style="list-style-type: none"><li>Included in the medium-term project list for the 2050 MTP.</li><li>Project requires coordination between NMDOT and the City of Bloomfield.</li></ul> |



| Project                             | Description / Project Components                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Status / Next Steps                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Farmington</i>                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                         |
| <b>Priority Corridor Road Diets</b> | <ul style="list-style-type: none"><li>Apply road diets along corridors with excess roadway capacity to reduce travel lanes to one in each direction and install bike lanes. Priority locations include:<ul style="list-style-type: none"><li><b>30th St:</b> Municipal Dr to NM 516</li><li><b>San Juan Blvd:</b> Butler Ave to Main St</li><li><b>Main St:</b> Broadway Ave to Schwartz Ave</li></ul></li></ul>                                                                                                                                                                              | <ul style="list-style-type: none"><li>30th St road diet study in progress.</li><li>30th St and San Juan Blvd projects included in the medium-term MTP project list.</li><li>Main St road diet project included in near-term MTP project list.</li></ul>                                                                                 |
| <b>San Juan College Connections</b> | <ul style="list-style-type: none"><li>Improve priority connections to San Juan College, including:<ul style="list-style-type: none"><li><b>Multi-use trail</b> connection from 30th St to campus</li><li><b>Sunrise Pkwy:</b> Install buffered bike lanes or sidepath</li><li><b>College Blvd:</b> Restripe and reallocate space, widen sidewalk on west side of street</li><li><b>Education Dr:</b> Implement road diet and install buffered or protected bikeways.</li><li><b>Piñon Hills Blvd:</b> Narrow travel lanes and reallocate roadway for buffered bike lanes.</li></ul></li></ul> | <ul style="list-style-type: none"><li>The proposed multi-use trail connection from 30th St is listed as a near-term project in the 2050 MTP.</li><li>Other improvements could be completed as part of roadway resurfacing efforts, individual standalone projects, or as a comprehensive project involving multiple roadways.</li></ul> |
| <b>Bike Boulevard Network</b>       | <ul style="list-style-type: none"><li>Formalize low stress neighborhood streets as bike boulevards.</li><li>Enhance intersections and crossings of major streets.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"><li>Pavement markings and signage can be pursued during regular roadway maintenance or as standalone projects. Crossing improvements will require dedicated projects and funding.</li></ul>                                                                                                           |
| <b>Animas River Trail System</b>    | <ul style="list-style-type: none"><li>Pave the Animas River Trail between Scott Ave and Browning Pkwy to increase functionality for daily transportation trips.</li><li>Consider additional on-street connections to the Animas River Trail, including from San Juan Blvd and Miller Ave.</li><li>Implement a signage and wayfinding system.</li></ul>                                                                                                                                                                                                                                        | <ul style="list-style-type: none"><li>The 2050 MTP includes trail paving and improvements as a medium-term project.</li><li>Additional planning may be needed to determine the appropriate alignment and desired connections.</li></ul>                                                                                                 |

| Project                                                   | Description / Project Components                                                                                                                                                                                                                                                                                                                                                                             | Status / Next Steps                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Enhance Existing Bikeways (General Recommendation)</b> | <ul style="list-style-type: none"><li>Widen bike lanes and add buffers during resurfacing or as standalone projects to convert standard bike lanes into buffered bike lanes.</li><li>Apply vertical separation along higher speed and volume roadways as space permits and where there are few driveways and curb cuts.</li></ul>                                                                            | <ul style="list-style-type: none"><li>Apply bikeway enhancements as part of resurfacing projects.</li><li>Develop internal processes to review existing bikeway conditions against desired facility types.</li></ul>                                                                        |
| <b>Major Road Improvements</b>                            | <ul style="list-style-type: none"><li>Reconstruct roadways to better accommodate bicycles and pedestrians. Specific locations include:<ul style="list-style-type: none"><li><b>Piñon Hills Blvd:</b> Install sidepath in eastbound direction between NM 170 and 30th St</li><li><b>Browning Pkwy:</b> Install bikeways and separated pedestrian facilities over the Animas River bridge.</li></ul></li></ul> | <ul style="list-style-type: none"><li>Browning Pkwy bridge improvements identified as a study corridor in the 2050 MTP.</li><li>No specific actions identified in the MTP for Piñon Hills Blvd project.</li></ul>                                                                           |
| <i>Kirtland Area</i>                                      |                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                             |
| <b>US 64 Access Management and Pedestrian Facilities</b>  | <ul style="list-style-type: none"><li>Apply access management techniques to regulate turning movements.</li><li>Provide pedestrian facilities through Kirtland commercial district.</li></ul>                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>Included in the medium-term project list for the 2050 MTP.</li><li>Project would be led by NMDOT.</li><li>Further study required to identify specific improvements.</li></ul>                                                                         |
| <b>Sidepath Network</b>                                   | <ul style="list-style-type: none"><li>Expand the network of sidepaths with new facilities along CR 6100, CR 6480, CR 6400, and CR 6575.</li></ul>                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"><li>Sidepath projects along CR 6100 and CR 6480 are included in the medium-term project list for the 2050 MTP.</li></ul>                                                                                                                                  |
| <i>Navajo Dam</i>                                         |                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                             |
| <b>Bicycle and Pedestrian Improvements</b>                | <ul style="list-style-type: none"><li>Sidewalk from CR 4275 to NM 511 to support pedestrian connections between lodging and service locations</li><li>Bike lane from NM 511 to the entrance to Navajo Lake State Park.</li></ul>                                                                                                                                                                             | <ul style="list-style-type: none"><li>2050 MTP includes projects along NM 173 in medium-term, including bicycle and pedestrian bridge over the San Juan River and connections to Navajo Lake State Park.</li><li>Project requires coordination between NMDOT and San Juan County.</li></ul> |



| Project                                      | Description / Project Components                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Status / Next Steps                                                                                                                                                                                                            |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Regional</i>                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                |
| <b>Regional Paved Multi-use Trail System</b> | <ul style="list-style-type: none"><li>• <b>Short-term:</b> Pursue feasibility studies – either for individual corridors or as part of a regional study to identify desired alignments, right-of-way needs, and environmental challenges that would need to be addressed prior to design.</li><li>• <b>Long-term:</b> Begin identifying funding for design and implementation of multi-use trails. A phased approach to implementation may be needed given the length and environmental conditions along potential trail routes</li></ul>                                                                                                                             | <ul style="list-style-type: none"><li>• No specific actions identified in the MTP.</li><li>• NMDOT and local agencies should identify funding for feasibility studies.</li></ul>                                               |
| <b>Network of Regional Bike Routes</b>       | <ul style="list-style-type: none"><li>• <b>General:</b> Convene local agencies to collaborate to create a regional network of low-volume long-distance rural bicycling routes.</li><li>• <b>Short-term:</b> Develop branded San Juan County Rural Bike Route signage concept and implement signage across the network of Rural Bike Routes identified in this plan.</li><li>• <b>Long-term:</b> Implement paved shoulders and passing zones where space permits (e.g., every 1/4 to 1/2-mile). A comprehensive review of routes is required to identify for opportunities to pave shoulders in busy areas or where space allows to creating passing zones.</li></ul> | <ul style="list-style-type: none"><li>• No specific actions identified in the MTP.</li><li>• San Juan County can develop a signage and wayfinding plan to support bike route network development and implementation.</li></ul> |

## Complete Streets Facility Types

The Bicycle and Pedestrian Master Plan applies Complete Streets Facility Type Designations to all major roads across the region, as well as local streets that serve as part of local bicycle networks. The designations provide guidance on how right-of-way should be allocated, and which modes and types of users need to be accommodated.

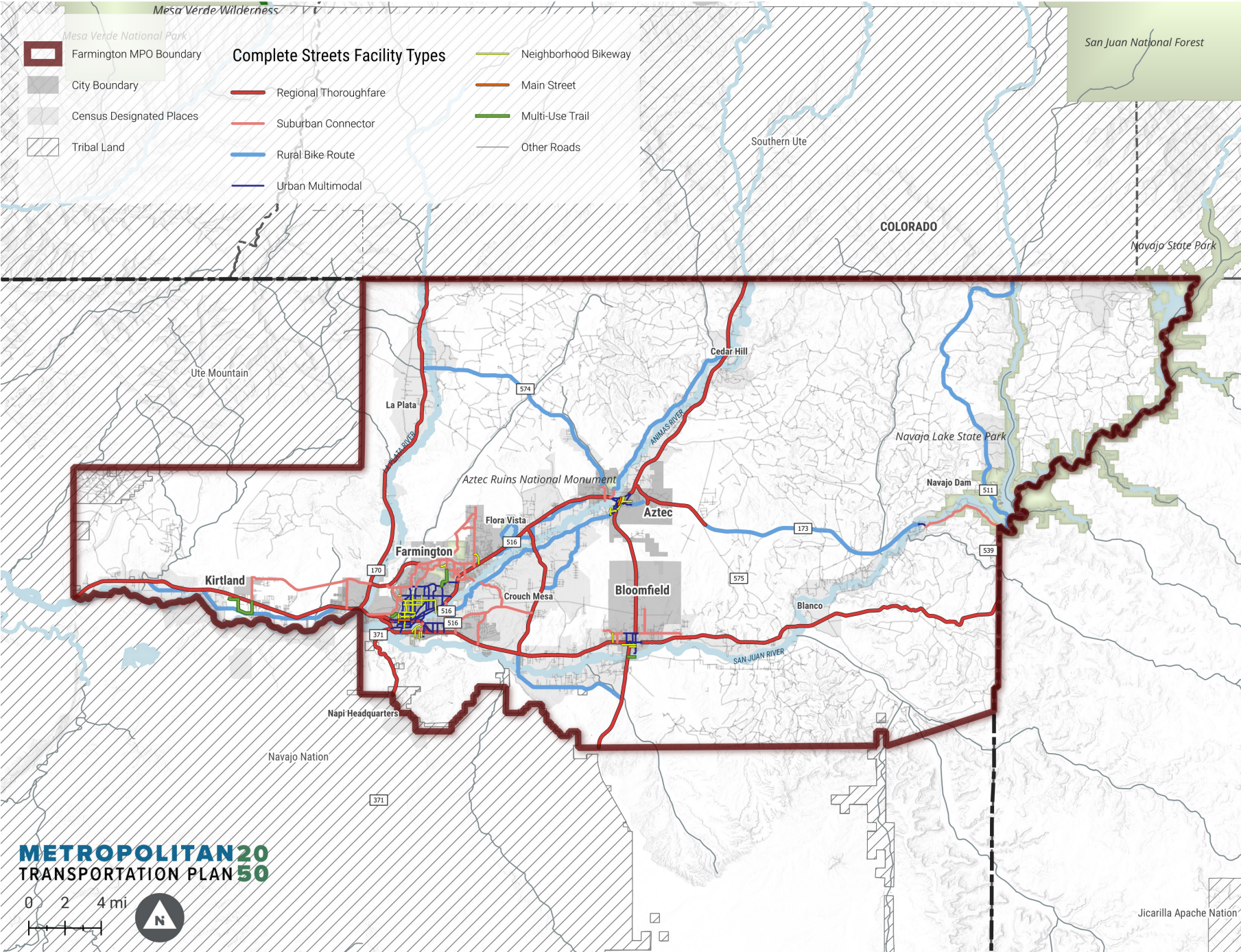
Complete Streets Facility Type designations and supporting design considerations serve as a toolkit that can be referenced to during project development, including projects identified in the 2050 MTP, and maintenance and rehabilitation projects that involve resurfacing and restriping. See the Bicycle and Pedestrian Master Plan for additional information, including profiles of each facility type and supporting design considerations.

Table 21: Complete Streets Facility Type Defintions

| Land Use Context | Street Type                  | Definition                                                                                                                                                                                                                                                                                     |
|------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Urban Core       | <i>Main Street</i>           | Commercial streets in Downtown areas that prioritize pedestrians and feature roadway treatments that reduce vehicle speeds. Main Streets generally provide short distance connections through activity areas.                                                                                  |
|                  | <i>Urban Multimodal</i>      | Streets that play a critical role in the circulation of people walking, bicycling, and driving and support short to medium length trips. Bikeway and pedestrian designs depend on posted speeds and the number of travel lanes, with greater separation as speed and traffic volumes increase. |
|                  | <i>Neighborhood Bikeway</i>  | Local streets in residential areas that can be made into comfortable streets to bike on with roadway treatments that reduce speeds. Short to-medium distance facilities that provide access to a variety of destinations.                                                                      |
| Suburban         | <i>Suburban Connector</i>    | Regional routes along the edges of urbanized areas that allow more confident bicyclists to connect to a range of regional destinations. These routes generally feature moderate to high vehicle speeds and low to moderate traffic volumes.                                                    |
|                  | <i>Regional Thoroughfare</i> | Highways and arterials that are the only or most direct routes between communities. These routes are auto-oriented and often comprised of multi-lane divided roads with infrequent intersections and driveways.                                                                                |
| Rural / Regional | <i>Rural Bike Route</i>      | Rural roads with modest traffic volumes where signage could indicate the facility is a designated bikeway. Comprised of longer segments that connect between urban areas or link rural areas to population centers.                                                                            |



Figure 20: Complete Street Facility Types, Regional Scale



This page intentionally left blank.



# TRANSIT



Public transit plays a vital role in supporting regional connectivity, economic development, and access to opportunities across the Farmington MPO area. As a geographically dispersed and largely rural region, transit ensures mobility for residents who may not have access to a personal vehicle, including seniors, youth, and low-income populations. A robust public transit system more broadly supports all residents, no matter their income, by offering freedom of mobility and wider transportation choices. Public transit also helps reduce traffic congestion, supports cleaner air, and fosters coordinated land use planning, making it an essential component of a resilient and inclusive transportation network and region.

## WHAT WE HEARD...

37% of survey respondents identified “increased public transit service within the region” among their top transportation-related priorities.

Relying on public transit in the region for all trips and basic needs is a challenge; a personal vehicle is likely needed to live and work in the region.

Limited service to San Juan College.

Employers and economic development professionals recognize the benefits of public transit for accessing a larger pool of labor.

Desire for improved access to and increased frequency of public transit service.

## Benefits of Public Transit

Public transit is a key element of the regional system that provides a variety of benefits:

- » **Mobility:** Allow all residents, especially those without access to a vehicle or the ability to drive, to travel across the region.
- » **Choice:** Provide additional transportation options and create greater freedom of choice.
- » **Transportation Costs:** Reduce transportation costs and dependency on single occupancy vehicles.
- » **Public health:** Transit users are more likely to reach the recommended minutes of daily physical activity.
- » **Safety:** Traveling on a transit vehicle is substantially safer than driving on a per-mile basis.
- » **Air quality:** Utilizing transit reduces per capita emissions and potential reduction in overall vehicles on the road.
- » **Access:** Transit provides access to job sites, services, and educational opportunities. From an employer standpoint – public transit increases the labor pool and can make it easier to find workers.



# REGIONAL TRANSIT SUMMARY

## Transit

### Regional Routes

NCRTD and Navajo  
Transit Routes

### Red Apple Transit Routes

- Blue
- Green
- Purple
- Red
- Yellow
- Bloomfield
- Kirtland
- Aztec (Current Route)
- Aztec (Previous Route)
- Saturday

### Red Apple Transit Service Design

Red Apple Transit operates eight weekday fixed routes, including five that serve destinations in and around Farmington and three regional routes. Most routes converge at the Orchard Plaza transit hub in Downtown Farmington. Two unique routes operate in the Farmington area on Saturdays.

Routes operate every 60 minutes and cover as much geographic area as possible. However, relatively infrequent service creates challenges for passengers who need to transfer.

### Ridership Patterns

After a decline in ridership due to the COVID-19 pandemic, trips on Red Apple Transit increased by 49% from 2022 to 2024.

### Microtransit Pilot Program

Red Apple Transit is developing a pilot program for the greater Farmington area in which passengers can request a trip from within a defined zone to a nearby bus stop or common destination. Microtransit is a flexible form of transit using small vehicles that does not follow fixed routes or schedules. The service will be operated by Red Apple Transit and will complement existing routes.

### Regional Route: Navajo Route 18

Navajo Nation Transit System operates Route 18 with two trips per day, Monday through Friday, from Newcomb and Shiprock to Orchard Plaza in Farmington, with an additional stop in the Kirtland area.

### Regional Route: NCRTD Jicarilla Route

The North Central Regional Transit District historically offered trips two days per week through the Jicarilla Route between Chama and Farmington with stops in Bloomfield and at Orchard Plaza. The service to Farmington was suspended in December 2024 and remained unavailable as of Summer 2025.

METROPOLITAN 20  
TRANSPORTATION PLAN 50

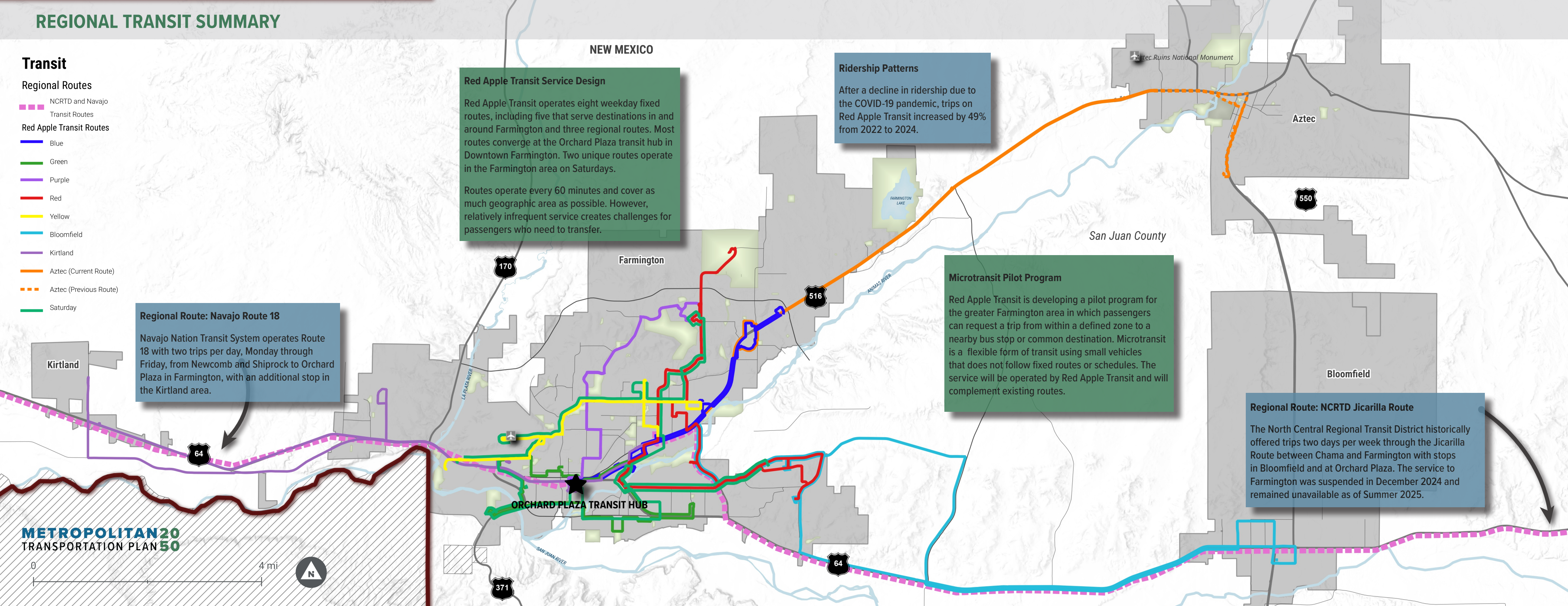




Figure 21: Red Apply Transit Route Map

# Existing Services

## Red Apple Transit

**Background:** Red Apple Transit is the public transit service provider for the City of Farmington and the surrounding area. Service is operated under contract by Capacity Builders Inc. (CBI) and is primarily funded by the Federal Transit Administration and the City of Farmington, with contributions from partner agencies that fund services to surrounding communities. In 2023, about half of the agency’s operating budget came from federal funds.

Red Apple Transit currently operates eight fixed route that follow a set schedule and service plan, including five routes within the City of Farmington, and three regional routes that serve Kirtland, Bloomfield, and the NM 516 corridor and San Juan County Administrative Center.

All routes operate with 60-minute frequencies between 7 AM and 5 or 6 PM Monday through Friday. Inter-city routes also operate on Saturdays, along with two dedicated routes in Farmington: a Saturday circulator route and a Main Street route that travels between Downtown and the Animas Valley Mall.

**General Service Design:** Three of the Farmington city routes converge at the Orchard Plaza transit hub in Downtown Farmington; the other two Farmington routes provide service to northern parts of the city and intersect Downtown-serving routes that allow for transfers to destinations around the region. Intercity routes also converge at Orchard Plaza in Downtown Farmington.

Multiple Farmington and intercity services overlap along Main Street in east Farmington – an area of more intense recent development and high ridership. Besides Downtown Farmington, other destinations served by multiple routes include San Juan College and the Animas Valley Mall. Two routes – Red and Green – operate as loop routes to increase their coverage area; however, the loop design means that some users must travel long distances out of direction to reach their destinations.



In addition to fixed route service, Red Apple Transit operates a Paratransit Dial-A-Ride demand response service for qualified users who live within Farmington city limits. Qualified users can reserve a ride to a destination within the service area, which includes the City of Farmington and three-quarters of a mile beyond city limits.

## Farmington Weekly Routes

Monday - Friday  
7:00 AM - 5:00 PM

### Yellow Route Stops

| STOP | LOCATION                         | FIRST BUS | TIME INTERVAL | LAST BUS |
|------|----------------------------------|-----------|---------------|----------|
| Y1   | Orchard Plaza                    | 7:00 AM   | :00           | 5:00 PM  |
| Y2   | Aquatic Center                   | 7:02 AM   | :02           | 5:02 PM  |
| Y3   | Boys & Girls Club                | 7:04 AM   | :04           | 5:04 PM  |
| Y4   | Apple Ridge Apartments           | 7:06 AM   | :06           | 5:06 PM  |
| Y5   | 20th St Post Office              | 7:09 AM   | :09           | 5:09 PM  |
| Y6   | 2517 E 20th St (Southwest Plaza) | 7:11 AM   | :11           | 5:11 PM  |
| Y7   | 20th & Clayton                   | 7:12 AM   | :12           | 5:12 PM  |
| Y8   | Samon's                          | 7:18 AM   | :18           | 5:18 PM  |
| Y9   | Library 20th St                  | 7:20 AM   | :20           | 5:20 PM  |
| Y10  | 20th St & Knudsen Ave            | 7:21 AM   | :21           | 5:21 PM  |
| Y11  | Smith's                          | 7:23 AM   | :23           | 5:23 PM  |
| Y12  | Brookside Park                   | 7:25 AM   | :25           | 5:25 PM  |
| Y13  | Navajo St & Auburn Ave           | 7:26 AM   | :26           | 5:26 PM  |
| Y14  | F C Regional Airport             | *****     | *             | *****    |
| Y15  | Magistrate Court on Apache St    | 7:28 AM   | :28           | 5:28 PM  |
| Y16  | Wal-Mart West                    | 7:29 AM   | :29           | 5:29 PM  |
| Y17  | Northgate Village Apartments     | 7:30 AM   | :30           | 5:30 PM  |
| Y18  | Westland Park & S Palma          | 7:31 AM   | :31           | 5:31 PM  |
| Y19  | Northgate Village Apartments     | 7:32 AM   | :32           | 5:32 PM  |
| Y20  | Wal-Mart West                    | 7:34 AM   | :34           | 5:34 PM  |
| Y21  | Magistrate Court on Apache St    | 7:35 AM   | :35           | 5:35 PM  |
| Y22  | City Hall                        | 7:36 AM   | :36           | 5:36 PM  |
| Y23  | F C Regional Airport             | *****     | *             | *****    |
| Y24  | Navajo St & Auburn Ave           | 7:38 AM   | :38           | 5:38 PM  |
| Y25  | Walgreens                        | 7:44 AM   | :44           | 5:44 PM  |
| Y26  | 20th St & Knudsen Ave            | 7:48 AM   | :48           | 5:48 PM  |
| Y27  | Boys & Girls Club                | 7:49 AM   | :49           | 5:49 PM  |
| Y28  | Aquatic Center                   | 7:51 AM   | :51           | 5:51 PM  |
| Y1   | Orchard Plaza                    | *****     | *             | *****    |

### Blue Route Stops

| STOP | LOCATION                            | FIRST BUS | TIME INTERVAL | LAST BUS |
|------|-------------------------------------|-----------|---------------|----------|
| B1   | Orchard Plaza                       | 7:00 AM   | :00           | 5:00 PM  |
| B2   | Farmington Museum                   | 7:04 AM   | :04           | 5:04 PM  |
| B3   | Motor Vehicle Department            | 7:05 AM   | :05           | 5:05 PM  |
| B4   | Walgreens                           | 7:07 AM   | :07           | 5:07 PM  |
| B5   | Animas Valley Mall                  | 7:09 AM   | :09           | 5:09 PM  |
| B6   | English Rd & Four Corners Market PL | 7:10 AM   | :10           | 5:10 PM  |
| B7   | Lowes/UPS Store                     | 7:12 AM   | :12           | 5:12 PM  |
| B8   | Olive Garden                        | 7:13 AM   | :13           | 5:13 PM  |
| B9   | Wal-Mart East (auto cntr)           | 7:15 AM   | :15           | 5:15 PM  |
| B10  | Safeway East                        | 7:22 AM   | :22           | 5:22 PM  |
| B11  | N. Clayton Ave                      | 7:25 AM   | :25           | 5:25 PM  |
| B12  | Orchard Plaza                       | 7:30 AM   | :30           | 5:30 PM  |
| B13  | E Main St at Burger King            | 7:39 AM   | :39           | 5:39 PM  |
| B14  | San Juan Center for Independence    | 7:40 AM   | :40           | 5:40 PM  |
| B15  | E Main St & N. Court Ave            | 7:42 AM   | :42           | 5:42 PM  |
| B16  | State Office 101 W Animas           | 7:50 AM   | :50           | 5:50 PM  |
| B17  | Broadway & S Orchard Ave            | 7:53 AM   | :53           | 5:53 PM  |
| B18  | Berg Park & San Juan Blvd           | 7:56 AM   | :56           | 5:56 PM  |
| B1   | Orchard Plaza                       | *****     | *             | *****    |

### Green Route Stops

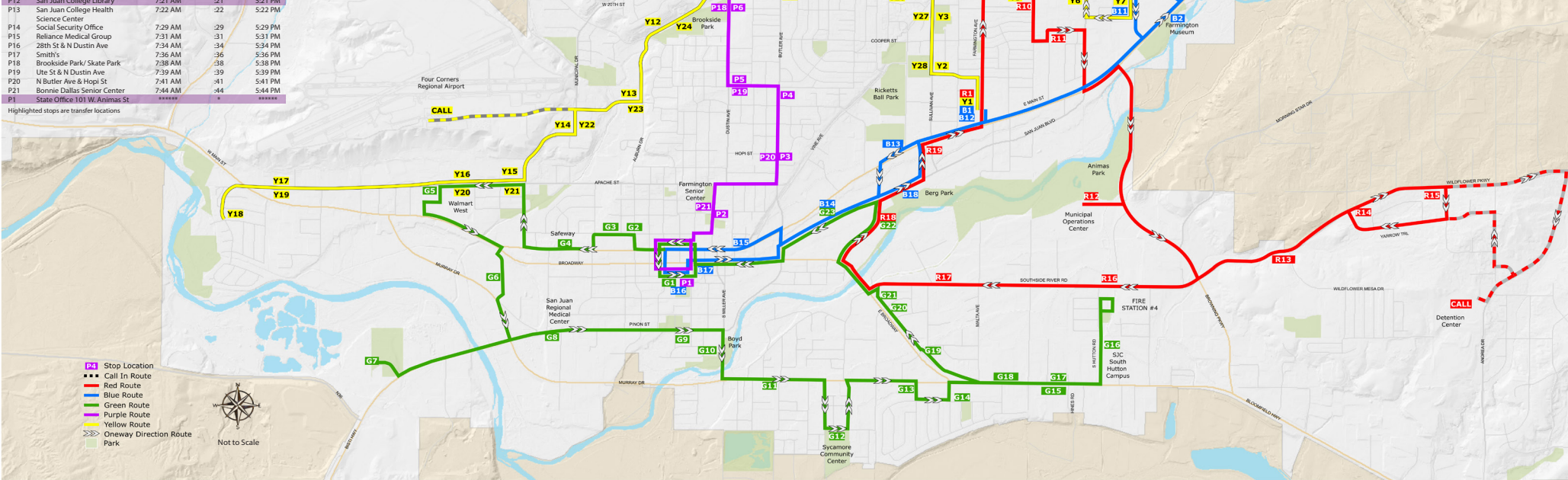
| STOP | LOCATION                         | FIRST BUS | TIME INTERVAL | LAST BUS |
|------|----------------------------------|-----------|---------------|----------|
| G1   | State Office 101 W Animas        | 6:55 AM   | :55           | 4:55 PM  |
| G2   | 210 N. Auburn Ave                | 6:56 AM   | :56           | 4:56 PM  |
| G3   | 600 W Arnington St               | 6:56 AM   | :56           | 4:56 PM  |
| G4   | Safeway West                     | 6:57 AM   | :57           | 4:57 PM  |
| G5   | Wal-Mart West Parking Lot        | 6:59 AM   | :59           | 4:59 PM  |
| G6   | Presbyterian Medical Services    | 7:02 AM   | :02           | 5:02 PM  |
| G7   | Total Health                     | 7:05 AM   | :05           | 5:05 PM  |
| G8   | SJRM Hospital                    | 7:09 AM   | :09           | 5:09 PM  |
| G9   | Pinon St & Orchard Ave           | 7:12 AM   | :12           | 5:12 PM  |
| G10  | Boyd Park                        | 7:13 AM   | :13           | 5:13 PM  |
| G11  | Murray Drive & Butler Ave        | 7:14 AM   | :14           | 5:14 PM  |
| G12  | Sycamore Center                  | 7:18 AM   | :18           | 5:18 PM  |
| G13  | Camino Entrada                   | 7:23 AM   | :23           | 5:23 PM  |
| G14  | US 64 HWY & Camina Placer        | 7:24 AM   | :24           | 5:24 PM  |
| G15  | US 64 HWY & Hines Rd             | 7:25 AM   | :25           | 5:25 PM  |
| G16  | San Juan College South           | 7:27 AM   | :27           | 5:27 PM  |
| G17  | Circle S on Bloomfield Hwy       | 7:29 AM   | :29           | 5:29 PM  |
| G18  | Dispatch Office                  | 7:30 AM   | :30           | 5:30 PM  |
| G19  | Comfort Inn                      | 7:32 AM   | :32           | 5:32 PM  |
| G20  | Motel 6                          | 7:33 AM   | :33           | 5:33 PM  |
| G21  | Hampton Inn                      | 7:35 AM   | :35           | 5:35 PM  |
| G22  | Berg Park Access & Scott Ave     | 7:36 AM   | :36           | 5:36 PM  |
| G23  | San Juan Center for Independence | 7:37 AM   | :37           | 5:37 PM  |
| G1   | State Office 101 W Animas        | *****     | *             | *****    |

Highlighted stops are transfer locations

### Red Route Stops

| STOP    | LOCATION                                 | FIRST BUS | TIME INTERVAL | LAST BUS |
|---------|------------------------------------------|-----------|---------------|----------|
| R1      | Orchard Plaza                            | 7:35 AM   | :35           | 5:35 PM  |
| R2      | Library Farmington Ave                   | 7:38 AM   | :38           | 5:38 PM  |
| R3      | 30th & Farmington Ave                    | 7:40 AM   | :40           | 5:40 PM  |
| R4      | La Mesa Chiropractic                     | 7:41 AM   | :41           | 5:41 PM  |
| R5      | 30th & College                           | 7:42 AM   | :42           | 5:42 PM  |
| R6      | Victoria Way/College Blvd                | 7:43 AM   | :43           | 5:43 PM  |
| Call In | BLM Office                               | *****     | *             | *****    |
| Call In | Piedra Vista High School                 | *****     | *             | *****    |
| R7      | San Juan College Quality Center          | 7:45 AM   | :45           | 5:45 PM  |
| R8      | San Juan College Library                 | 7:47 AM   | :47           | 5:47 PM  |
| R9      | San Juan Apartments                      | 7:52 AM   | :52           | 5:52 PM  |
| R10     | N. Fairview Ave (Farmington Post Office) | 7:54 AM   | :54           | 5:54 PM  |
| R11     | Eaton Village Apartments                 | 7:56 AM   | :56           | 5:56 PM  |
| R12     | N Browning Parkway (MOC)                 | 8:02 AM   | :02           | 6:02 PM  |
| R13     | Dollar General                           | 8:08 AM   | :08           | 6:08 PM  |
| R14     | Wildflower Pkwy & Yarrow Trl             | 8:09 AM   | :09           | 6:09 PM  |
| R15     | Wildflower Pkwy & Desert Rose Trl        | 8:12 AM   | :12           | 6:12 PM  |
| Call In | Detention Center                         | *****     | *             | *****    |
| R16     | Southside River Rd & S Hutton Rd         | 8:16 AM   | :16           | 6:16 PM  |
| R17     | Southside River Rd & Dekalb Ave          | 8:18 AM   | :18           | 6:18 PM  |
| R18     | Berg Park Access & Scott Ave             | 8:23 AM   | :23           | 6:23 PM  |
| R19     | Arlbys E Main St & Sullivan Ave          | 8:25 AM   | :25           | 6:25 PM  |

Highlighted stops are transfer locations



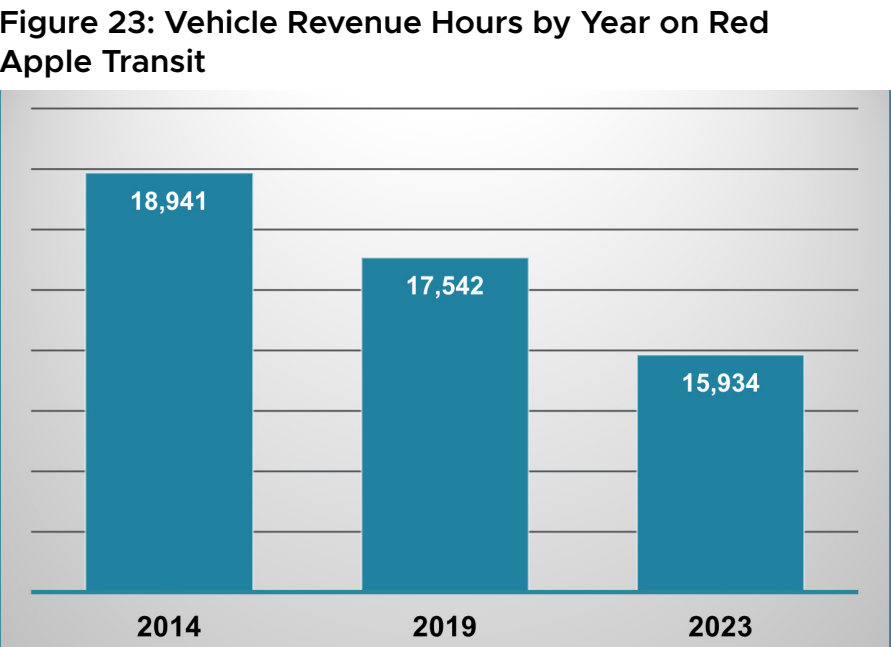
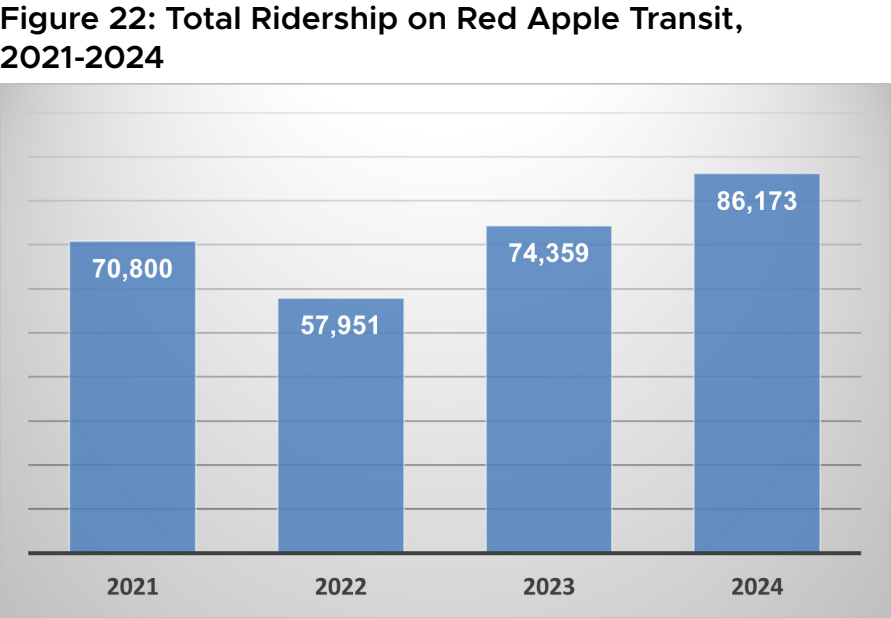


### Ridership Patterns and Impacts of the COVID-19 Pandemic

**Ridership:** Like most transit systems across the country, ridership on Red Apple Transit dropped by about 50% as a result of the pandemic (134,000 trips in 2014). However, ridership increased by nearly 50% between 2022 to 2024, with more than 86,000 combined trips on fixed route and demand response services in 2024 (see Figure 22). Demand response trips comprise about 4-6% of total trips.

The highest ridership routes are the Blue Route, which provides direct service along NM 516 between Downtown Farmington and the Animas Valley Mall, and the Green Route, which operates as a loop around southern Farmington and provides the only service to the San Juan Regional Medical Center.

**Service Levels and Staffing:** The COVID-19 pandemic impacted public transit in several ways. In addition to stay-at-home orders and concerns about disease spread, which caused an overnight decline in ridership, changes in work patterns affected the types and timing of trips, including a significant decline in peak period travel to and from work. Persistent staffing challenges and a shortage of drivers also led to service cuts and less reliable operations. Current operating hours – based on vehicle revenue hours for fixed route service – are 16% lower than the highest point a decade before, and more than 7% lower than before the pandemic (see Figure 23).



### Challenges and Priorities

Though transit provides many benefits, offering quality service in the greater Farmington area also comes with challenges. Some of the challenges listed below reflect the geographic and land use patterns across the region and are outside of the transit provider’s control.

- Built environment:** The relatively low-density urban form, even in the more populated parts of the metropolitan area, means that only modest numbers of individuals can walk to any particular route. The large geographic size of the Red Apple Transit service area also creates challenges as there are few destinations in between the incorporated communities and population centers. As a result, buses must travel long distances to transport passengers, increasing costs per trip.
- Low service frequency:** Covering a large geographic area with constrained resources makes it difficult to provide frequent service. Since buses only operate every 60 minutes, it can be logistically challenging and time consuming for passengers to make a connection between routes, and there is a significant time penalty if a rider misses a bus. These characteristics make it difficult to build a daily or weekly schedule around public transit.
- Lack of transit amenities:** Limited user information can make the system difficult to navigate, especially for less experienced users. In addition, minimal infrastructure at stop locations can make waiting for the bus uncomfortable and accessing transit more challenging.

- Cessation of service within the City of Aztec:** In 2024, the City of Aztec ended its partnership with Red Apple Transit, and as of Fall 2025 is not contributing to service operations expenses. San Juan County contributes to operations expenses and service from Farmington on the Aztec route to the San Juan County Administrative Center and Courthouse. However, further service to the ten stops within the City of Aztec is no longer available. Cessation of service limits access for potential users in Aztec to the NM 516 corridor, destinations in the City of Farmington, and for Farmington residents who may work in Aztec or wish to travel to the community for personal or recreational trips. The cessation of service reduced the number of miles of service by 2.6% and led to a 1.8% decline in total ridership across the entire Red Apple Transit system.
- Improving driver and rider relationships:** Service cuts, staffing shortages, and concerns about personal security are common challenges among transit providers in a post-pandemic landscape. Red Apple Transit has sought to improve the work experience for drivers, including higher wages, and the customer experience for passengers through additional driver training and investments to address personal security concerns.
- Service to San Juan College:** San Juan College is a critical center for education and job training; however, access via public transit is limited to two total trips per hour – one each along the Purple and Red Routes. San Juan College staff indicated that lack of transportation options can be a barrier for many students, and that current transit options can make it challenging to get to classes on time.



## Regional Services

Multiple regional transit providers operate connections to Downtown Farmington, providing service to other regional destinations along the way. Red Apple Transit has formed various partnerships with regional services to make it easier for transit users to transfer to local Red Apple Transit buses and travel within the Farmington metropolitan area. Regional services allow users to access medical and other services across the FMPO region.

### Navajo Nation Transit

The Navajo Nation Transit System operates Route 18 with two trips per day, Monday through Friday, from Newcomb and Shiprock to Orchard Plaza in Farmington, with an additional stop in the Kirtland area. From Shiprock, connections are available to other parts of the Navajo Nation. Navajo Nation Transit users can transfer onto Red Apple Transit vehicles at the Walmart along West Main St. Users are required to pay the one-way fee for return trips on Red Apple Transit.

### North Central Regional Transit District

North Central Regional Transit District (NCRTD) is a regional agency that operates 26 fixed or flex route services primarily across Los Alamos, Rio Arriba, Santa Fe, and Taos Counties. The lone route in the Farmington region, the Jicarilla Route (170), historically offered trips two days per week (and two times per day) between Chama and Farmington with stops in Bloomfield and at Orchard Plaza. The service to Farmington was suspended in December 2024 and remained unavailable as of Summer 2025. When in operation, the route provided access from the Jicarilla Apache Reservation to services in Farmington, and connected Farmington area residents to Chama where they could connect to the rest of the NCRTD service area, including Española and Santa Fe.

## Formal Downtown Transit Center

Red Apple Transit uses the parking lot at the Orchard Plaza shopping center as an informal transit hub and transfer center for various routes, while intercity and regional routes all terminate and directly serve the transit hub. The development of a formal Downtown Transit Center with shelters, bus bays, and a customer service center was identified as a priority project in the 2045 MTP; however, efforts to secure funds to construct the facility were unsuccessful. A Downtown Transit Center remains a priority, if funding becomes available.

## Microtransit Pilot Program

**Background and Definition:** In coordination with NMDOT and researchers at the University of New Mexico (UNM), Red Apple Transit is developing a pilot microtransit program for the greater Farmington area. Microtransit refers to an on-demand transit service in which passengers can request a trip via an app or by scheduling a ride in advance from within a defined zone to a nearby bus stop or common destination. Microtransit is intended to be flexible, and vehicles are typically smaller than standard buses and do not follow fixed routes. Microtransit systems can be set up to accommodate multiple passengers at one time.

**Pilot Program Purpose:** The microtransit pilot program responds to the high level of interest in public transit in the region and considers alternative means of meeting demand to bring users closer to their desired destinations. As of Summer 2025, UNM researchers are working to develop criteria for which types of trips are eligible, the geographic extent of the program, and how best to connect to existing routes and/or provide trips to destinations that are otherwise inaccessible via public transit.

**Suitability:** Microtransit is most suitable in places with low demand for all-day transit service, but where there are populations that depend on public transit or where some level of coverage is particularly desirable. Microtransit typically complements demand response service that is intended to serve individuals with limited mobility.

**Operations:** Microtransit would be operated by the existing Red Apple Transit service contractor (i.e., CBI) using funds provided by NMDOT. Service is expected to begin in Fall 2025 and would complement rather than replace existing fixed route services.

**Challenges and Limitations of Microtransit:** Major microtransit challenges include more costly services on a per passenger basis compared to fixed route transit, and limited service to a modest number of users at a time. Additionally, microtransit systems that experience high demand can consume limited financial resources and take away service from fixed routes.

Table 22: Comparison of Transit Service Types Provided by Red Apple Transit

|                | Fixed Route                                                    | Demand Response / Dial-A-Ride                                                                        | Microtransit                                                                                           |
|----------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Service Design | Service runs at regular intervals along predetermined schedule | Passengers can request a ride in advance to and from destinations within the service area            | Passengers can request a trip in advance from within a zone to a nearby bus stop or common destination |
| Eligible Users | All individuals                                                | Individuals with a qualifying disability who are traveling within the Red Apple Transit service area | All individuals within the microtransit service area(s)                                                |
| Vehicle Type   | Traditional buses                                              | Vans or minibuses                                                                                    | Vans or minibuses                                                                                      |
| Cost per User  | Low-Medium                                                     | High                                                                                                 | Medium-High                                                                                            |



# Recommendations

## Pursue Regional Transit Service and Airport Connections

Red Apple Transit and the Farmington MPO should study the market potential for formal transit service between the Farmington and Durango areas. In the near term, regional stakeholders should explore options to connect to the regional airports (i.e., Durango-La Plata County Airport and the Four Corners Regional Airport). While current commercial passenger service levels may not warrant fixed route transit service, options such as shuttles could be provided to Durango and the Durango-La Plata County Airport to expand access for workers and travelers.

Within the FMPO region, transit options to the Four Corners Regional Airport could include adding the airport to the microtransit service area and/or adding a formal route that serves the Farmington Municipal Complex on its way between the airport and Downtown/Orchard Plaza, thus creating an independently useful route that connects other key destinations.

Another option for supporting shared regional trips is through vanpools organized by public or private operators.

## Implement Microtransit Pilot Program and Review Results

Red Apple Transit and project partners should conduct regular reviews of microtransit performance metrics to evaluate usage rates, popular destinations, times of day when rides are being requested, and per hour operating costs. If the costs are reasonable and the program is well received, Red Apple Transit should pursue supplemental funding to continue the program long-term.

## Invest in User Amenities

Red Apple Transit and agency partners can improve the user experience through three types of investments:

- *Real-time information* available through a website or mobile app that allows users to better time their trips to transit stops and increase the predictability of service.
- *Transit stop amenities* such as benches and/or shelters, schedules and system maps, and lighting for safety and increased sense of security.
- *Physical infrastructure improvements* that serve transit users and general pedestrian activity, including sidewalks and pedestrian crossings, can be pursued in coordination with local agencies and NMDOT, depending on the location and roadway ownership.

## Regional Coordination

Red Apple Transit and agency partners should increase coordination with Navajo Nation Transit and NCRTD to identify opportunities to further enable regional travel, including resumption of service between Chama and Farmington. Specific opportunities include passenger surveys to understand user needs, including understanding how to support Farmington as a regional hub for commercial needs and outdoor recreation. Increased coordination would also create a greater understanding of shared operating challenges.

## Network Review and Transit Action Plan

Red Apple Transit should complete a Network Review and Transit Action Plan to assess the design and effectiveness of the existing bus transit system and identify efficiency improvements and opportunities to make the system more user friendly. The plan could also consider service at different times of the day than currently offered, quantify the level of transit service that could be provided under different funding scenarios, and identify sustainable funding sources for future proposed expansion:

*Service priorities:* The identification of transit service priorities could be based on a user needs assessment, including the identification of communities that are most likely to benefit from quality transit service and community outreach efforts focused on understanding what types of transit service residents would find most useful. Service priorities could take a variety of forms:

- *Span of service:* Duration of time each day and the number of days per week in which service is provided.
- *Frequency of service:* How often each route operates, with higher frequency provided on routes that carry high numbers of passengers and serve key destinations.
- *Geographical coverage area:* Consideration of which destinations and populations are served and how far community members must travel to reach transit stops.

*Capital and programmatic investments:* The plan could identify specific improvements and costs related to capital needs, enhanced user amenities, and staffing needs, particularly if service is recommended for expansion.

*Considerations:* The Network Review and Transit Action Plan could include or be conducted independent of regional planning efforts to consider service opportunities between the Farmington and Durango areas. One potential outcome is the reorientation of services to meet specific types of trips and destinations, with greater use of microtransit to fill in gaps in the service network.



# FREIGHT AND LONG DISTANCE COMMERCE



## Overview

Freight transportation plays a critical role in ensuring economic vitality and the movement of goods within and across the Farmington MPO region. Despite its geographic challenges being outside major transcontinental rail and truck freight corridors, the region remains highly dependent on freight-intensive industries, which contribute significantly to local employment and economic output. The increasing reliance on truck freight along US Route 550 emphasizes the need for strategic infrastructure investments to enhance efficiency, resilience, and cost-effectiveness in freight movement.

This section explores the current landscape and future outlook of freight and long-distance commerce and systems in the FMPO region, including truck, rail, and air freight. It highlights the region’s freight corridors, planned infrastructure improvements, potential for manufacturing growth, and emerging opportunities like the Four Corners Freight Rail Project. Additionally, this section presents opportunities to support freight mobility, economic development, and long-term sustainability through data-driven planning, investment in critical corridors, and coordination among regional and national stakeholders.

By prioritizing strategic freight initiatives, FMPO and its partners can enhance regional connectivity, attract new economic opportunities, and ensure a more resilient and adaptive transportation network for the decades ahead.

### WHAT WE HEARD...

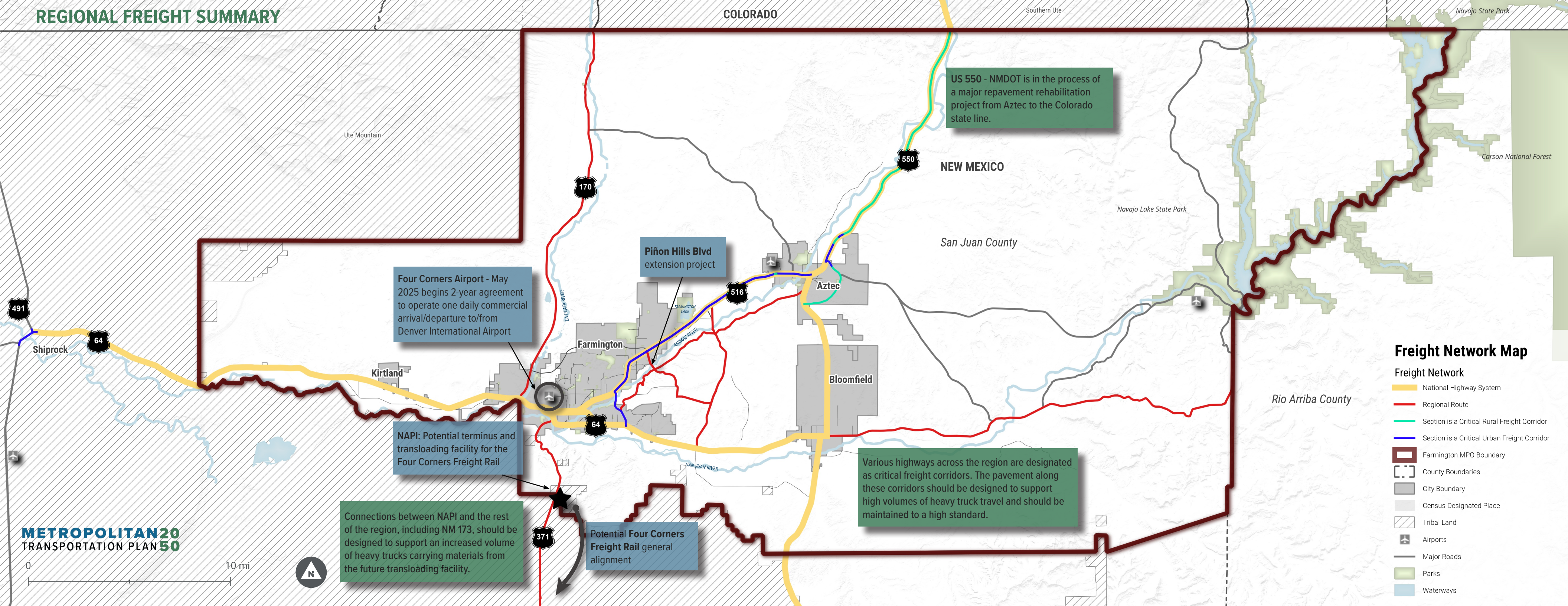
38% of survey respondents identified “freight/ rail connection to region from I-40 corridor” as a transportation-related priority.

Lack of rail or interstate access limits the region’s ability to attract industries; building freight/rail infrastructure should be a top priority in the region.

Commercial air service to the Four Corners Regional Airport and Durango-La Plata County Airport improves the livability of the region.



REGIONAL FREIGHT SUMMARY





# Truck Freight

## Existing and Future Conditions

The NMDOT 2045 Freight Plan Update, completed in March 2023, indicates the following regarding truck freight in the FMPO region:

- US 550 is emerging as an important route for interstate commerce due to US-Mexico-Canada Agreement (USMCA) related trade and the petroleum industry. Farmington is a secondary truck traffic generator; primary truck traffic is concentrated in the major metropolitan areas of Albuquerque and El Paso.
- San Juan County’s large transportation and warehousing sectors employ numerous workers and result in high demand for freight transportation.
- Truck freight travel is expected to grow in northwest New Mexico, including San Juan County, due to an increase in manufacturing. Manufacturing GDP is expected to increase by 383 percent in San Juan County by 20245.
- The expansion of New Mexico’s hydrogen industry may increase the demand for pipeline and truck freight in northwest New Mexico.

## Freight Corridors in the FMPO Region

Various highways through the FMPO region are formally designated or can be considered critical freight corridors.

**National Highway Freight Network:** Designations from the National Highway Freight Network, established in the federal FAST Act, are listed in Table 1. The 2045 Freight Plan update indicates that states and MPOs should coordinate internally to identify potential updates once the Primary Highway Freight System has been updated at the federal level.

**National Highway System:** The National Highway System (NHS) is comprised of Interstates and other major highways that are important to the nation’s economy, defense, and mobility. Though not explicitly a freight network, the corridors on the NHS are intended to carry higher volumes of traffic and are critical for the movement of goods and services. FMPO considers the corridors in the region on the NHS to be critical parts of the truck freight system. NHS corridors in the FMPO region include:

- US 550: I-25 to Colorado state line
- US 64: Shiprock to US 550
- NM 516: Browning Parkway to US 550

**State Designated Routes:** The 2045 Freight Plan considers US 550 to be a statewide Priority Freight Corridor for the critical connection it provides from the Albuquerque metropolitan area and I-25 to the Four Corners region.

**Regional Freight Routes:** To support the local distribution of goods, FMPO has also identified routes across the planning area that support the movement of products to local business and allow locally-produced goods and natural resources to access primary truck freight routes. These Regional Freight Routes, as designated by the FMPO, are important for the movement of freight across the greater Four Corners region.

## Truck Freight Opportunities and Priorities

- Maintain pavement conditions to a high standard for US 550 corridor, Critical Rural and Urban Freight Corridors, and Regional Priority freight routes.
- Enhance data collection, including freight truck counts, to understand shifts in economic activity and impacts to regional roads. Potential strategies include:
  - Collecting traffic counts data on annual basis on National Highway Freight Network routes, the National Highway System, and Regional Freight Routes.

- Coordinating with NMDOT to collect and evaluate pavement conditions data on Freight Network roads on a regular basis to determine if additional maintenance efforts are needed.
- Coordinate with NMDOT on ongoing freight planning efforts, including updates to the Critical Urban and Rural Freight Corridor Networks.
- Conduct a regional freight study to identify freight-specific roadway improvements. Specific outcomes of the study could include:
  - Designation of proposed truck routes and potential truck stop areas.
  - Development of design standards to support anticipated levels of freight traffic.
  - Development of a signage plan for designated regional truck freight routes.
- Evaluation of how the proposed rail line may impact freight traffic across the region, including future demand to and from Navajo Agricultural Products Industry (NAPI), the proposed terminus of the Four Corners Freight Rail Project.

# Rail Freight

## Existing Conditions

There are currently no existing rail services in the FMPO region, and the nearest major rail line in northwest New Mexico is operated by Burlington Northern Santa Fe (BNSF), whose track runs parallel to I-40 and stops in Gallup, 100 miles south of Farmington.

## Planned Rail Freight

San Juan County was awarded a \$4 million grant under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program to support the Four Corners Freight Rail Project, a

proposed rail line that would connect the Farmington region to the BNSF Railway corridor near Gallup. If fully developed, the Four Corners Freight Rail Project would provide a viable freight transportation alternative to highway trucking, simplify supply chain management, and enable new, rail-dependent economic development opportunities by supporting manufacturing industries and the export of raw materials. The project traverses multiple jurisdictions and has brought together San Juan County, the Navajo Nation, and NMDOT in partnership.

The funding from CRISI will support an analysis of prospective routes and preliminary engineering. The analysis would include a National Environmental Policy Act (NEPA) review, which could take up to four years. Preliminary routes for the proposed freight rail alignment can be found in Figure 24. Stakeholders consider the NAPI site to be a logical terminus.

## Truck Freight Opportunities and Priorities

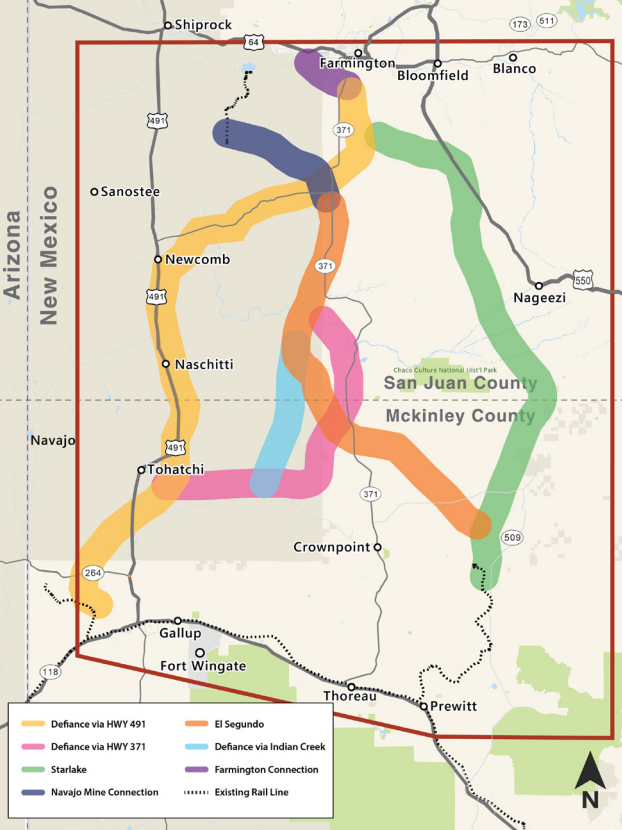
- Maintain pavement conditions to a high standard for US 550 corridor, Critical Rural and Urban Freight Corridors,

## Rail Freight Opportunities and Priorities

- FMPO and regional partners can support planning and coordination efforts for the Four Corners Rail Freight Project, including by:
  - Conducting outreach with BNSF and the Navajo Nation regarding roadway transportation infrastructure needs (to support a rail connection).
  - Coordinating with NMDOT and the NM Economic Development Department on potential funding opportunities to further support implementation.



Figure 24: Proposed alignment options



(Source: San Juan County)

## Air Commerce and Travel

### Existing Conditions

Air cargo plays a modest role in the regional flow of goods and services, with most goods moving through the Albuquerque International Sunport before being shipped to the FMPO region by land. Regional airports are used primarily for private flights and small-scale transport of goods.

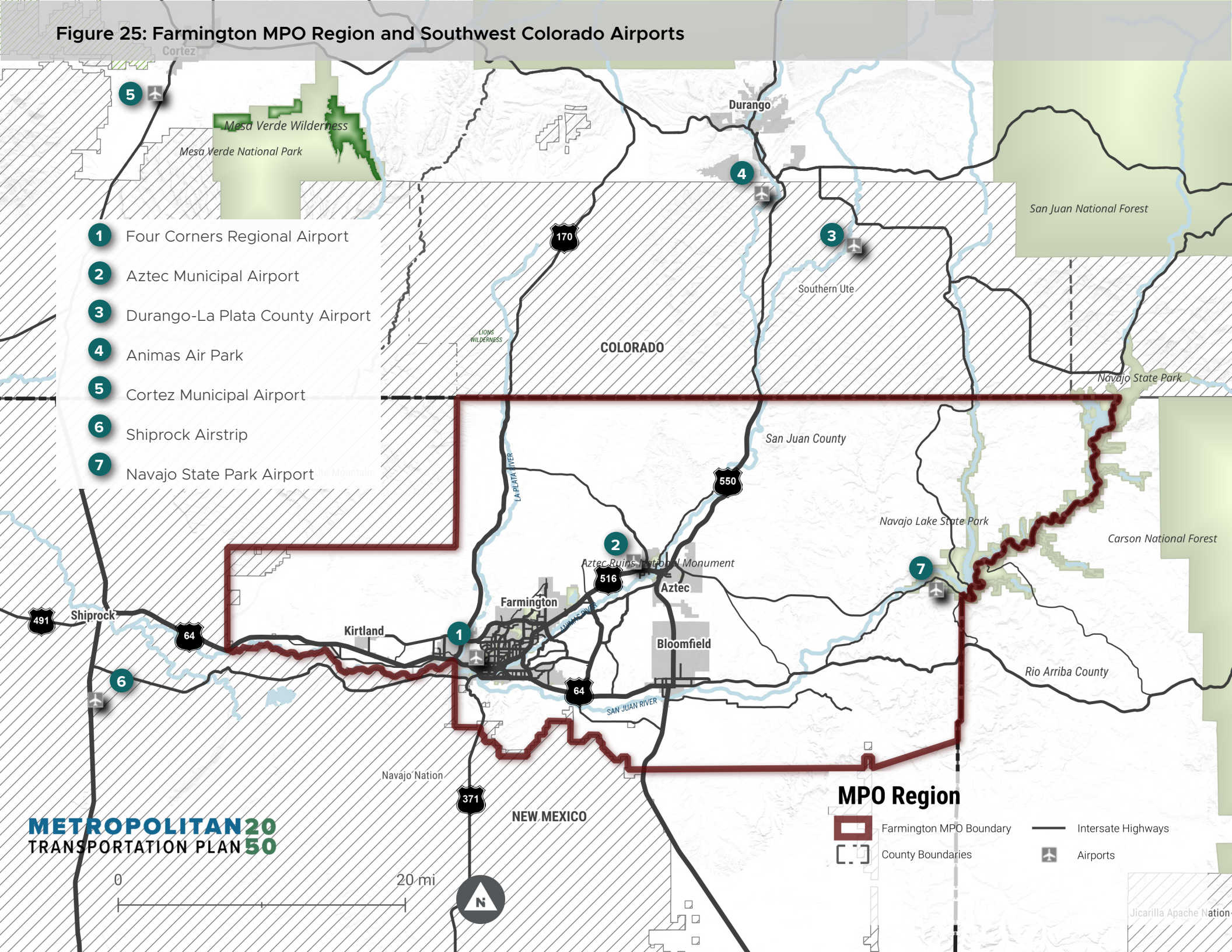
The Durango La Plata County Airport in southwest Colorado and the Albuquerque International Sunport facilitate most passenger air service in the Four Corners region. Starting in May 2025, Skywest Airlines began providing once-a-day commercial air service between Farmington and Denver. The privately-run ABQ Express offers daily passenger shuttle service between Albuquerque and Farmington at fixed pick-up locations. Shuttle service does not exist between Farmington and Durango.

- Farmington MPO Airports:
  - Four Corners Regional Airport (Farmington, NM)
  - Aztec Municipal Airport (Aztec, NM)
- Other Regional Airports:
  - Cortez Municipal Airport (Cortez, CO)
  - Durango-La Plata County Airport (Durango, CO)
  - Animas Air Park (Durango, Co)
  - Shiprock Airstrip
  - Navajo State Park Airport (San Juan County, NM)

### Opportunities and Priorities

- Strategies to support passenger and commercial air service to the region include:
- Improve transportation access to regional commercial airports to support further development of passenger service, including transit connections, shuttle services, and/or microtransit to Durango-La Plata County Airport and the Four Corners Regional Airport.
  - Participate in regional efforts to recruit additional passenger air service to the Four Corners region.
  - Invest in runways and other infrastructure at the Four Corners Regional Airport to increase the ability to support general aviation, commercial services, freight cargo, and military use.

Figure 25: Farmington MPO Region and Southwest Colorado Airports





# CLIMATE RESILIENCE



Climate-related risks affect the people and infrastructure in the Farmington MPO region in a variety of ways, from increasing instances of heat-related illness, to wildfires threatening homes of residents. Understanding the expected changes in climate and environmental conditions can inform policy decisions to manage these risks as well as infrastructure improvements that better equip local agencies to adapt and endure. This chapter outlines the key climate risks for local agencies in the FMPO region and presents strategies and recommendations to strengthen community resilience.

## Climate Risks and Impacts

The FMPO region is currently vulnerable to periods of extreme heat, drought, wildfires, and flooding events. Long-term changes to air temperatures and precipitation patterns are likely to intensify these risks, impacting the built environment, human health and wellbeing, and the economy. The risks and impacts outlined below are based on the National Climate Assessment for the Southwest, Fifth Edition (2023) and the New Mexico Climate Adaptation & Resilience Plan (2024).

### Air Temperature

**Trends:** The FMPO region is expected to experience rising average air temperatures, which will mean more hot days overall, cause the hottest days to be hotter, and even increase winter temperatures. Per the New Mexico Climate Adaptation & Resilience Plan, the Farmington area is expected to experience 43 more days per year on average above 90 degrees in the period between 2050-2079 compared to historical averages.

**General Impacts:** As extreme heat events increase, heat-related mortality is expected to rise, especially for more vulnerable populations. Heat stress caused by more extreme heat events will impact both crops and livestock, increasing risk to farmers and their financial stability. High heat in populated areas can also create an urban heat island effect as heat radiates off paved surfaces.

### Definition of Terms

- Adaptation:** Strategies that allow societies to lessen the impacts from the expected changes to the environment.
- Resiliency:** The ability of communities to anticipate, prepare for, respond to, and recover from disruptions.
- Mitigation:** Efforts taken to reduce greenhouse gas emissions which trap heat in the atmosphere, or to increase their absorption.

**Transportation Impacts:** Roadways can be an especially hot places for pedestrians and bicyclists, making walking and biking less pleasant as temperatures rise and placing personal health at risk during extreme and high heat events. Investments in landscaping, tree canopy, transit shelters, and shade structures in public places can reduce ambient air temperatures and help protect users. Higher temperatures can also physically alter pavement, causing potholes and rutting and increasing the cost of maintaining roadways. Specialized asphalt mixes can help mitigate the effects of heat and reduce the need for repairs, while applying special pavement coating can reflect more sunlight and absorb less heat.



Drought 

**Trends:** Areas across northwest New Mexico are expected to experience worsening periods of drought due to more variable precipitation levels, reduced flow in waterways, increasing temperatures, and drier soils. Average annual precipitation levels in the FMPO are projected to increase slightly—about 9-10% on average by 2050—per the New Mexico Climate Adaptation & Resilience Plan. Higher temperatures also mean that more precipitation is likely to fall as rain than snow.

**General Impacts:** Snowmelt is a major source of water in the region, and with higher temperatures, snowpack will continue to decline, resulting in changes to both total available surface water and the time of year when river flows are highest. Warming will increase evapotranspiration, reduce soil moisture, and the ability of soil to absorb water. These impacts will likely reduce groundwater recharge, meaning less regional water storage, reducing the amount of water available for drinking, agriculture, and other industries. Reduced ability of soil to absorb water can also contribute to flash flooding after rainfall events.

**Transportation Impacts:** The reduction of stored groundwater, along with increased use, can lead to land subsidence, which causes the ground to sink. Shifting ground and sinkholes can compromise infrastructure integrity, leaving roadways in poor or impassable condition.

Wildfire 

**Trends:** The same conditions that exacerbate periods of drought will likely contribute to more frequent and intense wildfire events, including warmer temperatures, drier soil and vegetation, less water moving through ecosystems, and stronger winds. While some wildfires and prescribed burns provide positive effects for ecosystems and reduce the risk of high-severity wildfires, recent decades have brought larger and more severe events. The five largest wildfires in New Mexico history have all taken place since 2011.

**General Impacts:** Wildfires threaten human life, health, and the built environment through degraded air quality, while also impacting ecosystems by driving long-term ecological changes. Because wildfire season aligns with harvest season, these events will pose a greater risk to farm workers and others who work outdoors. Ecosystem changes include burn scars, reduced vegetation, vegetation type, and less absorbent soil, often contributing to flooding events. The highest impact on air quality is expected from wildfire events, increasing fine particulate matter, and having negative effects on respiratory and cardiovascular health.

**Transportation Impacts:** Wildfire events can cause road closures and create strong and long-lasting clouds of smoke that can impact visibility on roadways (often far from the wildfire event) and lead to dangerous travel conditions for road users. Particulate matter in the air from wildfires can make active transportation, including walking and biking, more dangerous.

Measuring Wildfire Risks to the Built Environment

The Wildland-urban interface (WUI) refers to the areas where human development borders or overlaps with undeveloped wildlands and vegetation. Table 23 quantifies the share of the total population and households in these interface and intermix areas and **Figure 26** depicts the WUI boundaries across the FMPO region.

Overall, over 94% of the FMPO region’s population lives in either intermix or interface areas. Nearly three-quarters of the total population are concentrated in interface zones, where densely developed areas directly border undeveloped wildland vegetation.

Wildland-Urban Interface Definitions

**Intermix:** Lower-density housing mingled with undeveloped wildland vegetation; Developed land dominated (i.e., > 50 %) by vegetation. There is no clear line of demarcation; wildland fuels are continuous outside of and within the developed area.

**Interface:** High-density development adjacent to undeveloped wildland vegetation; Developed land not dominated (i.e., < 50 %) by vegetation. There is a clear line of demarcation between residential, business, and public structures and wildland fuels; wildland fuels do not generally continue into the developed area.

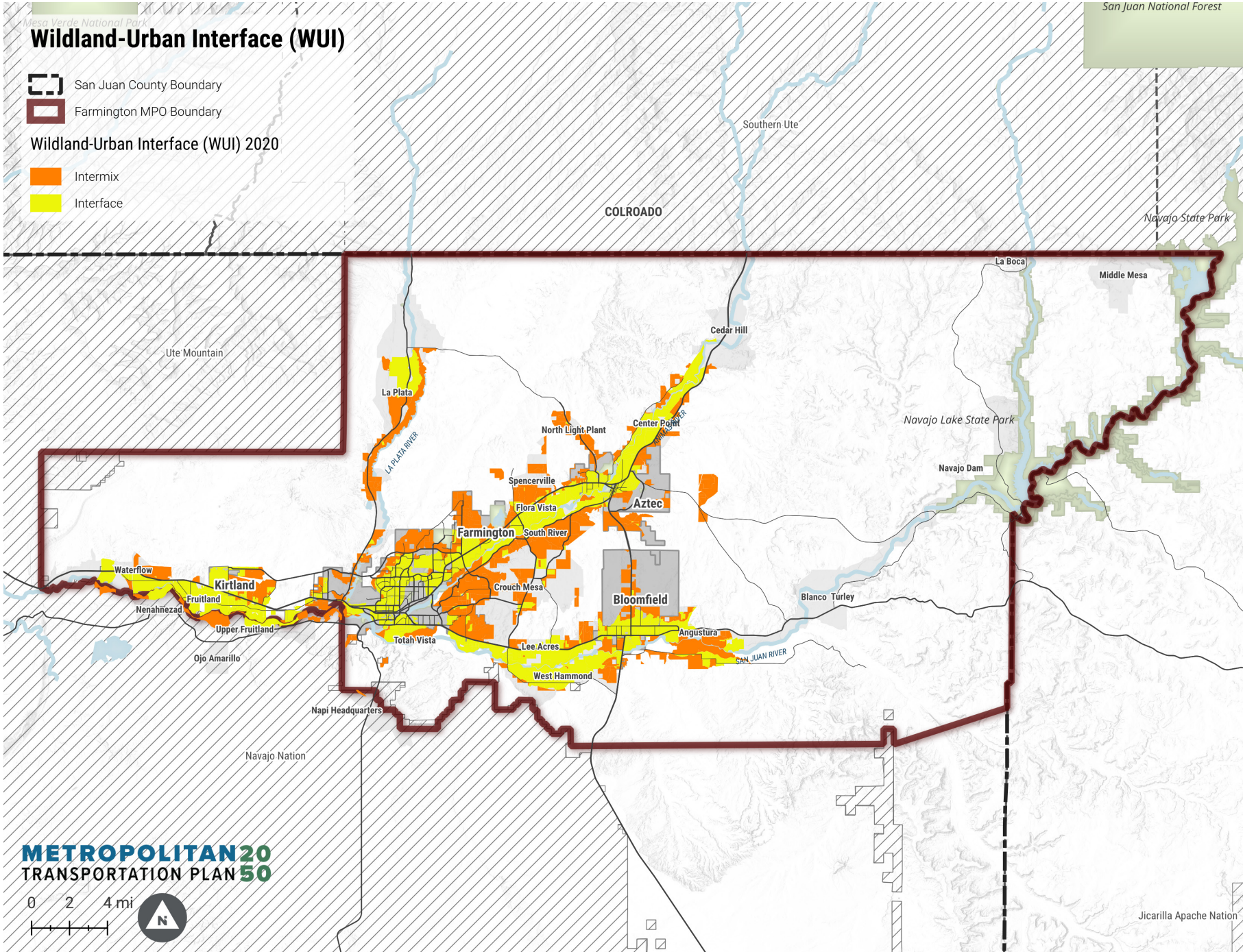
*Source of Definitions: National Institute of Standards and Technology*

Table 23: Population and Wildland-Urban Interface (WUI) in Farmington MPO Region

|                     | Population (2020) |       | Households (2020) |       |
|---------------------|-------------------|-------|-------------------|-------|
|                     | Total             | Share | Total             | Share |
| Intermix Area       | 20,931            | 21.6% | 8,043             | 20.6% |
| Interface Area      | 70,489            | 72.9% | 28,161            | 72.1% |
| Farmington MPO Area | 96,680            |       | 39,061            |       |



Figure 26: Wildland-Urban Interface Areas in the Farmington MPO Region



Source: WUI boundaries from Silvis Lab, University of Wisconsin-Madison, 2020

Flooding   
Considerations

**Trends:** Precipitation patterns are expected to shift in the region, with higher overall precipitation levels but more variability. This dynamic creates the risk of prolonged dry periods followed by extreme rainfall events where soils are not able to absorb the moisture. Post-wildfire conditions can contribute to more flash flooding events and can make recovery difficult as communities remain vulnerable for years after the initial wildfire event.

**General Impacts:** Flooding along major waterways and arroyos can affect agricultural lands and the built environment, resulting in loss of economic productivity and property damage.

**Transportation Impacts:** Flooding events can damage transportation infrastructure, increasing maintenance costs for the region. Periods of drought followed by extreme rainfall events

can also cause greater erosion along rivers and arroyos and affect the structural integrity of bridge crossings. Flooded roadways can cause temporary road closures and pose a threat to road users, especially since these events can happen quickly.

Measuring Flood Risks to the Built Environment

Though the FMPO region is traversed by multiple rivers, only a relatively small share of the population and built environment is located in designated FEMA 100-year floodplains (see Table 24 and Figure 27). The region features 84 total bridges, of which 51 are located within the 100-year floodplains.

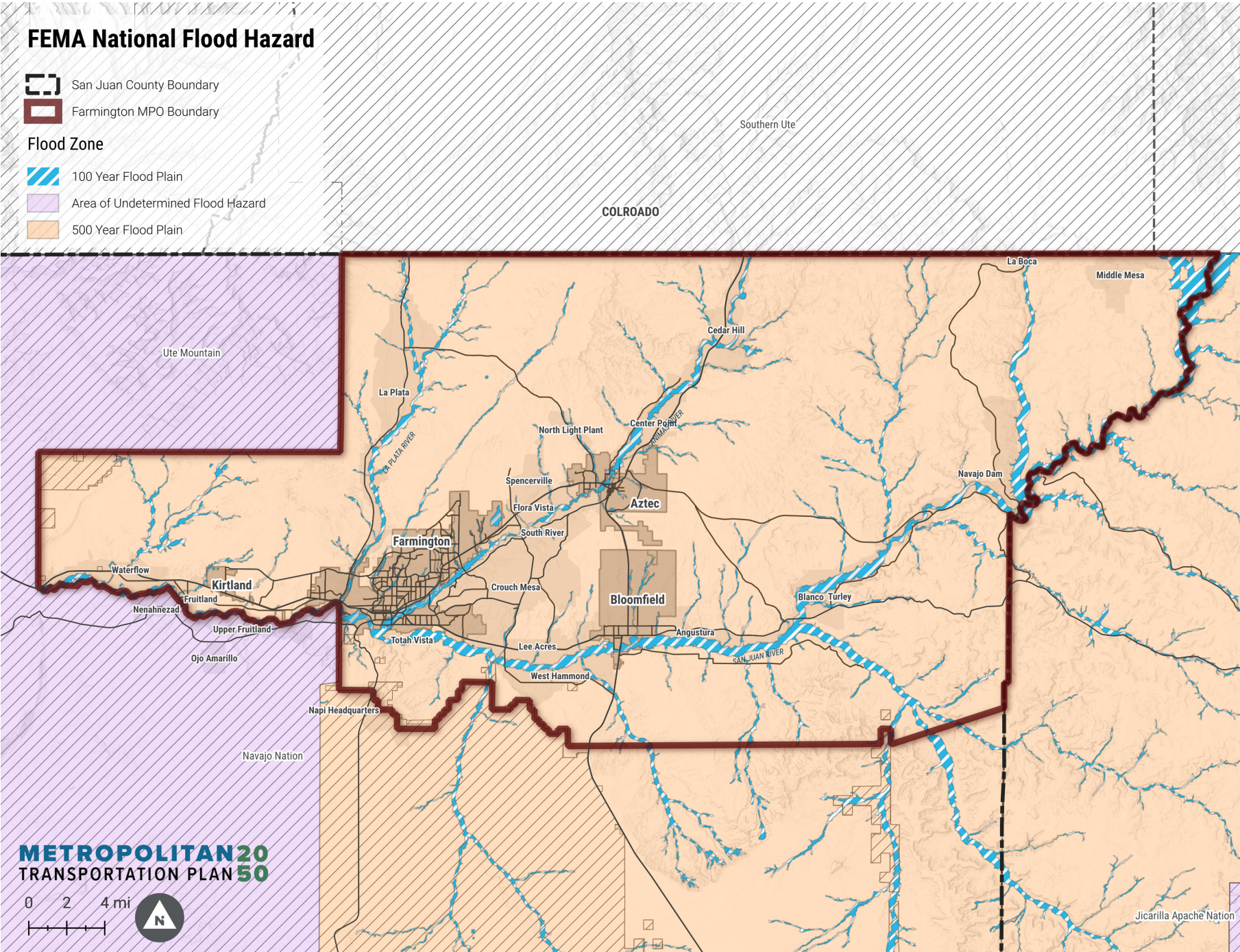
Table 24: Population and Households in Flood Risk Area

|                     | Population (2020) |       | Households (2020) |       |
|---------------------|-------------------|-------|-------------------|-------|
|                     | Total             | Share | Total             | Share |
| 100 Year Floodplain | 3,648             | 3.8%  | 1,681             | 4.3%  |
| Farmington MPO Area | 96,680            | --    | 39,061            | --    |

Source: National Flood Hazard Layer (NFHL), FEMA, Latest LOMR Effective Date: 07/17/2025



Figure 27: 100-year Floodplains Across the Farmington MPO Region



## NMDOT Transportation Resilience Plan

The NMDOT Transportation Resilience Plan (2024) uses climate projections and asset management data to identify surface transportation infrastructure that is at risk due to current and future natural events and disasters. The document is primarily intended for internal use in NMDOT planning and project development, though the plan considers key corridors across the FMPO region.

The plan applies resilience risk scores for 1/10-mile highway segments based on considerations related to exposure, sensitivity, and criticality, defined as:

- **Exposure:** Hazards that pose potential harm to infrastructure
- **Sensitivity:** Potential damage done to infrastructure when exposed to hazards
- **Criticality:** The importance of a roadway including economic activity, healthcare access, freight operations, and social vulnerability.

The outcomes included low risk, medium risk, high risk, and very high risk. Continuous corridors where segments are categorized as very high risk were labeled ‘hotspots’.

### NMDOT Transportation Resilience Plan Strategies for Institutionalizing Resilience:

- » **Amend design guidelines and engineering standards:** Integrating a resilience risk consideration into the design guidelines will create a system that is responsive to the changing climate and ensures the long-term sustainability of New Mexico’s transportation infrastructure. The design guidelines will need to be regularly revisited to reflect the best available data, emerging trends, and technological advances.
- » **Expand data availability and access:** Updating, coordinating, standardizing, and centralizing foundational resilience data including GIS data will aid in creating a clearer picture of risk within the department and further support integration of resilience considerations into overall planning and programming.
- » **Update maintenance practices to increase proactive maintenance in hotspots:** Until all the hotspot corridors can be addressed, increased monitoring and updated maintenance practices can be used to appropriately prioritize response to high-risk areas.

While the plan does not identify any continuous corridors in the FMPO area with very high risk conditions (or hotspots), the plan indicates various Very High Risk and High Risk segments (see Table 25).

Table 25: High and Very High Risk Corridors in the Farmington MPO Region, NMDOT Transportation Resilience Plan

| Road Segment | From                 | To                     | Resilience Risk Results   |
|--------------|----------------------|------------------------|---------------------------|
| US 64        | Old Kirtland Highway | NM 516 / Browning Pkwy | Very High Risk            |
| NM 516       | US 64                | Pinon Hills Blvd       | Very High Risk            |
| NM 371       | US 64                | CR 7064 / MPO boundary | Very High Risk            |
| US 64        | CR 5117              | NM 539                 | Very High Risk, High Risk |
| NM 574       | NM 516 / Aztec Blvd  | CR 3090                | High Risk                 |
| US 550       | CR 4990              | Corridor 3B            | High Risk                 |
| NM 511       | US 64                | NM 173                 | High Risk                 |



# Resilience Strategies and Recommendations

**Apply transportation infrastructure designs that improve resiliency:**



Designing transportation infrastructure to account for higher temperatures and more extreme weather events will improve resiliency and reduce maintenance and costs. Specific actions include increasing the size of flood control features to prepare for larger design storms.

**Integrate cool pavement treatment into street maintenance programs:**



Cool pavement techniques apply a coating on top of asphalt to lower surface temperatures by reflecting more sunlight and absorbing less heat than traditional asphalt. Municipalities can apply cool pavement during already scheduled roadway maintenance.

**Apply landscaping and widespread use of shade along key corridors:**



Landscaping and shade can reduce ambient air temperatures and make it more comfortable to walk and bike to destinations and to wait for public transit.

**Utilize green stormwater infrastructure techniques as part of roadway design:**



NMDOT recently developed a maintenance field guide with best practices for green stormwater infrastructure (GSI) – a series of techniques that can better manage runoff and mitigate the effects of extreme rainfall events. Local agencies across the FMPO region should refer to this document and incorporate GSI into roadway design, as appropriate.

**Increase and diversify transportation options across the region:**



Providing access to more transportation choices improves community resilience when and if transportation infrastructure is damaged by extreme events or natural disasters.

**Promote development in well-connected, low vulnerability area:**



Targeting higher-density development in areas known to be less susceptible to flooding, wildfires, and other natural events will help protect residents from experiencing danger to their life and property. Aligning transportation planning and land use decisions can also promote more sustainable development patterns, especially when such developments are well connected by a multi-modal transportation network.

**Increase community awareness and preparedness for extreme events and natural disasters:**



Educational outreach will spread awareness of increasing risks of natural disasters and the impacts to community members when those events do happen. Information campaigns can help households prepare for natural events, ensure drivers and road users know how to stay safe on affected roadways, and help prevent natural disaster-related injuries and fatalities.

# Air Quality and Emissions

## Federal and State Policy

The FMPO region is in compliance for all National Ambient Air Quality Standards (NAAQS), though ozone levels in San Juan County are just below the NAAQS design value in recent years.

While there are no specific federal requirements that local agencies must adhere to related to air quality, in 2019 the State of New Mexico set a statewide target to reduce net emissions 45% by 2030 compared to 2005 levels. Reducing transportation-related greenhouse gas (GHG) emissions is a key state-level strategy.

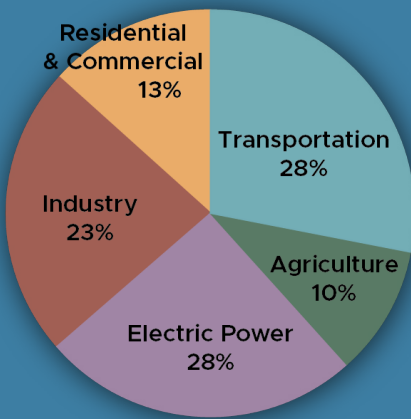
The Carbon Reduction Strategy, adopted in 2023, outlines specific steps that NMDOT can take to reduce transportation-related emissions, including:

- Enabling modes of travel that emit lower emissions
- Programs and investments that reduce vehicle miles traveled (VMT)
- Reducing emissions from state agency operations

Similar strategies can be utilized to reduce GHG emissions and improve air quality in the FMPO area.

Total US Greenhouse Gas Emissions by Economic Sector, 2022

Transportation accounts for more than a quarter of US greenhouse gas emissions, the largest source of direct emissions of any sector. Personal vehicles account for more than half of transportation-related GHG emissions.



Source: Environmental Protection Agency

## Transportation Emissions Reduction Strategies

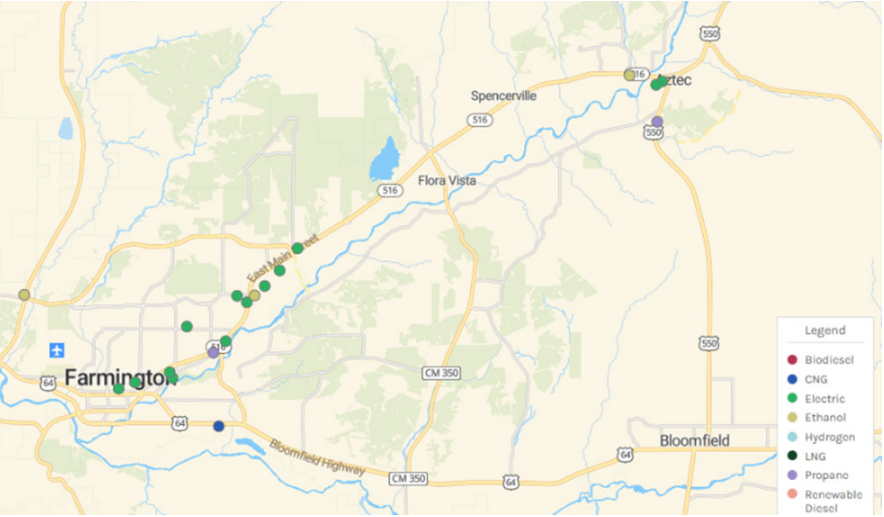
### Enabling Lower Emission Travel Modes

**Prioritize multi-modal transportation investments** to make it more easy, convenient, and comfortable to walk, bike, and take public transport while reducing reliance on single-occupancy vehicle trips.

**Invest in EV charging infrastructure** to create a network of public stations that support the growing adoption of electric vehicles and create more freedom of movement. In addition to transportation and health benefits, investing in EV charging infrastructure can support economic development objectives, as EV drivers often combine their refueling stops with shopping and recreational trips.



Figure 28: EV Charging Locations Across the Farmington MPO Region



Source: Alternative Fuels Data Center, US Department of Energy, Accessed August 3, 2025

Reducing VMT

**Align transportation and land use planning efforts** to encourage higher-density and mixed-use developments in appropriate places that are well-connected with multi-modal facilities. Integrated decision-making by planners can bring people’s homes and common destinations closer together, shortening trip lengths and making it possible for residents to access more destinations without using a private vehicle.

**Invest in Complete Streets improvements as standalone projects and during scheduled roadway maintenance.** Higher-quality facilities for people to walk and bike will enable residents to take trips by means other than single occupancy vehicles and reduce their VMT.

**Support active transportation events and programming that celebrate walking or biking trips.** Organize local celebrations of established days like International Walk to School Day, International Bike to School Day, Earth Day, and Bike to Work Day to normalize replacing car trips with walking or biking and encouraging individuals to participate together as a group. These events can welcome new people to walk, roll, and bike as a transportation choice.

**Invest in a range of public transit services,** including microtransit for short-to-medium distance trips in areas that are not well-served by fixed route transit and vanpools to support regional commuting. More robust and frequent public transit supports critical access to healthcare, education, and other goods and services, while reducing VMT.

**Support the Four Corners Rail Project,** which has the potential to lower truck freight-related emissions regionwide, as rail transport of goods is substantially more efficient both economically and environmentally.

Reducing Emissions from Public Agency Operations

**Replace retiring fleet vehicles with low/zero emissions vehicles** to reduce emissions.

**Adopt travel demand management programs** that encourage employees to choose walking, biking, public transit, and carpooling or vanpooling to travel to work.

This page intentionally left blank.



# **4 IMPLEMENTATION**

**GENERAL POLICIES**

**SUMMARY OF RECOMMENDATIONS**

**2050 MTP PROJECT LIST AND  
FINANCIAL ANALYSIS**

**PERFORMANCE MEASURES**



# GENERAL POLICIES



## Regional Coordination

Addressing the challenges identified in the 2050 MTP will require coordinated approaches and investments. While the Farmington MPO planning process provides a forum for this coordination to occur among member agencies, additional coordination can occur with agencies that represent surrounding jurisdictions.

### NMDOT

US and NM highways form the spine of the transportation network and maintaining critical roadways in good condition is an emphasis area of the MTP. Farmington MPO and NMDOT can coordinate on the timing of improvements and the incorporation of multimodal facilities as part of highway rehabilitation efforts, as well as regional trail projects that may require the use of NMDOT right-of-way.

### Navajo Nation

The City of Farmington is an important hub for retail, education, and medical services for members of the Navajo Nation, and many Navajo are employed across the Farmington MPO region. Ongoing coordination can support public transit connections, safety improvements, and other transportation objectives. Farmington MPO can coordinate with Navajo Nation leadership about participation in MPO committees and planning activities and may consider further boundary amendments to include the community of Shiprock as well as other parts of the Navajo Nation within San Juan County.

### Southwest Colorado

More than 20,000 trips per day take place between San Juan County and southwest Colorado, including commuting, recreation, and shopping trips in both directions. Farmington MPO and the Southwest Colorado Council of Governments can coordinate on analysis of regional travel patterns and opportunities to develop regional transportation initiatives, such as long-distance trail networks and regional transit services.

## Topic Areas for Regional Coordination

**Public Transit:** Additional services would make transit a viable option for regional commuting, retail shopping, and medical trips. Regional planning efforts could identify collection points where services come together, consider how to meet the needs of an aging population, and identify a management structure for regional transit services

**Multi-use Trails:** A well-connected regional trails network would support quality of life, create additional recreational and transportation opportunities, and encourage visitors to spend additional time in the region.

**Planning and Project Development:** Constrained resources and changing economic conditions and travel patterns mean there is an ever greater need to coordinate on general project priorities and to develop a unified approach to programming of federally funded projects.

**Economic Development:** Agencies across the region can coordinate on business recruitment efforts and marketing campaigns and can pool resources to support major infrastructure investments.



*Northwest New Mexico Council of Governments*

Economic development initiatives provide regional benefits and often involve a range of stakeholders and investments. The Northwest New Mexico Council of Governments conducts economic development planning for San Juan County as part of its larger service area and is involved in efforts such as the Four Corners Rail Project that could impact economic and transportation conditions across the Farmington MPO region.

**Supporting Economic Development Through Infrastructure Investments**

*Four Corners Rail Project*

The Four Corners Rail Project would introduce a major rail connection to the region and would support local industries by enabling goods to be moved more easily into and out of the region. A regional rail connection would also provide major safety and VMT reduction benefits by reducing the number of heavy trucks traveling along US 550 and US 64 through the region. Additional planning will be needed around connections to and from a potential rail terminus.

*Increased Transportation Access to Outdoor Recreational Sites*

Multimodal improvement projects can make it easier for residents and visitors to access to outdoor recreation sites, such as trailheads, without relying on a vehicle, and increase the amount of time that visitors spend in the region.

*Investments in Quality of Life*

Community members indicated a strong desire to be able to walk and bike more in outreach efforts for both the Bicycle and Pedestrian Master Plan and the 2050 MTP. Creating pleasant urban spaces and safe and comfortable places to walk and bike – including trails and bikeway networks contribute to a high quality of life and can help attract and retain workers and families



Source: Visit Four Corners

*Transit Connections to Job Sites and Job Training Sites*

Reliable public transit helps ensure a larger labor pool can access employment; however, local economic development leaders identified labor shortages and difficulty finding qualified staff as a challenge across a number of industries. Infrequent transit service to San Juan College also limits the ability of current and potential students to access jobs training programs and educational opportunities.

The 2050 MTP recommends more frequent service with enhanced connections to major destinations, such as San Juan College and San Juan Regional Medical Center, as well as the consideration of regional service to Southwest Colorado and the Four Corners Regional Airport and Durango-La Plata County Airport. Existing service between Shiprock and Farmington can be enhanced through more frequent service and greater coordination between Navajo Transit and Red Apple Transit.





# SUMMARY OF RECOMMENDATIONS



INVESTING  
IN QUALITY  
OF LIFE



SUPPORTING  
ECONOMIC  
DEVELOPMENT



INCREASING  
TRANSPORTATION  
OPTIONS



MAINTAINING  
AND ENHANCING  
THE EXISTING  
ROADWAY SYSTEM

Table 26: Committed Funding Roadway Maintenance and Improvements

| Recommendation                                                                                                                                                                      | Responsible Party               | Emphasis Areas                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Regional Mobility and Roadway Demand                                                                                                                                                |                                 |                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"><li>Maintain and upgrade traffic signal equipment and technology for vehicle detection.</li></ul>                                                 | City of Farmington, NMDOT       |                                                                                             |
| <ul style="list-style-type: none"><li>Integrate the Farmington MPO region into the statewide road conditions advisory system (NMRoads) to communicate driving conditions.</li></ul> | NMDOT, FMPO                     |                                                                                             |
| <ul style="list-style-type: none"><li>Conduct regional ITS/traffic operations summits to maintain working relationships among local agency and NMDOT staff.</li></ul>               | NMDOT, FMPO, City of Farmington |                                                                                                                                                                                |
| <ul style="list-style-type: none"><li>Increase frequency of traffic counts monitoring and consider collecting data on weekends.</li></ul>                                           | NMDOT, FMPO                     |                                                                                             |
| <ul style="list-style-type: none"><li>Utilize commerical data resources to complement traditional traffic counts data collection.</li></ul>                                         | FMPO                            |                                                                                                                                                                                |
| <ul style="list-style-type: none"><li>Invest sufficient resources to maintain roadways in a state of good repair.</li></ul>                                                         | NMDOT, local agencies           |       |
| <ul style="list-style-type: none"><li>Utilize resurfacing projects as an opportunity to implement road diets, new or improved bikeways, and enhanced crossings.</li></ul>           | NMDOT, local agencies           |    |
| <ul style="list-style-type: none"><li>Pursue access management along US 64 through Central Kirtland and NM 516 from east Farmington to Aztec.</li></ul>                             | NMDOT                           |                                                                                         |
| Safety                                                                                                                                                                              |                                 |                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"><li>Pursue an automated speed enforcement program and prioritize corridors that are part of the High Injury Network</li></ul>                     | City of Farmington              |                                                                                         |
| <ul style="list-style-type: none"><li>Conduct studies along key corridors on the High Injury Network to identify targeted projects and safety interventions.</li></ul>              | FMPO, NMDOT                     |                                                                                         |



| Recommendation                                                                                                                                                                                                                                                     | Responsible Party           | Emphasis Areas                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Pursue access management along critical corridors to improve pedestrian safety.</li></ul>                                                                                                                                    | NMDOT, local agencies       |          |
| <ul style="list-style-type: none"><li>Implement strategies and recommendations from the Bicycle and Pedestrian Master Plan to improve user safety.</li></ul>                                                                                                       | FMPO, local agencies        |                                                                                             |
| <ul style="list-style-type: none"><li>Conduct further regional safety planning with a focus on the regional High Injury Network.</li></ul>                                                                                                                         | FMPO, NMDOT, local agencies |                                                                                             |
| Active Transportation                                                                                                                                                                                                                                              |                             |                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"><li>Prioritize the implementation of bicycle, pedestrian, and multi-use trail projects. See the full MTP projects list on page 143 and the list of Complete Streets projects in the Appendix.</li></ul>                          | Local agencies, NMDOT, FMPO |                                                                                             |
| <ul style="list-style-type: none"><li>Refer to Complete Streets Facility Type Designations during project development, including roadway resurfacing and rehabilitation projects.</li></ul>                                                                        |                             |          |
| <ul style="list-style-type: none"><li>Apply road diets along priority corridors with excess roadway capacity and reallocate space for bicyclists and pedestrians.</li></ul>                                                                                        | Local agencies, NMDOT       |          |
| <ul style="list-style-type: none"><li>Enhance existing bikeways by widening bike lanes, adding buffers to convert standard bike lanes into buffered bike lanes, and applying vertical separation along higher speed and volume roadways, as appropriate.</li></ul> | Local agencies, NMDOT       |                                                                                             |
| <ul style="list-style-type: none"><li>Develop a regional paved multi-use trail system that links communities together and expands outdoor recreation opportunities.</li></ul>                                                                                      | NMDOT, local agencies, FMPO |       |
| <ul style="list-style-type: none"><li>Develop a regional network of low-volume long-distance rural bicycling routes.</li></ul>                                                                                                                                     | San Juan County, FMPO       |                                                                                         |
| Transit                                                                                                                                                                                                                                                            |                             |                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"><li>Initiate a study of the market potential for formal transit service between the Farmington and Durango areas.</li></ul>                                                                                                      | Red Apple Transit, FMPO     |    |
| <ul style="list-style-type: none"><li>Conduct regular reviews of microtransit performance metrics to evaluate operations.</li></ul>                                                                                                                                | Red Apple Transit           |                                                                                         |

| Recommendation                                                                                                                                                                                                                             | Responsible Party                               | Emphasis Areas                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Invest in user amenities to improve the experience for transit users.</li></ul>                                                                                                                      | Red Apple Transit, local agencies               |                                                                                       |
| <ul style="list-style-type: none"><li>Increase coordination among Red Apple Transit, Navajo Nation Transit, and the North Central Regional Transit District and NCRTD.</li></ul>                                                           | Red Apple Transit, Navajo Nation Transit, NCRTD |                                                                                       |
| <ul style="list-style-type: none"><li>Conduct a Network Review and Transit Action Plan to assess the design and effectiveness of the existing bus transit system.</li></ul>                                                                | Red Apple Transit, FMPO                         |    |
| Freight and Long-distance Commerce                                                                                                                                                                                                         |                                                 |                                                                                                                                                                                                                                                             |
| <ul style="list-style-type: none"><li>Maintain pavement conditions to a high standard along Critical Rural and Urban Freight Corridors and Regional Priority freight routes.</li></ul>                                                     | NMDOT, Local agencies                           |                                                                                       |
| <ul style="list-style-type: none"><li>Enhance data collection, including freight truck counts, to understand shifts in economic activity and impacts to regional roads.</li></ul>                                                          | NMDOT, FMPO                                     |                                                                                                                                                                          |
| <ul style="list-style-type: none"><li>Coordinate on ongoing freight planning efforts, including updates to the Critical Urban and Rural Freight Corridor Networks.</li></ul>                                                               | FMPO, NMDOT                                     |                                                                                       |
| <ul style="list-style-type: none"><li>Conduct a regional freight study to identify freight-specific roadway improvements.</li></ul>                                                                                                        | FMPO, NMDOT                                     |                                                                                       |
| <ul style="list-style-type: none"><li>Support planning and coordination efforts for the Four Corners Rail Freight Project.</li></ul>                                                                                                       | FMPO, NMDOT, San Juan County                    |                                                                                       |
| <ul style="list-style-type: none"><li>Improve transportation access to regional commercial airports to support further development of passenger service, including transit connections, shuttle services, and/or microtransit.</li></ul>   | NMDOT, City of Farmington, FMPO                 |    |
| <ul style="list-style-type: none"><li>Participate in regional efforts to recruit additional passenger air service to the Four Corners region.</li></ul>                                                                                    | Local agencies, FMPO                            |                                                                                   |
| <ul style="list-style-type: none"><li>Invest in runways and other infrastructure at the Four Corners Regional Airport to increase the ability to support general aviation, commercial services, freight cargo, and military use.</li></ul> | City of Farmington                              |                                                                                   |



| Recommendation                                                                                                                                                                         | Responsible Party                       | Emphasis Areas                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Climate Resilience                                                                                                                                                                     |                                         |                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"><li>Apply transportation infrastructure designs that improve resiliency, account for higher temperatures, and more extreme weather events.</li></ul> | NMDOT, Local agencies                   |                                                                                                                                                                                |
| <ul style="list-style-type: none"><li>Integrate cool pavement treatment into street maintenance programs to lower surface temperatures.</li></ul>                                      | NMDOT, local agencies                   |                                                                                             |
| <ul style="list-style-type: none"><li>Apply landscaping and shade along key corridors to reduce ambient air temperatures for all road users.</li></ul>                                 | NMDOT, local agencies                   |                                                                                             |
| <ul style="list-style-type: none"><li>Utilize green stormwater infrastructure techniques as part of roadway design to mitigate the effects of extreme rainfall events.</li></ul>       | NMDOT, local agencies                   |                                                                                             |
| <ul style="list-style-type: none"><li>Increase and diversify transportation options across the region to improve resilience during extreme natural disasters.</li></ul>                | NMDOT, local agencies                   |                                                                                             |
| <ul style="list-style-type: none"><li>Promote development in well-connected, low vulnerability areas to promote more resilient development patterns.</li></ul>                         | Local agencies                          |                                                                                             |
| <ul style="list-style-type: none"><li>Increase community awareness and preparedness for extreme events and natural disasters.</li></ul>                                                | NMDOT, local agencies                   |                                                                                             |
| Emissions Reduction Strategies and Policy                                                                                                                                              |                                         |                                                                                                                                                                                                                                                                   |
| <ul style="list-style-type: none"><li>Invest in charging infrastructure to create a network of public stations that support the adoption of electric vehicles.</li></ul>               | NMDOT, local agencies                   |       |
| <ul style="list-style-type: none"><li>Align transportation and land use planning efforts to encourage higher density development with well connected multimodal facilities.</li></ul>  | Local agencies                          |    |
| <ul style="list-style-type: none"><li>Replace retiring vehicles with low/zero emissions vehicles to reduce emissions.</li></ul>                                                        | Local agencies, NMDOT                   |                                                                                         |
| <ul style="list-style-type: none"><li>Adopt travel demand management programs that encourage employees to take alternative means of transportation to work.</li></ul>                  | Local agencies, private employers, FMPO |                                                                                         |

*This page intentionally left blank.*





# 2050 MTP PROJECT LIST AND FINANCIAL ANALYSIS



The 2050 MTP contains nearly 70 projects that collectively comprise more than \$900 million in transportation investments (**Figure 29** and **30**). The project list reflects the priorities of Farmington MPO member agencies and summarizes regionally significant projects that could reasonably be assumed to be implemented over the plan timeframe. See the Financial Analysis section for an analysis of spending by time period and project type.

It is important to note that transportation investments may still be pursued if they are not explicitly identified as a project in this plan. To receive federal funding, a project must be consistent with the recommendations and findings of the MTP. See the Recommendations section for additional discussion on regional priorities.

## 2050 MTP Project List

### Sources of Projects in the 2050 MTP

The project list for the 2050 MTP is based on the following documents and sources:

- Current Transportation Improvement Program (TIP):** The TIP is the near-term list of projects that will receive state and/or federal funding, as well as locally funded projects that are considered regionally significant as they are located along collector and arterial roads. Projects included in the TIP can be led and funded by local government entities or NMDOT, and often include a mix of local, state, and federal funding sources. The TIP covers a minimum four-year period, plus informational years. A “new” TIP is developed every two years by adding the next two subsequent fiscal years.
- Local agency priorities:** Farmington MPO member agencies identified projects based on connections to key destinations, infrastructure upgrades and replacements, and local studies and planning efforts.

- Analysis of travel demand:** Modest traffic volumes and the lack of projected growth create opportunities for road diets on select roadways.
- 2045 MTP project list:** Many projects in the outer years of the 2045 MTP are retained in the 2050 MTP. Some projects in the 2045 MTP were not included due to changing community priorities and funding considerations.
- Farmington MPO Bicycle and Pedestrian Master Plan (2024):** The 2050 MTP includes projects identified in the Bicycle and Pedestrian Master Plan and assigns those projects to a timeframe for implementation.

### Notes on Project Timeframe

- In progress** refers to projects that are programmed in the TIP and are under construction as of Summer 2025. There are more than \$67 million in projects in progress at the time the MTP was adopted in Fall 2025.
- Near-term** refers to projects that are expected to begin construction between 2026 and 2030. Near-term includes projects that are programmed in the TIP but have not begun construction.
- Medium-term** refers to projects that are expected to begin construction between 2031 and 2040.
- Long-term** refers to projects that are expected to begin construction between 2041 and 2050.
- Study corridor** refers to potential long-term projects that require further analysis of growth patterns and travel demand over time before a tangible investment is identified.



Figure 29: Regional MTP 2050 Project List Map

Notes on Cost Estimates

The project cost estimates in the 2050 MTP are provided in 2025 dollars and are based on four sources:

- **Project-specific estimates:** Developed by local agency staff for newly identified projects.
- **Bikeway and Trail Facilities Plan:** Cost estimates for specific projects were created in 2023 and inflated to create 2025 values.
- **2045 MTP:** Projects retained from the previous long-range plan were inflated based on an average annual rate of about 4.5% for a total inflation of 24.5% from 2020 to 2025.
- **Per mile cost estimates for standard project types:** See Table 27 for per mile estimates for various forms of pavement preservation and rehabilitation efforts, sidepaths, and safety enhancement projects.

All cost estimates that rely on inflation adjustments are rounded to the nearest \$100,000. Cost estimates may need to be refined as project scopes become more clearly defined to account for price escalations, right-of-way needs, and other factors.

Table 27: Per Mile Estimates by Project Type

| Project Type                                   | General Estimate*      |
|------------------------------------------------|------------------------|
| Two lane highway: Minor preservation           | \$100,000 per mile     |
| NHS highway: Minor preservation                | \$2-3 million per mile |
| NHS highway: Major preservation/rehabilitation | \$4-6 million per mile |
| Sidepath                                       | \$1.5 million per mile |
| Safety enhancements                            | \$3-5 million per mile |

Note\*: Based on input from NMDOT and San Juan County staff

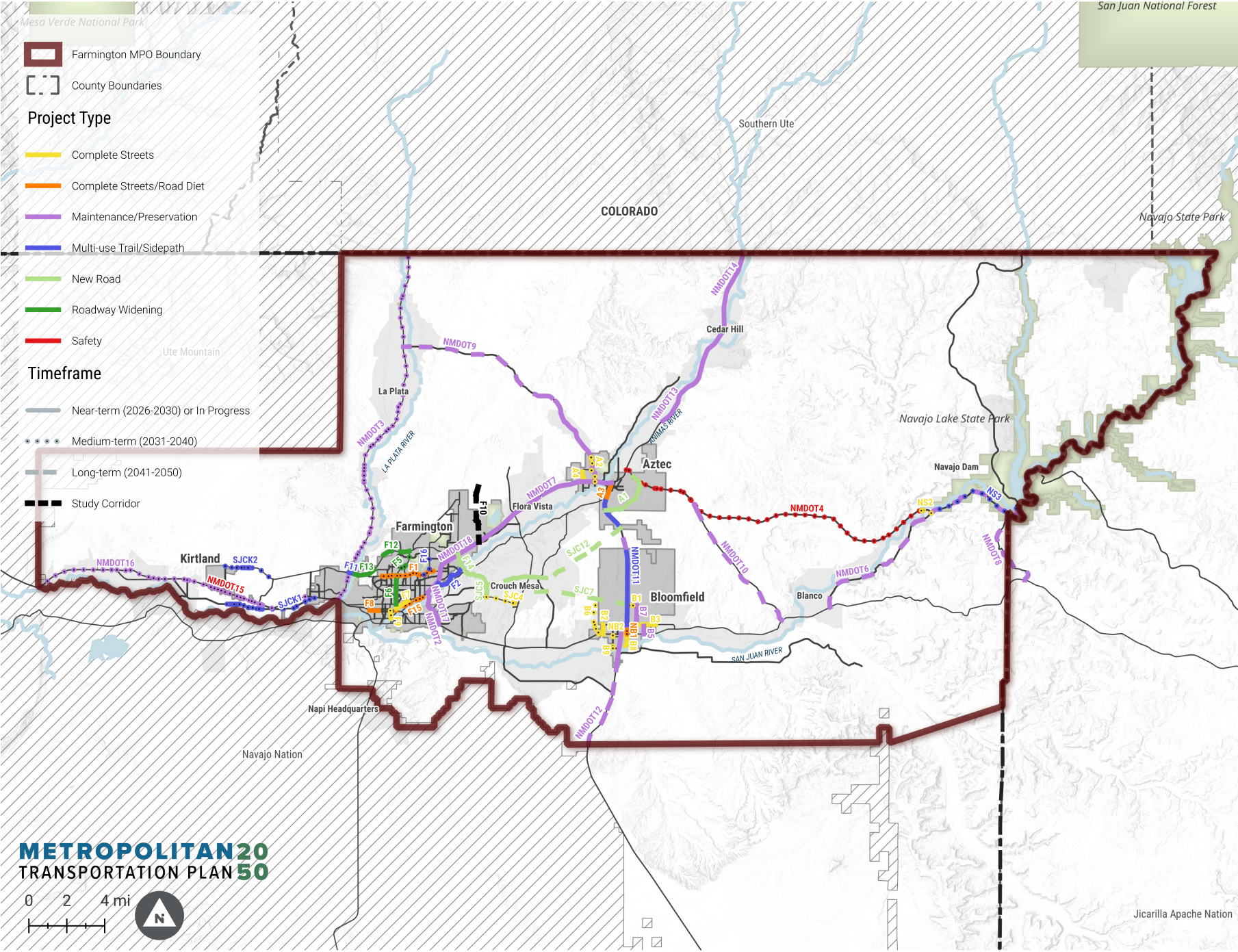
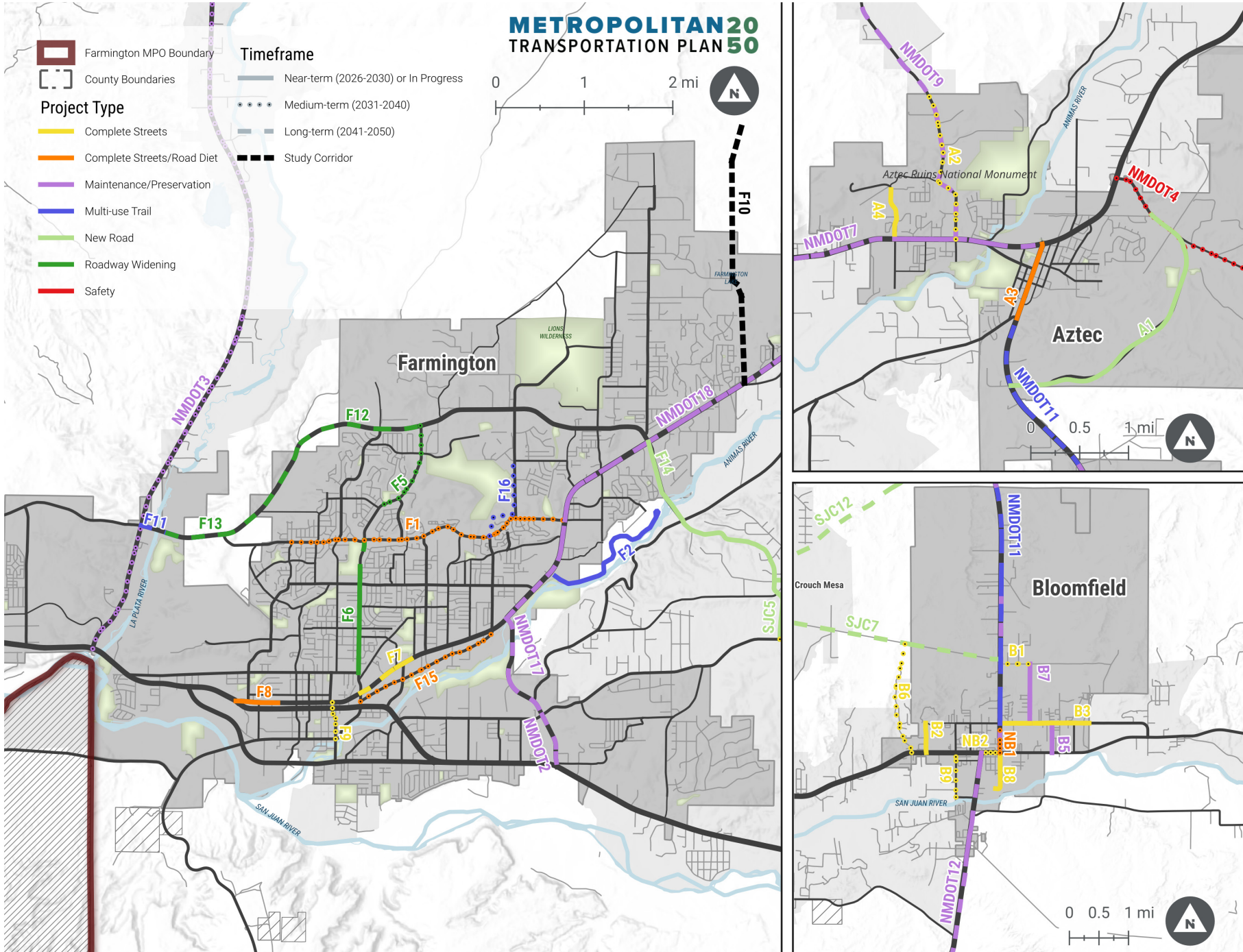




Figure 30: MTP 2050 Project List Map, Cities Scale





| Project ID | Facility / Project Name             | Project Type                 | Termini                          | Length (mi) | Est. Cost (2025) | Timeframe               |
|------------|-------------------------------------|------------------------------|----------------------------------|-------------|------------------|-------------------------|
| F6         | Butler Ave Widening, Part 1         | Roadway Widening             | Apache to 30th St                | 1.50        | \$12,400,000     | Long-term (2041-2050)   |
| F7         | Main St Multimodal Enhancements     | Complete Streets             | Butler Ave to Fairgrounds Rd     | 0.73        | \$18,700,000     | Long-term (2041-2050)   |
| F8         | Main St Road Diet Extension         | Complete Streets / Road Diet | Broadway Ave to Schwartz Ave     | 0.47        | \$800,000        | Near-term (2026-2030)   |
| F9         | Miller Ave Bikeways                 | Complete Streets             | Corcoran Dr/Boyd Park to Main St | 0.53        | \$700,000        | Medium-term (2031-2040) |
| F10        | New Road - East of Foothills Rd     | Study Corridor               | NM 516 to Northern Route         | 2.92        | N/A              | Study Corridor          |
| F11        | Pinon Hills Blvd Multi-use Trail    | Multi-use Trail              | NM 170 and 30th St               | 0.96        | \$1,900,000      | Long-term (2041-2050)   |
| F12        | Piñon Hills Blvd Widening           | Roadway Widening             | 30th St to Butler Ave            | 2.80        | \$11,200,000     | Long-term (2041-2050)   |
| F13        | Piñon Hills Blvd Widening           | Roadway Widening             | Sports Complex to 30th St        | 0.65        | \$5,000,000      | Long-term (2041-2050)   |
| F14        | Piñon Hills Blvd Extension          | New Road                     | NM 516 to CR 3000                | 0.98        | \$40,000,000     | In progress             |
| F15        | San Juan Blvd Road Diet             | Complete Streets / Road Diet | Butler Ave to Main St            | 1.72        | \$1,300,000      | Medium-term (2031-2040) |
| F16        | San Juan College Bike Trail         | Multi-use Trail              | San Juan College                 | 1.04        | \$1,500,000      | Medium-term (2031-2040) |
| NMDOT      |                                     |                              |                                  |             |                  |                         |
| NMDOT1     | Browning Pkwy (NM 516) Bridge Study | Study Corridor               | Bridge extent                    | N/A         | \$500,000        | Long-term (2041-2050)   |
| NMDOT2     | Browning Pkwy (NM 516) Maintenance  | Maintenance / Preservation   | US 64 to Southside River Road    | 0.62        | \$1,900,000      | Long-term (2041-2050)   |
| NMDOT3     | NM 170 Maintenance                  | Maintenance / Preservation   | US 64 to FMPO Boundary           | 19.45       | \$38,900,000     | Medium-term (2031-2040) |
| NMDOT4     | NM 173 Maintenance                  | Safety                       | US 550 to NM 511                 | 18.06       | \$72,200,000     | Medium-term (2031-2040) |
| NMDOT5     | NM 173 and US 550                   | Safety                       | Intersection                     | N/A         | \$1,200,000      | Medium-term (2031-2040) |
| NMDOT6     | NM 511 Maintenance                  | Maintenance / Preservation   | US 64 to FMPO Boundary           | 12.94       | \$1,300,000      | Long-term (2041-2050)   |
| NMDOT7     | NM 516 Rehabilitation and Safety    | Maintenance / Preservation   | Farmington limits to US 550      | 6.76        | \$40,600,000     | Long-term (2041-2050)   |
| NMDOT8     | NM 539 Maintenance                  | Maintenance / Preservation   | US 64 to NM 511                  | 4.26        | \$400,000        | Long-term (2041-2050)   |
| NMDOT9     | NM 574 Maintenance                  | Maintenance / Preservation   | NM 170 to NM 516                 | 14.03       | \$1,400,000      | Long-term (2041-2050)   |
| NMDOT10    | NM 575 Maintenance                  | Maintenance / Preservation   | US 64 to NM 173                  | 7.89        | \$800,000        | Long-term (2041-2050)   |

| Project ID              | Facility / Project Name                | Project Type                 | Termini                                                             | Length (mi) | Est. Cost (2025) | Timeframe               |
|-------------------------|----------------------------------------|------------------------------|---------------------------------------------------------------------|-------------|------------------|-------------------------|
| NMDOT11                 | US 550 Trail                           | Multi-use Trail              | Blanco Blvd (Bloomfield) to Rio Grande Ave (Aztec)                  | 7.00        | \$7,100,000      | Long-term (2041-2050)   |
| NMDOT12                 | US 550 Maintenance - South of Aztec    | Maintenance / Preservation   | FMPO southern boundary to Aztec city limits                         | 11.86       | \$59,300,000     | Long-term (2041-2050)   |
| NMDOT13                 | US 550 Rehabilitation                  | Maintenance / Preservation   | MP 164.9 to 168.3                                                   | 4.48        | \$20,041,609     | Near-term (2026-2030)   |
| NMDOT14                 | US 550 Rehabilitation                  | Maintenance / Preservation   | MP 168.3 to 174.5                                                   | 5.91        | \$30,406,649     | Near-term (2026-2030)   |
| NMDOT15                 | US 64 Access Management                | Safety                       | Kirtland business district: school entrance west of CR 6575 to 6299 | 1.84        | \$9,200,000      | Medium-term (2031-2040) |
| NMDOT16                 | US 64 Maintenance - West of Farmington | Maintenance / Preservation   | West of Farmington city limits                                      | 14.78       | \$73,900,000     | Medium-term (2031-2040) |
| NMDOT17                 | Browning Pkwy (NM 516)                 | Maintenance / Preservation   | Southside River Rd to Main Street                                   | 1.28        | \$6,400,000      | Long-term (2041-2050)   |
| NMDOT18                 | Main Street (NM 516)                   | Maintenance / Preservation   | Browning Pkwy to Farmington City Limits                             | 5.15        | \$25,800,000     | Long-term (2041-2050)   |
| NMDOT / Bloomfield      |                                        |                              |                                                                     |             |                  |                         |
| NB1                     | 1st St (US 550) Complete Street        | Complete Streets / Road Diet | US 64 to Blanco Rd                                                  | 0.50        | \$700,000        | Medium-term (2031-2040) |
| NB2                     | Broadway Blvd (US 64) Sidepath         | Complete Streets             | US 550 (Bloomfield Blvd) to 1st St                                  | 0.31        | \$600,000        | Medium-term (2031-2040) |
| NMDOT / San Juan County |                                        |                              |                                                                     |             |                  |                         |
| NS1                     | NM 173 / Navajo Dam Bridge             | Complete Streets             | San Juan River crossing                                             | N/A         | \$3,000,000      | Medium-term (2031-2040) |
| NS2                     | NM 173 Multimodal Enhancements         | Complete Streets             | CR 4277 to NM 511                                                   | 0.70        | \$700,000        | Medium-term (2031-2040) |
| NS3                     | NM 511 Multi-use Trail                 | Multi-use Trail              | NM 173 to State Park Entrance                                       | 5.44        | \$5,400,000      | Medium-term (2031-2040) |
| Red Apple Transit       |                                        |                              |                                                                     |             |                  |                         |
| RA1                     | Transit Operations                     | Transit                      | Region-wide                                                         | N/A         | \$45,000,000     | Ongoing                 |
| San Juan County         |                                        |                              |                                                                     |             |                  |                         |
| SJC1                    | CR 2900 / Bridge 3382                  | Bridge Replacement           | Bridge #3382                                                        | N/A         | \$500,000        | Medium-term (2031-2040) |
| SJC2                    | CR 2900 / Bridge 8247                  | Bridge Replacement           | Bridge #8247                                                        | N/A         | \$1,000,000      | Long-term (2041-2050)   |
| SJC3                    | CR 3050 / Bridge 9224                  | Bridge Replacement           | Bridge #9224                                                        | N/A         | \$250,000        | Medium-term (2031-2040) |
| SJC4                    | CR 390 (Wildflower Pkwy)               | Complete Streets             | Road 350 to CR 3900                                                 | 1.73        | \$4,000,000      | Medium-term (2031-2040) |



| Project ID                   | Facility / Project Name                 | Project Type       | Termini                                 | Length (mi) | Est. Cost (2025) | Timeframe               |
|------------------------------|-----------------------------------------|--------------------|-----------------------------------------|-------------|------------------|-------------------------|
| SJC5                         | CR 3900 (Part of Piñon Hills Extension) | New Road           | County portion of Piñon Hills Extension | 2.42        | \$30,000,000     | Near-term (2026-2030)   |
| SJC6                         | CR 4450/4990 / Bridge 8118              | Bridge Replacement | Bridge #8118                            | N/A         | \$20,000,000     | Long-term (2041-2050)   |
| SJC7                         | CR 5030 Construction                    | New Road           | CR 350 to US 550                        | 5.55        | \$25,000,000     | Long-term (2041-2050)   |
| SJC8                         | CR 6100 / Bridge 5795                   | Bridge Replacement | Bridge #5795                            | N/A         | \$600,000        | Medium-term (2031-2040) |
| SJC9                         | CR 6100 / Bridge 7545                   | Bridge Replacement | Bridge #7545                            | N/A         | \$600,000        | Medium-term (2031-2040) |
| SJC10                        | CR 6675 / Bridge 8113                   | Bridge Replacement | Bridge #8113                            | N/A         | \$20,000,000     | Medium-term (2031-2040) |
| SJC11                        | CR 6675 / Bridge 5722                   | Bridge Replacement | Bridge #5722                            | N/A         | \$800,000        | Near-term (2026-2030)   |
| SJC12                        | Highline Road Construction              | New Road           | CR 3950 to US 550                       | N/A         | \$23,600,000     | Long-term (2041-2050)   |
| San Juan County / Farmington |                                         |                    |                                         |             |                  |                         |
| SJCFX                        | Northern Route - New Road               | Study Corridor     | College Blvd to US 550                  | TBD         | N/A              | Study Corridor          |
| San Juan County / Kirtland   |                                         |                    |                                         |             |                  |                         |
| SJCK1                        | CR 6100 Sidepath                        | Multi-use Trail    | CR 6400 to US 64                        | 5.00        | \$7,500,000      | Medium-term (2031-2040) |
| SJCK2                        | CR 6480 Sidepath                        | Multi-use Trail    | CR 6500 to CR 6200                      | 2.73        | \$4,100,000      | Medium-term (2031-2040) |

## Financial Analysis

### Concept of Fiscal Constraint

The list of projects in an MTP must be fiscally constrained – that is, the total cost of proposed transportation improvements should approximately match the funding reasonably expected to be available. This section quantifies the total value of the 2050 MTP project list by timeframe as well as the cumulative funds available over time for agencies across the Farmington MPO region.

### Review of Recent Expenditures

Table 28 summarizes the funds programmed for projects in the TIP from 2020 through 2027, including average expenditures at the local, state, and federal levels. Over that eight-year span, the average annual project expenditures were about \$28.3 million.

A challenge in long-term financial planning is that local funding is highly variable. While the City of Farmington and San Juan County issue general obligation bonds that may support transportation projects, other FMPO member agencies generally rely on short-term infrastructure capital improvement programs (ICIP) for project planning and state and federal grants and state capital outlay for implementation.

### Committed Funding Roadway Maintenance and Improvements

**Local Agencies:** Table 29 summarizes recurring transportation spending identified by local agencies. These funds may be applied to resurfacing and improvements to all road types, including local roads, or to fund projects identified in the 2050 MTP. As such, these funds are considered complementary to the 2050 MTP project list, rather than an input. Altogether, local agencies spend more than \$7.5 million per year on general maintenance and improvements, which equals nearly \$190 million over the MTP’s 25-year span.

A particular opportunity is to apply crossing enhancements and on-street bikeway improvements as part of resurfacing and restriping efforts.

Table 29: Committed Funding Roadway Maintenance and Improvements

| Jurisdiction                 | Annual      | Total: 2026-2050 |
|------------------------------|-------------|------------------|
| Aztec                        | \$250,000   | \$6,250,000      |
| Bloomfield                   | \$100,000   | \$2,500,000      |
| Farmington                   | \$5,000,000 | \$125,000,000    |
| San Juan County - Roadways   | \$2,000,000 | \$50,000,000     |
| San Juan County - Recreation | \$200,000   | \$5,000,000      |
| Total                        | \$7,550,000 | \$188,750,000    |

Table 28: Total Funds Programmed in the Transportation Improvement Program by Four-Year Cycle

| Period           | Federal      | State        | Local        | Total         | Amount per Year |
|------------------|--------------|--------------|--------------|---------------|-----------------|
| 2020-2023 TIP    | \$31,043,933 | \$22,013,659 | \$48,776,305 | \$101,833,897 | \$25,458,474    |
| 2024-2027 TIP    | \$61,819,784 | \$50,261,298 | \$12,568,293 | \$124,649,375 | \$31,162,344    |
| Average per Year | \$11,607,965 | \$9,034,370  | \$7,668,075  | \$226,483,272 | \$28,310,409    |



**NMDOT:** NMDOT programs state and federal funding for projects and maintenance across the Farmington MPO region through its District 5 office. NMDOT does not disaggregate spending within District 5 by subarea or maintain a maintenance budget specific to the Farmington MPO region.

The 2050 MTP accounts for the cost of recurring roadway maintenance along NMDOT facilities by identifying likely rehabilitation projects along US and NM highways. Though each District receives an annual maintenance budget, major rehabilitation efforts generally require state and/or federal funds well above and beyond the District maintenance budgets.

### MTP Project List Total Costs

#### Summary of Projects by Timeframe and Type

Over the 25-year planning period, the 2050 MTP identifies more than \$900 million in projects and expenditures, including projects in progress, ongoing maintenance, and location-specific improvements. Location-specific projects total about \$685.5 million, or about \$27.4 million per year. See Table 30 for total expenditures by timeframe.

Figure 31 contains total expenditures by project type. About half of total funds are **roadway maintenance projects** – including local agency efforts and NMDOT projects – that are intended to keep the roadway network in a state of good repair.

Table 30: Distribution of MTP Projects by Time Period

|                       | FMPO Region   |              | NMDOT         |              | Non-NMDOT     |              |
|-----------------------|---------------|--------------|---------------|--------------|---------------|--------------|
| Timeframe             | Total         | Annual       | Total         | Annual       | Total         | Annual       |
| In progress           | \$67,312,940  | \$13,462,588 | \$0           | \$0          | \$67,312,940  | \$13,462,588 |
| Transit - ongoing     | \$45,000,000  | \$1,800,000  |               |              | \$45,000,000  | \$1,800,000  |
| Maintenance - ongoing | \$188,750,000 | \$7,550,000  | \$0           | \$0          | \$188,750,000 | \$37,750,000 |
| 2026-2030             | \$113,554,225 | \$22,710,845 | \$50,448,258  | \$10,089,652 | \$63,105,967  | \$12,621,193 |
| 2031-2040             | \$301,245,902 | \$30,124,590 | \$205,800,000 | \$20,580,000 | \$95,445,902  | \$9,544,590  |
| 2041-2050             | \$270,663,140 | \$27,066,314 | \$145,500,000 | \$14,550,000 | \$125,163,140 | \$12,516,314 |
| Total (2026-2050)     | \$685,463,267 | \$27,418,531 | \$401,748,258 | \$16,069,930 | \$283,715,009 | \$11,348,600 |

Maintenance is a broad term, and the scope for many of these projects has not been identified. More in-depth rehabilitation projects that feature pavement resurfacing provide an opportunity to incorporate safety enhancements and new or improved bikeway and/or pedestrian facilities.

**Capacity expansion projects**, including roadway widening and new roads, comprise about 18% of total expenditures. **Complete Streets projects** that add bicycle and/or pedestrian facilities comprise about 11% of total expenditures.

### Funding for Red Apple Transit

The 2050 MTP assumes future funding levels for regional transit are stable, though the plan recommends that additional funding be identified to improve service levels and make transit a more reliable option. General priorities include regional connections and additional service to San Juan College and San Juan Regional Medical Center to meet the needs of students and an aging population.

Table 31 contains projected funding levels for Red Apple Transit from 2025 through 2028, as identified in the TIP. The average amount for the four-year period is included in the MTP as an ongoing project. Federal funding for Red Apple Transit is a combination of 5307 FTA funds to support operating expenditures and 5309 funds to support vehicle replacement costs and other capital needs. The City of Farmington provides a local match and covers additional operating expenses while the City of Bloomfield and San Juan County contribute funds to support service in their jurisdictions and connections to Farmington. As of 2025, the City of Aztec is not contributing to regional transit service.

Figure 31: Total Expenditures by Project Type

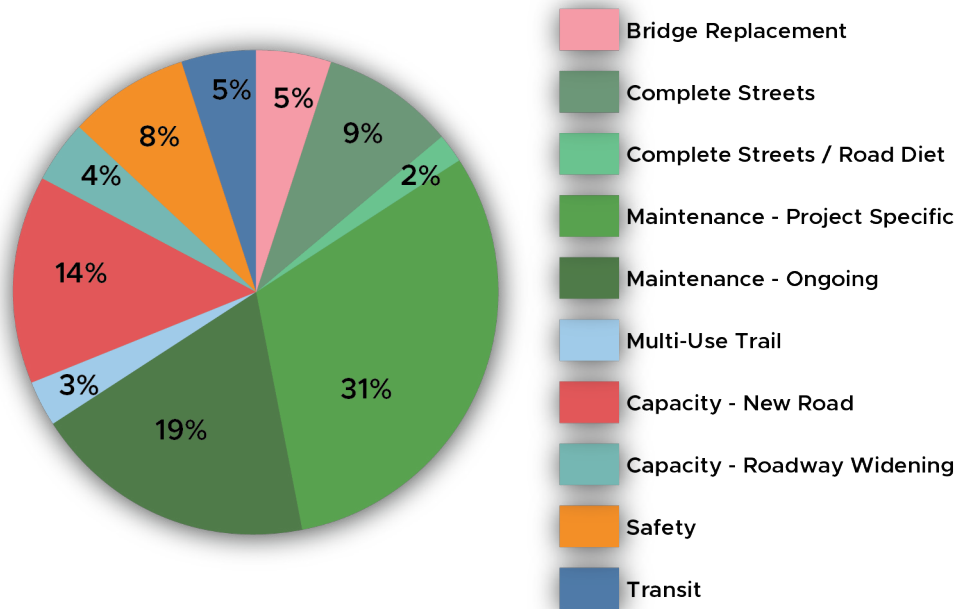


Table 31: Red Apple Transit Funding in TIP

| Year    | Total       |
|---------|-------------|
| 2025    | \$1,579,640 |
| 2026    | \$1,516,168 |
| 2027    | \$2,039,158 |
| 2028    | \$2,057,596 |
| Average | \$1,798,141 |



## Federal and State Funding Sources

### Federal Funding Opportunities

Farmington MPO facilitates funding applications from local agencies to NMDOT for a variety of federal funding programs. Generally, federal funds are distributed as reimbursement programs that require an extensive certification process and a local funding match. Projects that are selected to receive federal funds are programmed in the TIP.

The largest federal funding programs are used primarily on the National Highway System and NMDOT owned facilities, though projects along locally-owned arterial and collector roads are eligible for federal funds. Other funding programs - including the Transportation Alternatives Program and Recreational Trail Program – are available for local and tribal agencies only.

NMDOT produces guidebooks for many of the funding sources listed below, including eligible projects, application requirements, scoring criteria, and other considerations. Local agencies should consult the NMDOT T/LPA Handbook for additional information on the project development process, including the certifications required for federal funding.

**National Highway Performance Program:** The National Highway Performance Program (NHPP) makes funds available for the maintenance and improvements to the National Highway System (NHS) – the majority of which is owned and maintained by NMDOT – and for projects that will help NMDOT achieve the performance targets established in its Asset Management Plan. The majority of NHS roads in the FMPO region are owned and maintained by NMDOT.

**Surface Transportation Block Grant Program:** Funding for the Surface Transportation Block Grant program (STBG) may be used by NMDOT or local agencies to preserve and improve the conditions and performance on any federal-aid highway, bridges along any public road, pedestrian and bicycle infrastructure, and for transit capital projects. STBG funds for the Farmington MPO region are programmed at the state level.

**Congestion Mitigation and Air Quality:** The Congestion Mitigation Air Quality (CMAQ) Improvement Program supports transportation projects that help improve air quality and reduce congestion to meet National Ambient Air Quality Standards. Though the Farmington MPO region is in attainment for NAAQS, the State may award CMAQ-Flex funds to local agencies. Eligible projects include activities that address air pollution through reduced vehicle miles traveled or fuel consumption and include active transportation and trail projects, transit enhancements, and road diets.

**Highway Safety Improvement Program:** Funding through the Highway Safety Improvement Program (HSIP) may be used by NMDOT and local agencies for projects that will lead to significant reduction in traffic fatalities and serious injuries. Projects are selected through a competitive process and must be consistent with or apply strategies identified in the NMDOT Strategic Highway Safety Plan.

**Transportation Alternatives Program:** Funds from the Transportation Alternatives Program (TAP) are specific to projects that support non-motorized travel, including pedestrian and bicycle facilities, including trail projects and safe routes to school programs. Refer to the NMDOT Active Transportation and Recreational Programs Application Guide for more information.

**Recreational Trails Program:** Funds from the Recreational Trails Program (RTP) are available for local governments for the development and maintenance of paved and unpaved recreational trails and facilities. The total state allocation was about \$1.3 million in FY 2025; there are no minimum or maximum funding amounts for RTP.

**Carbon Reduction Program:** Funds from the Carbon Reduction Program (CRP) are available to local agencies and NMDOT and are specifically intended for investments that reduce transportation-related CO<sub>2</sub> emissions. Farmington MPO receives a suballocation of CRP funds, while additional funds are administered statewide through a competitive selection process. Eligible projects include traffic monitoring programs, operations investments that improve traffic flow, capital investments for public transit, and the planning, design, and construction of active transportation projects.

## State Funding

Local entities may receive state funds through the **Transportation Project Fund** (TPF), which provides dedicated resources for roadway improvement projects. TPF awards cover 95 percent of project costs – or 100 percent if a financial hardship can be demonstrated – and is available for municipalities, counties, and tribal governments.

The **New Mexico Match Program** allows local agencies to utilize state resources in lieu of a local match for federal funding applications. The fund is intended to make it easier for local agencies with limited resources and capacity to take advantage of federal funding opportunities.

Local projects may also be funded through **legislative appropriations**, though the available funds vary by year and often do not cover the full cost of improvements.



# PERFORMANCE MEASURES



## Overview

This section outlines the performance measures (PMs) that Farmington MPO will use to evaluate its progress towards the region’s transportation goals. Farmington MPO’s 2050 performance measures are a combination of federally mandated metrics that all MPOs are required to track and additional performance measures that support the region’s transportation and economic development goals. Table 32 includes a list of the performance measures, categorized by broad themes.

In this section, “performance measures” refers to the specific metrics used to evaluate the conditions of the transportation system, while “performance targets” are the specific, quantifiable goals that the Farmington MPO aims to achieve for each performance measure.

The Farmington MPO has set performance targets that are consistent with NMDOT long-range goals. For some performance measures, the MPO is already meeting or exceeding the identified performance targets. For the other performance measures, additional investments are needed to meet the performance targets.

## Application of Performance Measures at the Farmington MPO Level

- » Where appropriate, the 2050 MTP adapts NMDOT performance targets to the Farmington region through adjustments based on the MPO and/or San Juan County population level.
- » For most measures, performance targets are presented as a desired change from current conditions - either a reduction or an increase, depending on the measures.
- » Where available, performance measures and supporting data are applied for the Farmington MPO region. For various performance measures, the data is only available at the County level.



Table 32: Farmington MPO Performance Measures Summary Table

| Category                          | Performance Measure                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Federal Performance Measures      |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Safety (PM1)                      | <ul style="list-style-type: none"><li>Total fatalities</li><li>Serious injuries</li><li>Rate of fatalities (per 100 million vehicle miles travelled (VMT))</li><li>Rate of serious injuries (per 100 million VMT)</li><li>Number of non-motorized fatalities and serious injuries</li></ul>                                                                                                                                        |
| Infrastructure Condition (PM2)    | <ul style="list-style-type: none"><li>Percentage of pavements of the National Highway System (NHS) interstate roadways in good or poor condition</li><li>Percentage of pavements of NHS non-interstate roadways in good or poor condition</li><li>Percentage of NHS bridges in good or poor condition</li></ul>                                                                                                                    |
| System Performance (PM 3)         | <ul style="list-style-type: none"><li>Interstate Travel Time Reliability measure (percent of person-miles traveled)</li><li>Non-interstate Travel Time Reliability measure (percent of person miles traveled)</li><li>Truck Travel Time Reliability Index</li></ul>                                                                                                                                                                |
| Transit Assett Management (PM 4)  | <ul style="list-style-type: none"><li>Percent of revenue vehicles exceeding useful life benchmark (ULB)</li><li>Percent of non-revenue service vehicles exceeding ULB</li><li>Percent of facilities rated under 3.0 on the Transit Economic Requirements Model</li><li>Percent of track segments under performance restriction</li></ul>                                                                                           |
| Transit Safety (PM 5)             | <ul style="list-style-type: none"><li>Number of fatalities reported to the National Transit Database (NTD) and rate per total vehicle revenue miles by mode</li><li>Number of total injuries reported to NTD and rate per total vehicle revenue miles (VRM) by mode</li><li>Total number of safety events reported to NTD and rate per total VRM by mode</li><li>Mean distance between major mechanical failures by mode</li></ul> |
| MPO-Specific Performance Measures |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Economic Health                   | <ul style="list-style-type: none"><li>Unemployment rate</li><li>Gross Domestic Product (GDP) year over year % change</li><li>Industry diversity</li></ul>                                                                                                                                                                                                                                                                          |
| Quality of Place                  | <ul style="list-style-type: none"><li>Miles of bikeways</li><li>Means of transportation to work</li><li>Transit ridership</li></ul>                                                                                                                                                                                                                                                                                                |

## Federal Performance Measures

Recent federal surface transportation reauthorization acts established federally mandated performance measures (PMs) for state and regional transportation performance management processes. Under the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012 and the Fixing America's Surface Transportation (FAST) Act in 2015, states and MPOs are required to institute regular, ongoing processes for tracking key system-level performance measures. The purpose of tracking performance measures is to help decision makers and the public better understand the consequences of investment decisions across transportation assets or modes.

Required performance measures fall into five main categories:

- Highway Safety (PM1)
- Infrastructure Condition (PM2)
- System Performance (PM3)
- Transit Asset Management (PM 4)
- Transit Safety (PM 5)

### Safety (PM 1)

Safety-related performance measures track data related to crashes that result in fatalities or serious injuries. Increasing the safety of the transportation network is a top priority across New Mexico, in alignment with the state's long-range transportation plan, New Mexico 2045 Plan and Target Zero initiative. The Farmington MPO supports NMDOT's goal of eliminating all traffic fatalities by 2050 and will track crash summary data for the MPO region. Performance targets are presented at the County level of ease of computing crash rates by vehicle miles traveled.

### Infrastructure Condition (PM 2)

The performance measures in this category track pavement quality for roadways in the region that are part of the National Highway System, including interstate roadways, non-interstate roadways, and bridges. Generally, the state and the Farmington MPO would like to increase the percentage of infrastructure in good condition to improve the flow of goods and services. Farmington MPO has opted to set a locally specific target for conditions of bridges along the NHS system. The target related to interstate pavement conditions is not applicable as there are no interstates in the Farmington MPO region.

Table 33: Safety Performance Targets

| Safety Performance Target                               | NMDOT 2025 Performance Target | San Jaun County 2023 Safety Data Baseline | Desired Trend |
|---------------------------------------------------------|-------------------------------|-------------------------------------------|---------------|
| Total Fatalities                                        | 445                           | 20                                        | ↓             |
| Serious Injuries                                        | 1010                          | 49                                        | ↓↓            |
| Rate of Fatalities (per 100 million VMT)                | 1.644                         | 0.99                                      | ↓↓            |
| Rate of Serious Injuries (per 100 million of VMT)       | 3.8                           | 2.423                                     | ↓             |
| Number of Non-motorized Fatalities and Serious Injuries | 200                           | 50                                        | ↓             |



System Performance (PM 3)

The system performance measure tracks the travel time reliability for roadways that are on the NHS. Farmington MPO has adopted the NMDOT Targets for all performance measures in this category and relies on NMDOT to collect travel time data.

Table 34: Infrastructure Conditions Performance Targets

| Infrastructure Performance Target       | NMDOT Performance Target | MPO Data Baseline | MPO Performance Target | Desired Trend |
|-----------------------------------------|--------------------------|-------------------|------------------------|---------------|
| Percent of NHS interstate pavements     |                          |                   |                        |               |
| Good condition                          | 37%                      | N/A               | N/A                    | N/A           |
| Poor condition                          | 3.8%                     | N/A               | N/A                    | N/A           |
| Percent of NHS non-interstate pavements |                          |                   |                        |               |
| Good condition                          | 37.4%                    | No Data           | 37.4%                  | ↕             |
| Poor condition                          | 3.9%                     | No Data           | 3.9%                   | ↕             |
| Percent of NHS bridges                  |                          |                   |                        |               |
| Good condition                          | 32.9%                    | 9.08%             | 10.0%                  | ↗             |
| Poor condition                          | 5.5%                     | 0.0%              | 5.5%                   | ↔             |

Table 35: System Performance Targets

| System Performance Target                                                           | NMDOT Performance Target | General Baseline |
|-------------------------------------------------------------------------------------|--------------------------|------------------|
| Percent of person-miles traveled on the NHS interstate system that are reliable     | 90%                      | N/A              |
| Percent of person-miles traveled on the NHS non-interstate system that are reliable | 90%                      | ↗                |
| Truck Travel Time Reliability (TTTR) Index                                          | 1.5                      | ↘                |

Transit Asset Management and Transit Safety (PM4 and PM5)

The USDOT’s Federal Transit Administration (FTA) requires MPOs to track metrics related to the operations, maintenance, and safety of public transit services within their regions. For the Farmington MPO, these performance measures must be evaluated in coordination with the region’s only public transportation provider, Red Apple Transit. Table 36 summaries Red Apple Transit’s Vehicles Transit Asset Management Plan.

Table 36: Red Apple Transit Vehicle Transit Asset Management Plan

| Asset Class          | Goal                                                                                                                             | Performance Measures                                                                                                                                               | Target                                                                                                                                          | Objectives                                                                                                                                |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Vehicles Revenue     | To prioritize funding for replacing vehicles past their Useful Life Benchmark                                                    | No more than 4 (33%) vehicles exceeding their Useful Life Benchmark (ULB) in the fleet annually                                                                    | No more than 4 (33%) vehicles exceeding their Useful Life Benchmark (ULB) in the fleet                                                          | Order buses based on priority as close to their ULB as possible                                                                           |
| Vehicles Non-Revenue | N/A                                                                                                                              | N/A                                                                                                                                                                | N/A                                                                                                                                             | N/A                                                                                                                                       |
| Equipment            | To prioritize funding for replacing equipment (shelters were purchased for \$74K)                                                | No more than 20% of bus shelters at a 3 or less condition rating (fair) annually                                                                                   | No more than 20% of bus equipment at a 3 or less condition rating (fair)                                                                        | Order shelters as needed based on condition                                                                                               |
| Facilities           | To prioritize funding for replacing facilities (Not needed as the maintenance facility is city owned property and not FTA funded | If the Red Apple Transit had FTA funded maintenance facilities then no more than 20% of the maintenance facilities at a 3 or less condition rating (fair) annually | If the Red Apple Transit had FTA funded maintenance facilities then less than 20% of the maintenance facilities at a 3 or less condition rating | If the Red Apple Transit had FTA funded maintenance facilities the facilities and the Work Orders would be prioritized based on condition |



## MPO-Specific Performance Measures: Economic Health and Quality of Place

In addition to the federally required performance measures, Farmington MPO plans to track additional measures in support of the agency’s transportation and economic development goals. These goals align with NMDOT’s mission to “Provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico,” as outlined in the 2045 Plan. The additional measures broadly fall into the categories of “Economic Health” and “Quality of Place.”

The 2050 MTP asserts that robust transportation investments can increase both the network connectivity and economic health of the region. For example, transportation infrastructure investments that improve system reliability for freight services also lower shipping costs, thereby reducing costs of manufacturing and

prices for consumers. Improving transportation infrastructure can also improve the region’s “quality of place” for residents and workers and attract more visitors to the region.

Data available for economic related indicators is generally available at the county or municipal level only. Though such data does not fully capture conditions within the MPO boundaries, evaluating data for San Juan County and the City of Farmington is beneficial as means of assessing general trends in the region.

**Note on Industry Diversity:** The industry diversity measure is based on an application of the Hachman Index, which evaluates economic diversity by comparing indicators like GDP or employment for each industry in a particular region relative to a (well-diversified) reference region. The Hachman Index normalizes scores from 0 to 100, with a higher score indicating a higher degree of economic diversity. For Farmington MPO performance tracking, this measure compares employment by industry in San Juan County against the state of New Mexico as a whole.

Table 38: Quality of Place Performance Measures

| Performance Target              | Baseline Data                                     | Desired Trend | Scale             | Data Source                                                                             | Data Availability                            |
|---------------------------------|---------------------------------------------------|---------------|-------------------|-----------------------------------------------------------------------------------------|----------------------------------------------|
| Miles of Bikeways               | Total miles of formal bikeways in the MPO region: | ↑             | MPO               | Farmington MPO                                                                          | Updated on ongoing basis                     |
| Means of Transportation to Work | Car, Truck, or Van - drove alone: 86%             | ↓             | City, County      | US Census: American Community Survey (2023): <a href="#">S0802: Census Bureau Table</a> | Updated annually (with 2-year time lag)      |
|                                 | Car, Truck, or Van - carpooled: 5.9%              | ↑             |                   |                                                                                         |                                              |
|                                 | Public Transportation: 0.1%                       | ↑             |                   |                                                                                         |                                              |
|                                 | Walked: 1.5%                                      | ↑             |                   |                                                                                         |                                              |
|                                 | Taxicab, motorcyle, bicycle, or other means: 0.5% | ↑             |                   |                                                                                         |                                              |
|                                 | Worked from home: 6.0%                            | ↑             |                   |                                                                                         |                                              |
| Transit Ridership               | Annual Unlinked Passenger Trips: 62,101           | ↑             | Red Apple Transit | FTA Data (2023): <a href="#">FTA</a>                                                    | Data renewed annually (with 2-year time lag) |

Table 37: Economic Health Performance Measures

| Performance Target                                   | Baseline Data | Desired Trend | Scale  | Data Source                                                         | Data Availability                          |
|------------------------------------------------------|---------------|---------------|--------|---------------------------------------------------------------------|--------------------------------------------|
| Unemployment Rate                                    | 5.3%          | ↓             | County | State of New Mexico Data (June 2025): Labor Force & Unemployment    | Updated Monthly                            |
| Gross Domestic Product (GDP) Year Over Year % Change | +2.4%         | ↑             | County | U.S. Bureau of Economic Analysis (2023)                             | Updated annually                           |
| Industry Diversity                                   | 0.76          | ↑             | County | U.S. Bureau of Labor Statistics (2024): San Juan County; New Mexico | Updated annually (with 2-quarter time lag) |



# **5 APPENDIX**

**2050 MTP PROJECT LISTS  
COMMUNITY SURVEY ANALYSIS  
ECONOMIC DEVELOPMENT  
FOCUS GROUP NOTES  
HIGH SCHOOL FOCUS  
GROUP NOTES  
PHASE II ENGAGEMENT  
SUMMARY**



# 2050 MTP PROJECT LISTS





## Agency

| Project ID        | Facility / Project Name                  | Project Type                 | Termini                                          | Length (mi) | Est. Cost (2025) | Timeframe               |
|-------------------|------------------------------------------|------------------------------|--------------------------------------------------|-------------|------------------|-------------------------|
| <b>Aztec</b>      |                                          |                              |                                                  |             |                  |                         |
| <b>A1</b>         | Aztec Arterial                           | New Road                     | US 550 to NM 173                                 | 3.08        | \$22,360,000     | In progress             |
| <b>A2</b>         | Lt Plant Rd Upgrades                     | Complete Streets             | NM 516 to Aztec City Limits                      | 3.20        | \$6,200,000      | Medium-term (2031-2040) |
| <b>A3</b>         | Main Ave Revitalization                  | Complete Streets / Road Diet | Rio Grande Ave to NM 516                         | 0.80        | \$1,900,000      | Near-term (2026-2030)   |
| <b>A4</b>         | N Oliver Dr Reconfiguration              | Complete Streets             | Aztec Blvd (US 550) to Aztec Municipal Airport   | 1.00        | \$6,000,000      | Near-term (2026-2030)   |
| <b>Bloomfield</b> |                                          |                              |                                                  |             |                  |                         |
| <b>B1</b>         | Arizona Blvd Upgrades                    | Complete Streets             | US 550 to Saiz Ln                                | 0.50        | \$5,049,315      | Medium-term (2031-2040) |
| <b>B2</b>         | Bergin Lane Upgrades                     | Complete Streets             | US 64 to W Blanco Blvd Rd                        | 0.50        | \$9,918,379      | Near-term (2026-2030)   |
| <b>B3</b>         | East Blanco Blvd Upgrades                | Complete Streets             | US 550 to Deer Trail Road                        | 1.50        | \$12,284,324     | Near-term (2026-2030)   |
| <b>B4</b>         | East Blanco Bridge                       | Bridge Replacement           | Executive Dr and Saiz Ln                         | N/A         | \$4,194,973      | In progress             |
| <b>B5</b>         | Jordan Lane Upgrade                      | Maintenance / Preservation   | US 64 to Blanco Blvd                             | 0.50        | \$294,349        | In progress             |
| <b>B6</b>         | Newby Lane / CR 5075                     | Complete Streets             | US 64 to CR 5030                                 | 2.02        | \$9,000,000      | Medium-term (2031-2040) |
| <b>B7</b>         | Saiz Lane Rehabilitation                 | Maintenance / Preservation   | E Blanco Rd to Arizona Rd                        | 1.00        | \$463,618        | In progress             |
| <b>B8</b>         | South 1st St Road Diet                   | Complete Streets             | US 64/US 550 to Vereda de Rio San Juan Riverwalk | 0.67        | \$6,363,140      | Long-term (2041-2050)   |
| <b>B9</b>         | South Church St                          | Complete Streets             | US 64 to Calle del Rio                           | 0.74        | \$6,746,587      | Medium-term (2031-2040) |
| <b>B10</b>        | Vereda de San Juan River Trail Extension | Multi-use Trail              | TBD                                              | N/A         | \$2,000,000      | Medium-term (2031-2040) |
| <b>Farmington</b> |                                          |                              |                                                  |             |                  |                         |
| <b>F1</b>         | 30th St Complete Streets                 | Complete Streets / Road Diet | Municipal Dr to Main St (NM 516)                 | 3.24        | \$15,000,000     | Medium-term (2031-2040) |
| <b>F2</b>         | Anesi Trail and Pedestrian Bridge        | Multi-use Trail              | East of Main St / Middlefork Square              | N/A         | \$1,038,264      | Near-term (2026-2030)   |
| <b>F3</b>         | Animas River Trail                       | Multi-use Trail              | Pinon Hills Blvd to eastern city limits          | TBD         | \$1,500,000      | Medium-term (2031-2040) |



| Project ID   | Facility / Project Name                    | Project Type                 | Termini                                  | Length (mi) | Est. Cost (2025) | Timeframe               |
|--------------|--------------------------------------------|------------------------------|------------------------------------------|-------------|------------------|-------------------------|
| F4           | Broadway Ave Infrastructure Rehabilitation | Safety                       | Intersection at Broadway Ave and Lake St | N/A         | \$365,000        | Near-term (2026-2030)   |
| F5           | Butler Ave Widening, Part 2                | Roadway Widening             | 38th St to Piñon Hills Blvd              | 1.14        | \$8,900,000      | Medium-term (2031-2040) |
| F6           | Butler Ave Widening, Part 1                | Roadway Widening             | Apache to 30th St                        | 1.50        | \$12,400,000     | Long-term (2041-2050)   |
| F7           | Main St Multimodal Enhancements            | Complete Streets             | Butler Ave to Fairgrounds Rd             | 0.73        | \$18,700,000     | Long-term (2041-2050)   |
| F8           | Main St Road Diet Extension                | Complete Streets / Road Diet | Broadway Ave to Schwartz Ave             | 0.47        | \$800,000        | Near-term (2026-2030)   |
| F9           | Miller Ave Bikeways                        | Complete Streets             | Corcoran Dr/Boyd Park to Main St         | 0.53        | \$700,000        | Medium-term (2031-2040) |
| F10          | New Road - East of Foothills Rd            | Study Corridor               | NM 516 to Northern Route                 | 2.92        | N/A              | Study Corridor          |
| F11          | Pinon Hills Blvd Multi-use Trail           | Multi-use Trail              | NM 170 and 30th St                       | 0.96        | \$1,900,000      | Long-term (2041-2050)   |
| F12          | Piñon Hills Blvd Widening                  | Roadway Widening             | 30th St to Butler Ave                    | 2.80        | \$11,200,000     | Long-term (2041-2050)   |
| F13          | Piñon Hills Blvd Widening                  | Roadway Widening             | Sports Complex to 30th St                | 0.65        | \$5,000,000      | Long-term (2041-2050)   |
| F14          | Piñon Hills Blvd Extension                 | New Road                     | NM 516 to CR 3000                        | 0.98        | \$40,000,000     | In progress             |
| F15          | San Juan Blvd Road Diet                    | Complete Streets / Road Diet | Butler Ave to Main St                    | 1.72        | \$1,300,000      | Medium-term (2031-2040) |
| F16          | San Juan College Bike Trail                | Multi-use Trail              | San Juan College                         | 1.04        | \$1,500,000      | Medium-term (2031-2040) |
| <b>NMDOT</b> |                                            |                              |                                          |             |                  |                         |
| NMDOT1       | Browning Pkwy (NM 516) Bridge Study        | Study Corridor               | Bridge extent                            | N/A         | \$500,000        | Long-term (2041-2050)   |
| NMDOT2       | Browning Pkwy (NM 516) Maintenance         | Maintenance / Preservation   | US 64 to Southside River Road            | 0.62        | \$1,900,000      | Long-term (2041-2050)   |
| NMDOT3       | NM 170 Maintenance                         | Maintenance / Preservation   | US 64 to FMPO Boundary                   | 19.45       | \$38,900,000     | Medium-term (2031-2040) |
| NMDOT4       | NM 173 Maintenance                         | Safety                       | US 550 to NM 511                         | 18.06       | \$72,200,000     | Medium-term (2031-2040) |
| NMDOT5       | NM 173 and US 550                          | Safety                       | Intersection                             | N/A         | \$1,200,000      | Medium-term (2031-2040) |
| NMDOT6       | NM 511 Maintenance                         | Maintenance / Preservation   | US 64 to FMPO Boundary                   | 12.94       | \$1,300,000      | Long-term (2041-2050)   |



| Project ID                     | Facility / Project Name                | Project Type                 | Termini                                                             | Length (mi) | Est. Cost (2025) | Timeframe               |
|--------------------------------|----------------------------------------|------------------------------|---------------------------------------------------------------------|-------------|------------------|-------------------------|
| <b>NMDOT7</b>                  | NM 516 Rehabilitation and Safety       | Maintenance / Preservation   | Farmington limits to US 550                                         | 6.76        | \$40,600,000     | Long-term (2041-2050)   |
| <b>NMDOT8</b>                  | NM 539 Maintenance                     | Maintenance / Preservation   | US 64 to NM 511                                                     | 4.26        | \$400,000        | Long-term (2041-2050)   |
| <b>NMDOT9</b>                  | NM 574 Maintenance                     | Maintenance / Preservation   | NM 170 to NM 516                                                    | 14.03       | \$1,400,000      | Long-term (2041-2050)   |
| <b>NMDOT10</b>                 | NM 575 Maintenance                     | Maintenance / Preservation   | US 64 to NM 173                                                     | 7.89        | \$800,000        | Long-term (2041-2050)   |
| <b>NMDOT11</b>                 | US 550 Trail                           | Multi-use Trail              | Blanco Blvd (Bloomfield) to Rio Grande Ave (Aztec)                  | 7.00        | \$7,100,000      | Long-term (2041-2050)   |
| <b>NMDOT12</b>                 | US 550 Maintenance - South of Aztec    | Maintenance / Preservation   | FMPO southern boundary to Aztec city limits                         | 11.86       | \$59,300,000     | Long-term (2041-2050)   |
| <b>NMDOT13</b>                 | US 550 Rehabilitation                  | Maintenance / Preservation   | MP 164.9 to 168.3                                                   | 4.48        | \$20,041,609     | Near-term (2026-2030)   |
| <b>NMDOT14</b>                 | US 550 Rehabilitation                  | Maintenance / Preservation   | MP 168.3 to 174.5                                                   | 5.91        | \$30,406,649     | Near-term (2026-2030)   |
| <b>NMDOT15</b>                 | US 64 Access Management                | Safety                       | Kirtland business district: school entrance west of CR 6575 to 6299 | 1.84        | \$9,200,000      | Medium-term (2031-2040) |
| <b>NMDOT16</b>                 | US 64 Maintenance - West of Farmington | Maintenance / Preservation   | West of Farmington city limits                                      | 14.78       | \$73,900,000     | Medium-term (2031-2040) |
| <b>NMDOT17</b>                 | Browning Pkwy (NM 516)                 | Maintenance / Preservation   | Southside River Rd to Main Street                                   | 1.28        | \$6,400,000      | Long-term (2041-2050)   |
| <b>NMDOT18</b>                 | Main Street (NM 516)                   | Maintenance / Preservation   | Browning Pkwy to Farmington City Limits                             | 5.15        | \$25,800,000     | Long-term (2041-2050)   |
| <b>NMDOT / Bloomfield</b>      |                                        |                              |                                                                     |             |                  |                         |
| <b>NB1</b>                     | 1st St (US 550) Complete Street        | Complete Streets / Road Diet | US 64 to Blanco Rd                                                  | 0.50        | \$700,000        | Medium-term (2031-2040) |
| <b>NB2</b>                     | Broadway Blvd (US 64) Sidepath         | Complete Streets             | US 550 (Bloomfield Blvd) to 1st St                                  | 0.31        | \$600,000        | Medium-term (2031-2040) |
| <b>NMDOT / San Juan County</b> |                                        |                              |                                                                     |             |                  |                         |
| <b>NS1</b>                     | NM 173 / Navajo Dam Bridge             | Complete Streets             | San Juan River crossing                                             | N/A         | \$3,000,000      | Medium-term (2031-2040) |
| <b>NS2</b>                     | NM 173 Multimodal Enhancements         | Complete Streets             | CR 4277 to NM 511                                                   | 0.70        | \$700,000        | Medium-term (2031-2040) |



| Project ID                          | Facility / Project Name                 | Project Type       | Termini                                 | Length (mi) | Est. Cost (2025) | Timeframe               |
|-------------------------------------|-----------------------------------------|--------------------|-----------------------------------------|-------------|------------------|-------------------------|
| <b>NS3</b>                          | NM 511 Multi-use Trail                  | Multi-use Trail    | NM 173 to State Park Entrance           | 5.44        | \$5,400,000      | Medium-term (2031-2040) |
| <b>Red Apple Transit</b>            |                                         |                    |                                         |             |                  |                         |
| <b>RA1</b>                          | Transit Operations                      | Transit            | Region-wide                             | N/A         | \$45,000,000     | Ongoing                 |
| <b>San Juan County</b>              |                                         |                    |                                         |             |                  |                         |
| <b>SJC1</b>                         | CR 2900 / Bridge 3382                   | Bridge Replacement | Bridge #3382                            | N/A         | \$500,000        | Medium-term (2031-2040) |
| <b>SJC2</b>                         | CR 2900 / Bridge 8247                   | Bridge Replacement | Bridge #8247                            | N/A         | \$1,000,000      | Long-term (2041-2050)   |
| <b>SJC3</b>                         | CR 3050 / Bridge 9224                   | Bridge Replacement | Bridge #9224                            | N/A         | \$250,000        | Medium-term (2031-2040) |
| <b>SJC4</b>                         | CR 390 (Wildflower Pkwy)                | Complete Streets   | Road 350 to CR 3900                     | 1.73        | \$4,000,000      | Medium-term (2031-2040) |
| <b>SJC5</b>                         | CR 3900 (Part of Piñon Hills Extension) | New Road           | County portion of Piñon Hills Extension | 2.42        | \$30,000,000     | Near-term (2026-2030)   |
| <b>SJC6</b>                         | CR 4450/4990 / Bridge 8118              | Bridge Replacement | Bridge #8118                            | N/A         | \$20,000,000     | Long-term (2041-2050)   |
| <b>SJC7</b>                         | CR 5030 Construction                    | New Road           | CR 350 to US 550                        | 5.55        | \$25,000,000     | Long-term (2041-2050)   |
| <b>SJC8</b>                         | CR 6100 / Bridge 5795                   | Bridge Replacement | Bridge #5795                            | N/A         | \$600,000        | Medium-term (2031-2040) |
| <b>SJC9</b>                         | CR 6100 / Bridge 7545                   | Bridge Replacement | Bridge #7545                            | N/A         | \$600,000        | Medium-term (2031-2040) |
| <b>SJC10</b>                        | CR 6675 / Bridge 8113                   | Bridge Replacement | Bridge #8113                            | N/A         | \$20,000,000     | Medium-term (2031-2040) |
| <b>SJC11</b>                        | CR 6675 / Bridge 5722                   | Bridge Replacement | Bridge #5722                            | N/A         | \$800,000        | Near-term (2026-2030)   |
| <b>SJC12</b>                        | Highline Road Construction              | New Road           | CR 3950 to US 550                       | N/A         | \$23,600,000     | Long-term (2041-2050)   |
| <b>San Juan County / Farmington</b> |                                         |                    |                                         |             |                  |                         |
| <b>SJCFX</b>                        | Northern Route - New Road               | Study Corridor     | College Blvd to US 550                  | TBD         | N/A              | Study Corridor          |
| <b>San Juan County / Kirtland</b>   |                                         |                    |                                         |             |                  |                         |
| <b>SJCK1</b>                        | CR 6100 Sidepath                        | Multi-use Trail    | CR 6400 to US 64                        | 5.00        | \$7,500,000      | Medium-term (2031-2040) |
| <b>SJCK2</b>                        | CR 6480 Sidepath                        | Multi-use Trail    | CR 6500 to CR 6200                      | 2.73        | \$4,100,000      | Medium-term (2031-2040) |



## Project Type

| Project ID                | Facility / Project Name         | Agency          | Termini                                          | Length (mi) | Est. Cost (2025) | Timeframe               |
|---------------------------|---------------------------------|-----------------|--------------------------------------------------|-------------|------------------|-------------------------|
| <b>Bridge Replacement</b> |                                 |                 |                                                  |             |                  |                         |
| B4                        | East Blanco Bridge              | Bloomfield      | Executive Dr and Saiz Ln                         | N/A         | \$4,194,973      | In progress             |
| SJC1                      | CR 2900 / Bridge 3382           | San Juan County | Bridge #3382                                     | N/A         | \$500,000        | Medium-term (2031-2040) |
| SJC2                      | CR 2900 / Bridge 8247           | San Juan County | Bridge #8247                                     | N/A         | \$1,000,000      | Long-term (2041-2050)   |
| SJC3                      | CR 3050 / Bridge 9224           | San Juan County | Bridge #9224                                     | N/A         | \$250,000        | Medium-term (2031-2040) |
| SJC6                      | CR 4450/4990 / Bridge 8118      | San Juan County | Bridge #8118                                     | N/A         | \$20,000,000     | Long-term (2041-2050)   |
| SJC8                      | CR 6100 / Bridge 5795           | San Juan County | Bridge #5795                                     | N/A         | \$600,000        | Medium-term (2031-2040) |
| SJC9                      | CR 6100 / Bridge 7545           | San Juan County | Bridge #7545                                     | N/A         | \$600,000        | Medium-term (2031-2040) |
| SJC10                     | CR 6675 / Bridge 8113           | San Juan County | Bridge #8113                                     | N/A         | \$20,000,000     | Medium-term (2031-2040) |
| SJC11                     | CR 6675 / Bridge 5722           | San Juan County | Bridge #5722                                     | N/A         | \$800,000        | Near-term (2026-2030)   |
| <b>Complete Streets</b>   |                                 |                 |                                                  |             |                  |                         |
| A2                        | Lt Plant Rd Upgrades            | Aztec           | NM 516 to Aztec City Limits                      | 3.20        | \$6,200,000      | Medium-term (2031-2040) |
| A4                        | N Oliver Dr Reconfiguration     | Aztec           | Aztec Blvd (US 550) to Aztec Municipal Airport   | 1.00        | \$6,000,000      | Near-term (2026-2030)   |
| B1                        | Arizona Blvd Upgrades           | Bloomfield      | US 550 to Saiz Ln                                | 0.50        | \$5,049,315      | Medium-term (2031-2040) |
| B2                        | Bergin Lane Upgrades            | Bloomfield      | US 64 to W Blanco Blvd Rd                        | 0.50        | \$9,918,379      | Near-term (2026-2030)   |
| B3                        | East Blanco Blvd Upgrades       | Bloomfield      | US 550 to Deer Trail Road                        | 1.50        | \$12,284,324     | Near-term (2026-2030)   |
| B6                        | Newby Lane / CR 5075            | Bloomfield      | US 64 to CR 5030                                 | 2.02        | \$9,000,000      | Medium-term (2031-2040) |
| B8                        | South 1st St Road Diet          | Bloomfield      | US 64/US 550 to Vereda de Rio San Juan Riverwalk | 0.67        | \$6,363,140      | Long-term (2041-2050)   |
| B9                        | South Church St                 | Bloomfield      | US 64 to Calle del Rio                           | 0.74        | \$6,746,587      | Medium-term (2031-2040) |
| F7                        | Main St Multimodal Enhancements | Farmington      | Butler Ave to Fairgrounds Rd                     | 0.73        | \$18,700,000     | Long-term (2041-2050)   |
| F9                        | Miller Ave Bikeways             | Farmington      | Corcoran Dr/Boyd Park to Main St                 | 0.53        | \$700,000        | Medium-term (2031-2040) |



| Project ID                          | Facility / Project Name             | Agency                  | Termini                                     | Length (mi) | Est. Cost (2025) | Timeframe               |
|-------------------------------------|-------------------------------------|-------------------------|---------------------------------------------|-------------|------------------|-------------------------|
| <b>NB2</b>                          | Broadway Blvd (US 64) Sidepath      | NMDOT / Bloomfield      | US 550 (Bloomfield Blvd) to 1st St          | 0.31        | \$600,000        | Medium-term (2031-2040) |
| <b>NS1</b>                          | NM 173 / Navajo Dam Bridge          | NMDOT / San Juan County | San Juan River crossing                     | N/A         | \$3,000,000      | Medium-term (2031-2040) |
| <b>NS2</b>                          | NM 173 Multimodal Enhancements      | NMDOT / San Juan County | CR 4277 to NM 511                           | 0.70        | \$700,000        | Medium-term (2031-2040) |
| <b>SJC4</b>                         | CR 390 (Wildflower Pkwy)            | San Juan County         | Road 350 to CR 3900                         | 1.73        | \$4,000,000      | Medium-term (2031-2040) |
| <b>Complete Streets / Road Diet</b> |                                     |                         |                                             |             |                  |                         |
| <b>A3</b>                           | Main Ave Revitalization             | Aztec                   | Rio Grande Ave to NM 516                    | 0.80        | \$1,900,000      | Near-term (2026-2030)   |
| <b>F1</b>                           | 30th St Complete Streets            | Farmington              | Municipal Dr to Main St (NM 516)            | 3.24        | \$15,000,000     | Medium-term (2031-2040) |
| <b>F8</b>                           | Main St Road Diet Extension         | Farmington              | Broadway Ave to Schwartz Ave                | 0.47        | \$800,000        | Near-term (2026-2030)   |
| <b>F15</b>                          | San Juan Blvd Road Diet             | Farmington              | Butler Ave to Main St                       | 1.72        | \$1,300,000      | Medium-term (2031-2040) |
| <b>NB1</b>                          | 1st St (US 550) Complete Street     | NMDOT / Bloomfield      | US 64 to Blanco Rd                          | 0.50        | \$700,000        | Medium-term (2031-2040) |
| <b>Maintenance / Preservation</b>   |                                     |                         |                                             |             |                  |                         |
| <b>B5</b>                           | Jordan Lane Upgrade                 | Bloomfield              | US 64 to Blanco Blvd                        | 0.50        | \$294,349        | In progress             |
| <b>B7</b>                           | Saiz Lane Rehabilitation            | Bloomfield              | E Blanco Rd to Arizona Rd                   | 1.00        | \$463,618        | In progress             |
| <b>NMDOT2</b>                       | Browning Pkwy (NM 516) Maintenance  | NMDOT                   | US 64 to Southside River Road               | 0.62        | \$1,900,000      | Long-term (2041-2050)   |
| <b>NMDOT3</b>                       | NM 170 Maintenance                  | NMDOT                   | US 64 to FMPO Boundary                      | 19.45       | \$38,900,000     | Medium-term (2031-2040) |
| <b>NMDOT6</b>                       | NM 511 Maintenance                  | NMDOT                   | US 64 to FMPO Boundary                      | 12.94       | \$1,300,000      | Long-term (2041-2050)   |
| <b>NMDOT7</b>                       | NM 516 Rehabilitation and Safety    | NMDOT                   | Farmington limits to US 550                 | 6.76        | \$40,600,000     | Long-term (2041-2050)   |
| <b>NMDOT8</b>                       | NM 539 Maintenance                  | NMDOT                   | US 64 to NM 511                             | 4.26        | \$400,000        | Long-term (2041-2050)   |
| <b>NMDOT9</b>                       | NM 574 Maintenance                  | NMDOT                   | NM 170 to NM 516                            | 14.03       | \$1,400,000      | Long-term (2041-2050)   |
| <b>NMDOT10</b>                      | NM 575 Maintenance                  | NMDOT                   | US 64 to NM 173                             | 7.89        | \$800,000        | Long-term (2041-2050)   |
| <b>NMDOT12</b>                      | US 550 Maintenance - South of Aztec | NMDOT                   | FMPO southern boundary to Aztec city limits | 11.86       | \$59,300,000     | Long-term (2041-2050)   |



| Project ID             | Facility / Project Name                  | Agency                     | Termini                                            | Length (mi) | Est. Cost (2025) | Timeframe               |
|------------------------|------------------------------------------|----------------------------|----------------------------------------------------|-------------|------------------|-------------------------|
| <b>NMDOT13</b>         | US 550 Rehabilitation                    | NMDOT                      | MP 164.9 to 168.3                                  | 4.48        | \$20,041,609     | Near-term (2026-2030)   |
| <b>NMDOT14</b>         | US 550 Rehabilitation                    | NMDOT                      | MP 168.3 to 174.5                                  | 5.91        | \$30,406,649     | Near-term (2026-2030)   |
| <b>NMDOT16</b>         | US 64 Maintenance - West of Farmington   | NMDOT                      | West of Farmington city limits                     | 14.78       | \$73,900,000     | Medium-term (2031-2040) |
| <b>NMDOT17</b>         | Browning Pkwy (NM 516)                   | NMDOT                      | Southside River Rd to Main Street                  | 1.28        | \$6,400,000      | Long-term (2041-2050)   |
| <b>NMDOT18</b>         | Main Street (NM 516)                     | NMDOT                      | Browning Pkwy to Farmington City Limits            | 5.15        | \$25,800,000     | Long-term (2041-2050)   |
| <b>Multi-use Trail</b> |                                          |                            |                                                    |             |                  |                         |
| <b>B10</b>             | Vereda de San Juan River Trail Extension | Bloomfield                 | TBD                                                | N/A         | \$2,000,000      | Medium-term (2031-2040) |
| <b>F2</b>              | Anesi Trail and Pedestrian Bridge        | Farmington                 | East of Main St / Middlefork Square                | N/A         | \$1,038,264      | Near-term (2026-2030)   |
| <b>F3</b>              | Animas River Trail                       | Farmington                 | Pinon Hills Blvd to eastern city limits            | TBD         | \$1,500,000      | Medium-term (2031-2040) |
| <b>F11</b>             | Pinon Hills Blvd Multi-use Trail         | Farmington                 | NM 170 and 30th St                                 | 0.96        | \$1,900,000      | Long-term (2041-2050)   |
| <b>F16</b>             | San Juan College Bike Trail              | Farmington                 | San Juan College                                   | 1.04        | \$1,500,000      | Medium-term (2031-2040) |
| <b>NMDOT11</b>         | US 550 Trail                             | NMDOT                      | Blanco Blvd (Bloomfield) to Rio Grande Ave (Aztec) | 7.00        | \$7,100,000      | Long-term (2041-2050)   |
| <b>NS3</b>             | NM 511 Multi-use Trail                   | NMDOT / San Juan County    | NM 173 to State Park Entrance                      | 5.44        | \$5,400,000      | Medium-term (2031-2040) |
| <b>SJCK1</b>           | CR 6100 Sidepath                         | San Juan County / Kirtland | CR 6400 to US 64                                   | 5.00        | \$7,500,000      | Medium-term (2031-2040) |
| <b>SJCK2</b>           | CR 6480 Sidepath                         | San Juan County / Kirtland | CR 6500 to CR 6200                                 | 2.73        | \$4,100,000      | Medium-term (2031-2040) |
| <b>New Road</b>        |                                          |                            |                                                    |             |                  |                         |
| <b>A1</b>              | Aztec Arterial                           | Aztec                      | US 550 to NM 173                                   | 3.08        | \$22,360,000     | In progress             |
| <b>F14</b>             | Piñon Hills Blvd Extension               | Farmington                 | NM 516 to CR 3000                                  | 0.98        | \$40,000,000     | In progress             |



| Project ID              | Facility / Project Name                    | Agency                       | Termini                                                             | Length (mi) | Est. Cost (2025) | Timeframe               |
|-------------------------|--------------------------------------------|------------------------------|---------------------------------------------------------------------|-------------|------------------|-------------------------|
| <b>SJC5</b>             | CR 3900 (Part of Piñon Hills Extension)    | San Juan County              | County portion of Piñon Hills Extension                             | 2.42        | \$30,000,000     | Near-term (2026-2030)   |
| <b>SJC7</b>             | CR 5030 Construction                       | San Juan County              | CR 350 to US 550                                                    | 5.55        | \$25,000,000     | Long-term (2041-2050)   |
| <b>SJC12</b>            | Highline Road Construction                 | San Juan County              | CR 3950 to US 550                                                   | N/A         | \$23,600,000     | Long-term (2041-2050)   |
| <b>Roadway Widening</b> |                                            |                              |                                                                     |             |                  |                         |
| <b>F5</b>               | Butler Ave Widening, Part 2                | Farmington                   | 38th St to Piñon Hills Blvd                                         | 1.14        | \$8,900,000      | Medium-term (2031-2040) |
| <b>F6</b>               | Butler Ave Widening, Part 1                | Farmington                   | Apache to 30th St                                                   | 1.50        | \$12,400,000     | Long-term (2041-2050)   |
| <b>F12</b>              | Piñon Hills Blvd Widening                  | Farmington                   | 30th St to Butler Ave                                               | 2.80        | \$11,200,000     | Long-term (2041-2050)   |
| <b>F13</b>              | Piñon Hills Blvd Widening                  | Farmington                   | Sports Complex to 30th St                                           | 0.65        | \$5,000,000      | Long-term (2041-2050)   |
| <b>Safety</b>           |                                            |                              |                                                                     |             |                  |                         |
| <b>F4</b>               | Broadway Ave Infrastructure Rehabilitation | Farmington                   | Intersection at Broadway Ave and Lake St                            | N/A         | \$365,000        | Near-term (2026-2030)   |
| <b>NMDOT4</b>           | NM 173 Maintenance                         | NMDOT                        | US 550 to NM 511                                                    | 18.06       | \$72,200,000     | Medium-term (2031-2040) |
| <b>NMDOT5</b>           | NM 173 and US 550                          | NMDOT                        | Intersection                                                        | N/A         | \$1,200,000      | Medium-term (2031-2040) |
| <b>NMDOT15</b>          | US 64 Access Management                    | NMDOT                        | Kirtland business district: school entrance west of CR 6575 to 6299 | 1.84        | \$9,200,000      | Medium-term (2031-2040) |
| <b>Study Corridor</b>   |                                            |                              |                                                                     |             |                  |                         |
| <b>F10</b>              | New Road - East of Foothills Rd            | Farmington                   | NM 516 to Northern Route                                            | 2.92        | N/A              | Study Corridor          |
| <b>NMDOT1</b>           | Browning Pkwy (NM 516) Bridge Study        | NMDOT                        | Bridge extent                                                       | N/A         | \$500,000        | Long-term (2041-2050)   |
| <b>SJCFX</b>            | Northern Route - New Road                  | San Juan County / Farmington | College Blvd to US 550                                              | TBD         | N/A              | Study Corridor          |
| <b>Transit</b>          |                                            |                              |                                                                     |             |                  |                         |
| <b>RA1</b>              | Transit Operations                         | Red Apple Transit            | Region-wide                                                         | N/A         | \$45,000,000     | Ongoing                 |



## Timeframe

| Project ID                     | Facility / Project Name                    | Agency          | Project Type                 | Termini                                        | Length (mi) | Est. Cost (2025) |
|--------------------------------|--------------------------------------------|-----------------|------------------------------|------------------------------------------------|-------------|------------------|
| <b>In Progress</b>             |                                            |                 |                              |                                                |             |                  |
| A1                             | Aztec Arterial                             | Aztec           | New Road                     | US 550 to NM 173                               | 3.08        | \$22,360,000     |
| B4                             | East Blanco Bridge                         | Bloomfield      | Bridge Replacement           | Executive Dr and Saiz Ln                       | N/A         | \$4,194,973      |
| B5                             | Jordan Lane Upgrade                        | Bloomfield      | Maintenance / Preservation   | US 64 to Blanco Blvd                           | 0.50        | \$294,349        |
| B7                             | Saiz Lane Rehabilitation                   | Bloomfield      | Maintenance / Preservation   | E Blanco Rd to Arizona Rd                      | 1.00        | \$463,618        |
| F14                            | Piñon Hills Blvd Extension                 | Farmington      | New Road                     | NM 516 to CR 3000                              | 0.98        | \$40,000,000     |
| <b>Near-term (2026-2030)</b>   |                                            |                 |                              |                                                |             |                  |
| A3                             | Main Ave Revitalization                    | Aztec           | Complete Streets / Road Diet | Rio Grande Ave to NM 516                       | 0.80        | \$1,900,000      |
| A4                             | N Oliver Dr Reconfiguration                | Aztec           | Complete Streets             | Aztec Blvd (US 550) to Aztec Municipal Airport | 1.00        | \$6,000,000      |
| B2                             | Bergin Lane Upgrades                       | Bloomfield      | Complete Streets             | US 64 to W Blanco Blvd Rd                      | 0.50        | \$9,918,379      |
| B3                             | East Blanco Blvd Upgrades                  | Bloomfield      | Complete Streets             | US 550 to Deer Trail Road                      | 1.50        | \$12,284,324     |
| F2                             | Anesi Trail and Pedestrian Bridge          | Farmington      | Multi-use Trail              | East of Main St / Middlefork Square            | N/A         | \$1,038,264      |
| F4                             | Broadway Ave Infrastructure Rehabilitation | Farmington      | Safety                       | Intersection at Broadway Ave and Lake St       | N/A         | \$365,000        |
| F8                             | Main St Road Diet Extension                | Farmington      | Complete Streets / Road Diet | Broadway Ave to Schwartz Ave                   | 0.47        | \$800,000        |
| NMDOT13                        | US 550 Rehabilitation                      | NMDOT           | Maintenance / Preservation   | MP 164.9 to 168.3                              | 4.48        | \$20,041,609     |
| NMDOT14                        | US 550 Rehabilitation                      | NMDOT           | Maintenance / Preservation   | MP 168.3 to 174.5                              | 5.91        | \$30,406,649     |
| SJC5                           | CR 3900 (Part of Piñon Hills Extension)    | San Juan County | New Road                     | County portion of Piñon Hills Extension        | 2.42        | \$30,000,000     |
| SJC11                          | CR 6675 / Bridge 5722                      | San Juan County | Bridge Replacement           | Bridge #5722                                   | N/A         | \$800,000        |
| <b>Medium-term (2031-2040)</b> |                                            |                 |                              |                                                |             |                  |
| A2                             | Lt Plant Rd Upgrades                       | Aztec           | Complete Streets             | NM 516 to Aztec City Limits                    | 3.20        | \$6,200,000      |
| B1                             | Arizona Blvd Upgrades                      | Bloomfield      | Complete Streets             | US 550 to Saiz Ln                              | 0.50        | \$5,049,315      |



| Project ID     | Facility / Project Name                  | Agency                  | Project Type                 | Termini                                                             | Length (mi) | Est. Cost (2025) |
|----------------|------------------------------------------|-------------------------|------------------------------|---------------------------------------------------------------------|-------------|------------------|
| <b>B6</b>      | Newby Lane / CR 5075                     | Bloomfield              | Complete Streets             | US 64 to CR 5030                                                    | 2.02        | \$9,000,000      |
| <b>B9</b>      | South Church St                          | Bloomfield              | Complete Streets             | US 64 to Calle del Rio                                              | 0.74        | \$6,746,587      |
| <b>B10</b>     | Vereda de San Juan River Trail Extension | Bloomfield              | Multi-use Trail              | TBD                                                                 | N/A         | \$2,000,000      |
| <b>F1</b>      | 30th St Complete Streets                 | Farmington              | Complete Streets / Road Diet | Municipal Dr to Main St (NM 516)                                    | 3.24        | \$15,000,000     |
| <b>F3</b>      | Animas River Trail                       | Farmington              | Multi-use Trail              | Pinon Hills Blvd to eastern city limits                             | TBD         | \$1,500,000      |
| <b>F5</b>      | Butler Ave Widening, Part 2              | Farmington              | Roadway Widening             | 38th St to Piñon Hills Blvd                                         | 1.14        | \$8,900,000      |
| <b>F9</b>      | Miller Ave Bikeways                      | Farmington              | Complete Streets             | Corcoran Dr/Boyd Park to Main St                                    | 0.53        | \$700,000        |
| <b>F15</b>     | San Juan Blvd Road Diet                  | Farmington              | Complete Streets / Road Diet | Butler Ave to Main St                                               | 1.72        | \$1,300,000      |
| <b>F16</b>     | San Juan College Bike Trail              | Farmington              | Multi-use Trail              | San Juan College                                                    | 1.04        | \$1,500,000      |
| <b>NMDOT3</b>  | NM 170 Maintenance                       | NMDOT                   | Maintenance / Preservation   | US 64 to FMPO Boundary                                              | 19.45       | \$38,900,000     |
| <b>NMDOT4</b>  | NM 173 Maintenance                       | NMDOT                   | Safety                       | US 550 to NM 511                                                    | 18.06       | \$72,200,000     |
| <b>NMDOT5</b>  | NM 173 and US 550                        | NMDOT                   | Safety                       | Intersection                                                        | N/A         | \$1,200,000      |
| <b>NMDOT15</b> | US 64 Access Management                  | NMDOT                   | Safety                       | Kirtland business district: school entrance west of CR 6575 to 6299 | 1.84        | \$9,200,000      |
| <b>NMDOT16</b> | US 64 Maintenance - West of Farmington   | NMDOT                   | Maintenance / Preservation   | West of Farmington city limits                                      | 14.78       | \$73,900,000     |
| <b>NB1</b>     | 1st St (US 550) Complete Street          | NMDOT / Bloomfield      | Complete Streets / Road Diet | US 64 to Blanco Rd                                                  | 0.50        | \$700,000        |
| <b>NB2</b>     | Broadway Blvd (US 64) Sidepath           | NMDOT / Bloomfield      | Complete Streets             | US 550 (Bloomfield Blvd) to 1st St                                  | 0.31        | \$600,000        |
| <b>NS1</b>     | NM 173 / Navajo Dam Bridge               | NMDOT / San Juan County | Complete Streets             | San Juan River crossing                                             | N/A         | \$3,000,000      |
| <b>NS2</b>     | NM 173 Multimodal Enhancements           | NMDOT / San Juan County | Complete Streets             | CR 4277 to NM 511                                                   | 0.70        | \$700,000        |
| <b>NS3</b>     | NM 511 Multi-use Trail                   | NMDOT / San Juan County | Multi-use Trail              | NM 173 to State Park Entrance                                       | 5.44        | \$5,400,000      |
| <b>SJC1</b>    | CR 2900 / Bridge 3382                    | San Juan County         | Bridge Replacement           | Bridge #3382                                                        | N/A         | \$500,000        |



| Project ID                   | Facility / Project Name             | Agency                     | Project Type               | Termini                                          | Length (mi) | Est. Cost (2025) |
|------------------------------|-------------------------------------|----------------------------|----------------------------|--------------------------------------------------|-------------|------------------|
| <b>SJC3</b>                  | CR 3050 / Bridge 9224               | San Juan County            | Bridge Replacement         | Bridge #9224                                     | N/A         | \$250,000        |
| <b>SJC4</b>                  | CR 390 (Wildflower Pkwy)            | San Juan County            | Complete Streets           | Road 350 to CR 3900                              | 1.73        | \$4,000,000      |
| <b>SJC8</b>                  | CR 6100 / Bridge 5795               | San Juan County            | Bridge Replacement         | Bridge #5795                                     | N/A         | \$600,000        |
| <b>SJC9</b>                  | CR 6100 / Bridge 7545               | San Juan County            | Bridge Replacement         | Bridge #7545                                     | N/A         | \$600,000        |
| <b>SJC10</b>                 | CR 6675 / Bridge 8113               | San Juan County            | Bridge Replacement         | Bridge #8113                                     | N/A         | \$20,000,000     |
| <b>SJCK1</b>                 | CR 6100 Sidepath                    | San Juan County / Kirtland | Multi-use Trail            | CR 6400 to US 64                                 | 5.00        | \$7,500,000      |
| <b>SJCK2</b>                 | CR 6480 Sidepath                    | San Juan County / Kirtland | Multi-use Trail            | CR 6500 to CR 6200                               | 2.73        | \$4,100,000      |
| <b>Long-term (2041-2050)</b> |                                     |                            |                            |                                                  |             |                  |
| <b>B8</b>                    | South 1st St Road Diet              | Bloomfield                 | Complete Streets           | US 64/US 550 to Vereda de Rio San Juan Riverwalk | 0.67        | \$6,363,140      |
| <b>F6</b>                    | Butler Ave Widening, Part 1         | Farmington                 | Roadway Widening           | Apache to 30th St                                | 1.50        | \$12,400,000     |
| <b>F7</b>                    | Main St Multimodal Enhancements     | Farmington                 | Complete Streets           | Butler Ave to Fairgrounds Rd                     | 0.73        | \$18,700,000     |
| <b>F11</b>                   | Pinon Hills Blvd Multi-use Trail    | Farmington                 | Multi-use Trail            | NM 170 and 30th St                               | 0.96        | \$1,900,000      |
| <b>F12</b>                   | Piñon Hills Blvd Widening           | Farmington                 | Roadway Widening           | 30th St to Butler Ave                            | 2.80        | \$11,200,000     |
| <b>F13</b>                   | Piñon Hills Blvd Widening           | Farmington                 | Roadway Widening           | Sports Complex to 30th St                        | 0.65        | \$5,000,000      |
| <b>NMDOT1</b>                | Browning Pkwy (NM 516) Bridge Study | NMDOT                      | Study Corridor             | Bridge extent                                    | N/A         | \$500,000        |
| <b>NMDOT2</b>                | Browning Pkwy (NM 516) Maintenance  | NMDOT                      | Maintenance / Preservation | US 64 to Southside River Road                    | 0.62        | \$1,900,000      |
| <b>NMDOT6</b>                | NM 511 Maintenance                  | NMDOT                      | Maintenance / Preservation | US 64 to FMPO Boundary                           | 12.94       | \$1,300,000      |
| <b>NMDOT7</b>                | NM 516 Rehabilitation and Safety    | NMDOT                      | Maintenance / Preservation | Farmington limits to US 550                      | 6.76        | \$40,600,000     |
| <b>NMDOT8</b>                | NM 539 Maintenance                  | NMDOT                      | Maintenance / Preservation | US 64 to NM 511                                  | 4.26        | \$400,000        |
| <b>NMDOT9</b>                | NM 574 Maintenance                  | NMDOT                      | Maintenance / Preservation | NM 170 to NM 516                                 | 14.03       | \$1,400,000      |
| <b>NMDOT10</b>               | NM 575 Maintenance                  | NMDOT                      | Maintenance / Preservation | US 64 to NM 173                                  | 7.89        | \$800,000        |



| Project ID            | Facility / Project Name             | Agency                       | Project Type               | Termini                                            | Length (mi) | Est. Cost (2025) |
|-----------------------|-------------------------------------|------------------------------|----------------------------|----------------------------------------------------|-------------|------------------|
| <b>NMDOT11</b>        | US 550 Trail                        | NMDOT                        | Multi-use Trail            | Blanco Blvd (Bloomfield) to Rio Grande Ave (Aztec) | 7.00        | \$7,100,000      |
| <b>NMDOT12</b>        | US 550 Maintenance - South of Aztec | NMDOT                        | Maintenance / Preservation | FMPO southern boundary to Aztec city limits        | 11.86       | \$59,300,000     |
| <b>NMDOT17</b>        | Browning Pkwy (NM 516)              | NMDOT                        | Maintenance / Preservation | Southside River Rd to Main Street                  | 1.28        | \$6,400,000      |
| <b>NMDOT18</b>        | Main Street (NM 516)                | NMDOT                        | Maintenance / Preservation | Browning Pkwy to Farmington City Limits            | 5.15        | \$25,800,000     |
| <b>SJC2</b>           | CR 2900 / Bridge 8247               | San Juan County              | Bridge Replacement         | Bridge #8247                                       | N/A         | \$1,000,000      |
| <b>SJC6</b>           | CR 4450/4990 / Bridge 8118          | San Juan County              | Bridge Replacement         | Bridge #8118                                       | N/A         | \$20,000,000     |
| <b>SJC7</b>           | CR 5030 Construction                | San Juan County              | New Road                   | CR 350 to US 550                                   | 5.55        | \$25,000,000     |
| <b>SJC12</b>          | Highline Road Construction          | San Juan County              | New Road                   | CR 3950 to US 550                                  | N/A         | \$23,600,000     |
| <b>Ongoing</b>        |                                     |                              |                            |                                                    |             |                  |
| <b>RA1</b>            | Transit Operations                  | Red Apple Transit            | Transit                    | Region-wide                                        | N/A         | \$45,000,000     |
| <b>Study Corridor</b> |                                     |                              |                            |                                                    |             |                  |
| <b>F10</b>            | New Road - East of Foothills Rd     | Farmington                   | Study Corridor             | NM 516 to Northern Route                           | 2.92        | N/A              |
| <b>SJCFX</b>          | Northern Route - New Road           | San Juan County / Farmington | Study Corridor             | College Blvd to US 550                             | TBD         | N/A              |



# COMMUNITY SURVEY ANALYSIS





# 2050 MTP COMMUNITY SURVEY RESULTS

## Community Survey Overview

A community survey was conducted from February 24, 2025 - May 5, 2025, using the online platform JotForm. The survey was primarily multiple-choice questions, with two open-ended questions. The questions covered survey respondents' relationship to the Farmington area, what they like best about the area, what challenges exist, how they travel today, and what they believe to be the greatest general and transportation-related priorities. A total of 122 individuals took the survey.

### Respondent Profile

**Place of Residence:** The majority of survey respondents resided in Farmington (59%), followed by Aztec (or surrounding area) (15%) and "other locations in San Juan County" (12%). This breakdown is generally consistent with the distribution of population across the Farmington MPO region.

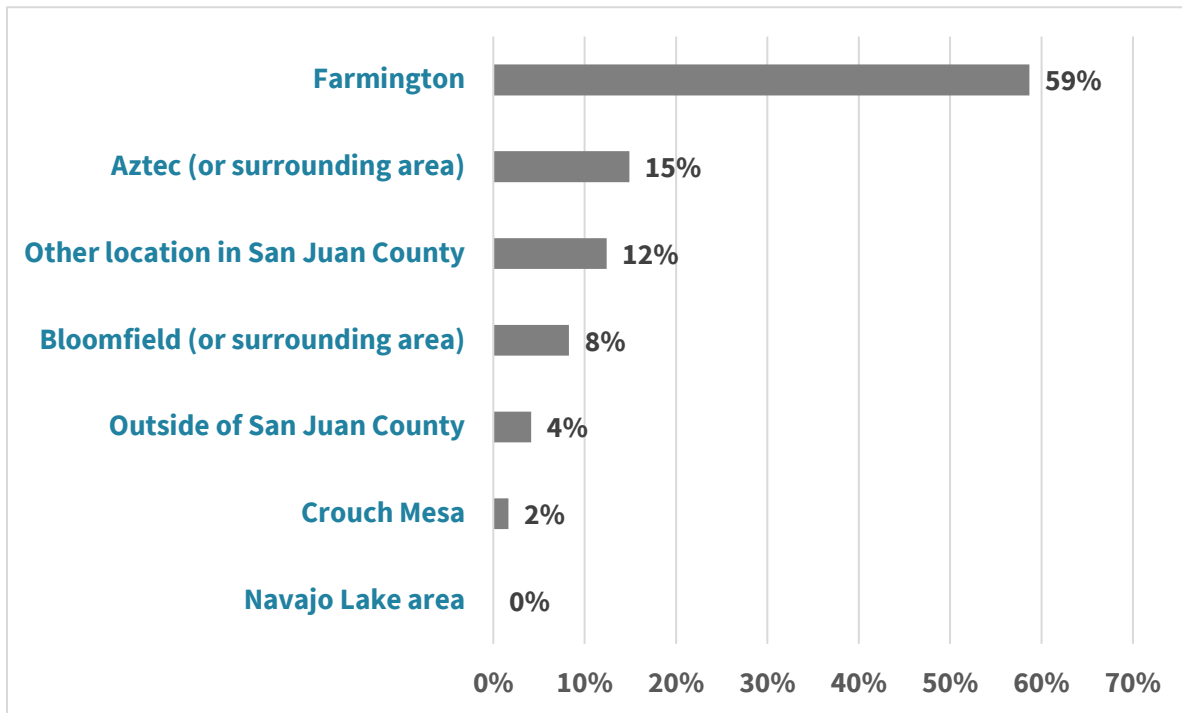
**Race and Gender:** More than half of respondents identified as White/Caucasian (55%), while 21% identify as Hispanic/Latino (21%) and 15% as Native American. By contrast, the largest ethnic groups in San Juan County are American Indian (38.5%) followed by White (Non-Hispanic) at 36.7%. The majority of respondents were female (62%).

**Age:** Survey participants represented a wide range of ages with the highest participation levels among the ages of 25-34 years old (18%) followed closely by 55-64 years old (17%). Importantly, 15% of respondents were under 18, which is an age demographic that is not often reached in transportation surveys.

**Household Income:** Respondents represented a relatively wide range of income levels. A plurality of respondents (43%) reported an annual household income of \$75,000 or higher, while 14% had an annual household income below \$25,000. About one quarter (23%) chose not to report their household income. According to the American Community Survey, approximately 45% of the population of San Juan County has an annual household income of more than \$75,000 per year and 23% has an annual household income of less than \$25,000 per year. This means that the survey underrepresented community members in the lowest income brackets.

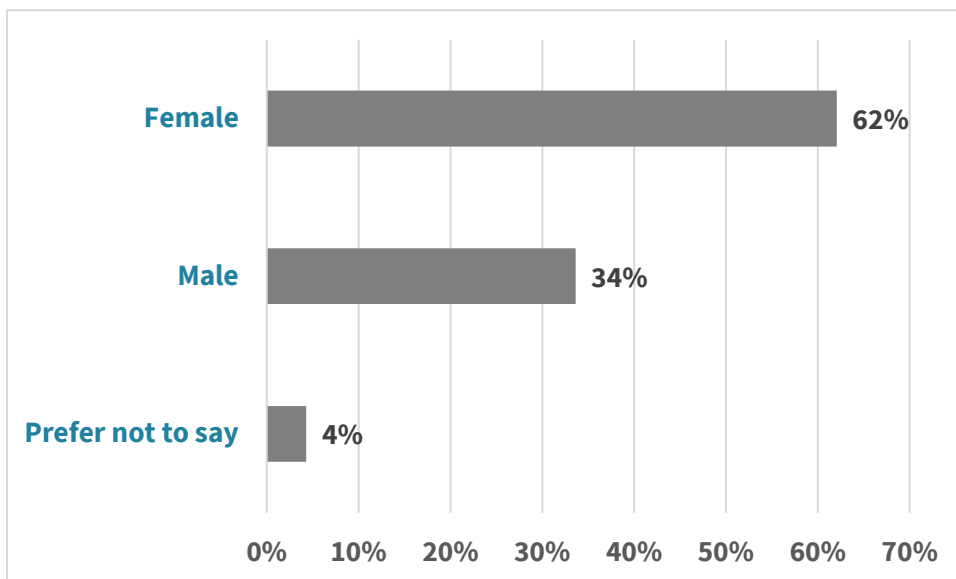


Where do you reside?



*N=121 responses*

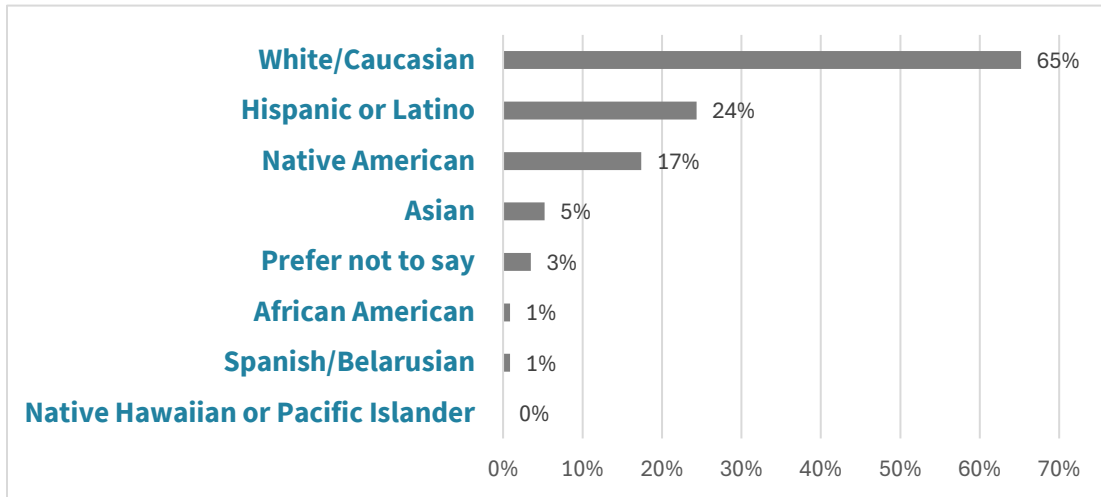
What is your gender?



*N=116 responses*

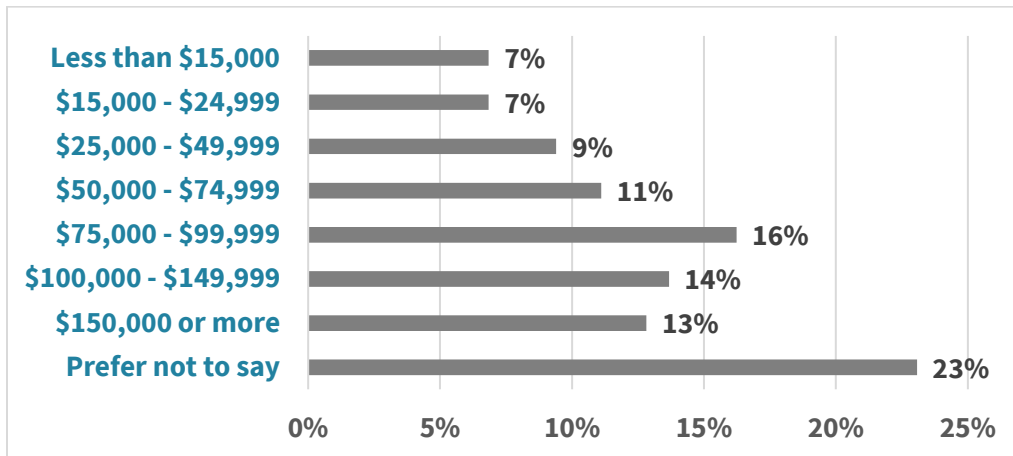


**What is your ethnic background? (Check all that apply)**



*N=115 responses*

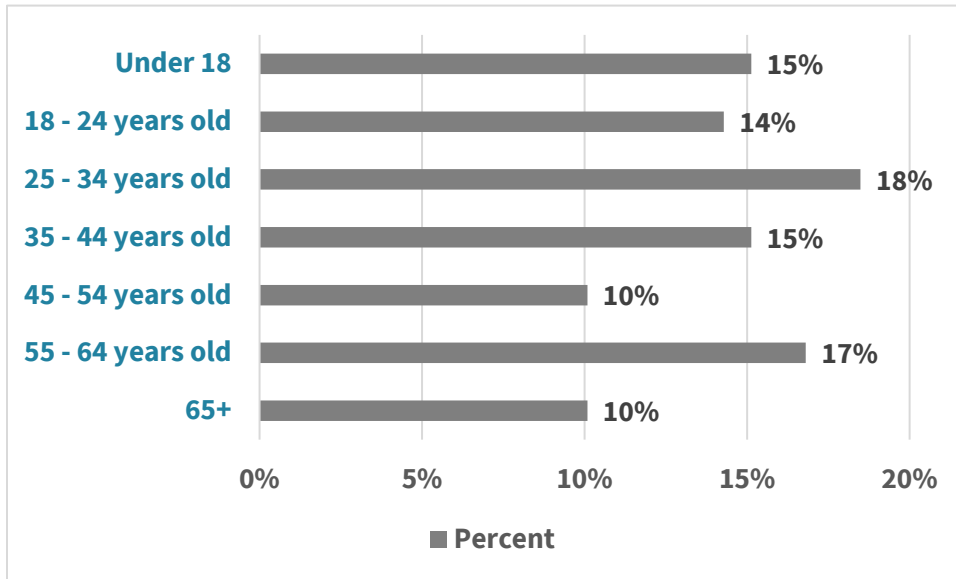
**What is your annual household income?**



*N=117 responses*



**How old are you?**

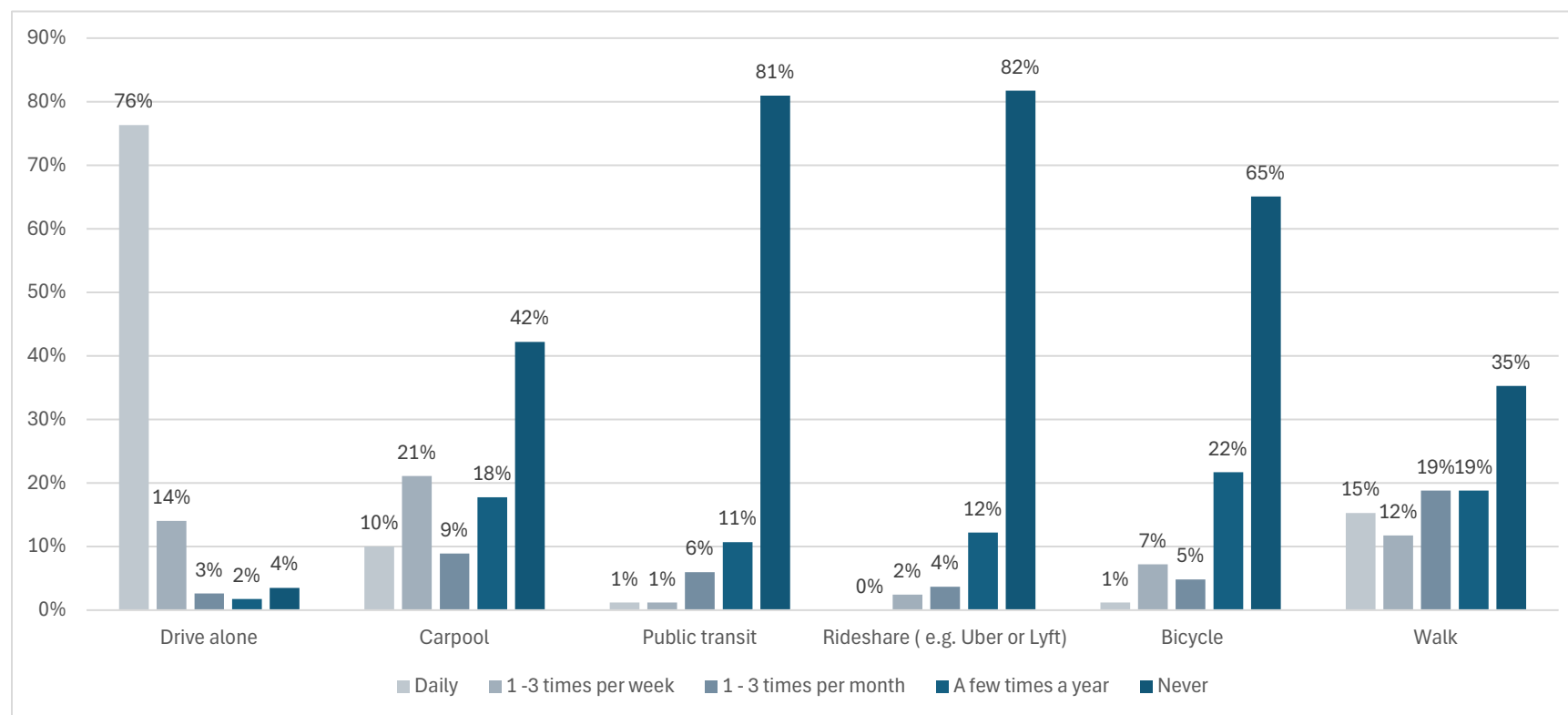


*N=119 responses*



## Survey Response Analysis

**How often do you travel by different modes of transportation for basic needs (INCLUDING: commuting, shopping, and social trips, but EXCLUDING: trips for exercise or walking a dog)?**

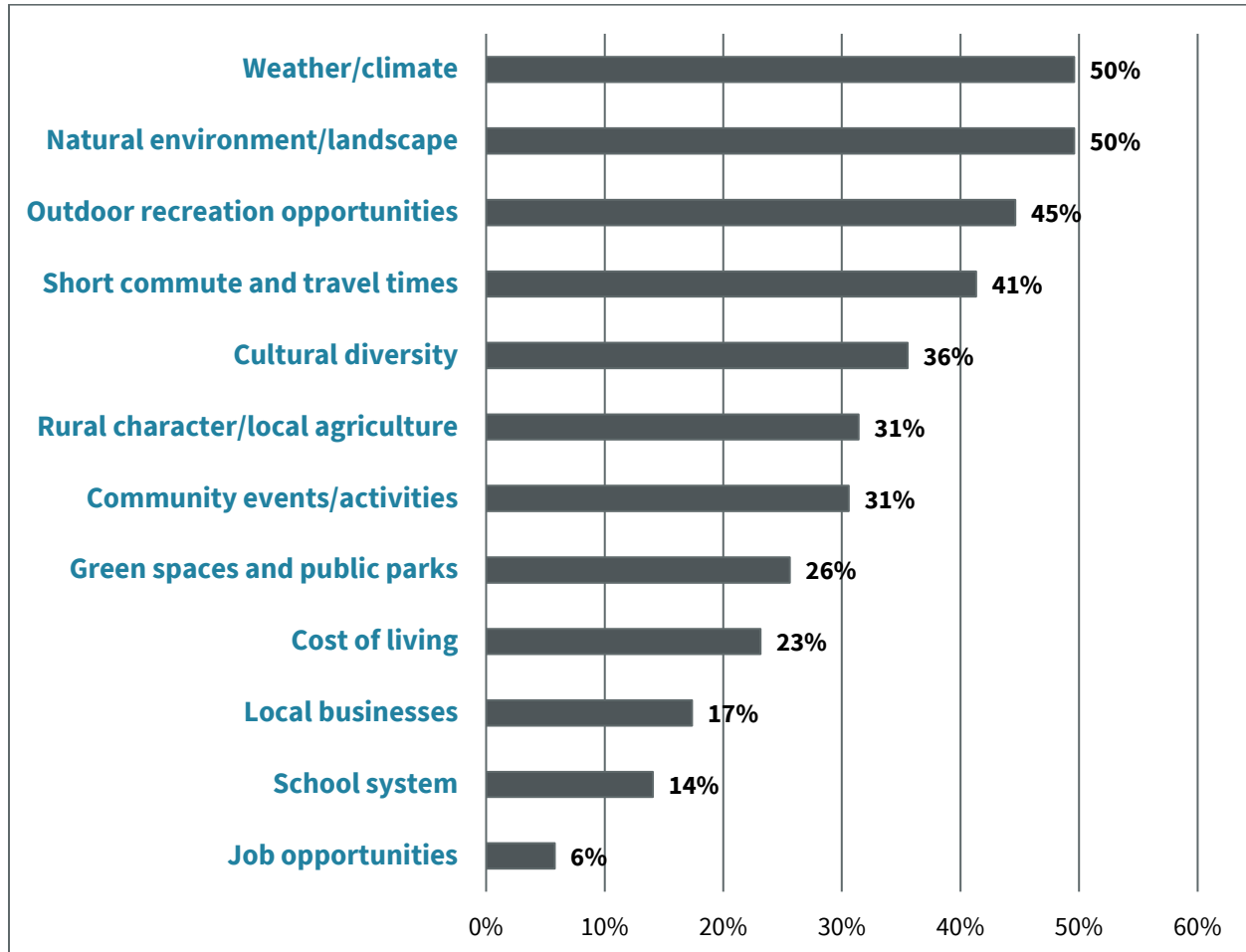


*N=114 responses*



The majority of respondents drive alone in their own vehicle daily (76%) for basic needs such as commuting, shopping, and social trips. Slightly more than one-third of respondents (35%) reported biking at least some of the time, compared to 65% who say they never ride a bicycle). About 13% of all respondents indicated they ride a bicycle on at least a monthly basis. Nearly two-thirds of respondents (65%) indicated they walk for trips at least occasionally, with 19% indicating they walk for utilitarian trips on at least a weekly basis.

**What do you like best about the Farmington area? Select your top three responses.**

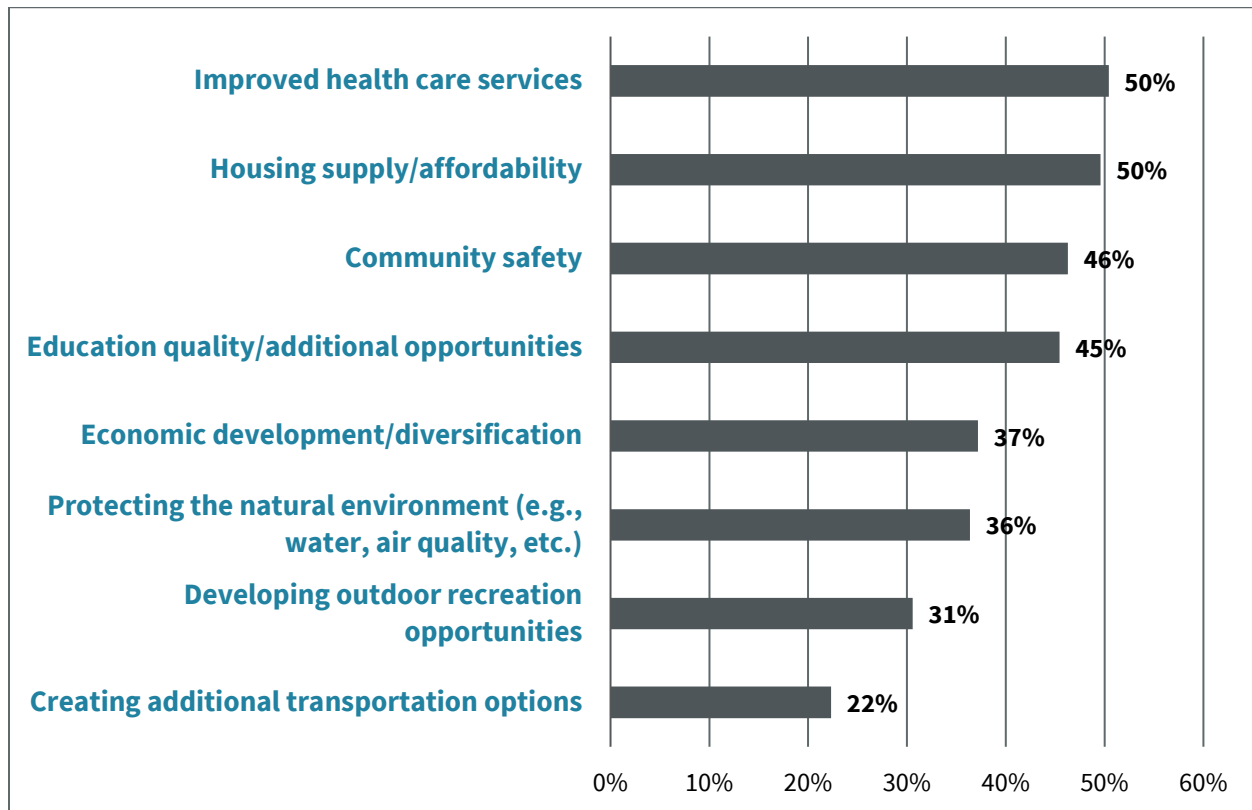


N=121 responses

The most frequently cited options for what respondents like best about living in the region are related to the outdoors and the surrounding landscape. Top responses included *weather/climate* and *natural environment/landscape* (60 votes | 50%), followed by outdoor recreation opportunities (54 votes | 45%). Many respondents indicated that short commute and travel times (50 votes | 41%) are also a positive aspect of living in Farmington MPO region.



**What are the biggest overall priorities in the region? Select your top three responses.**

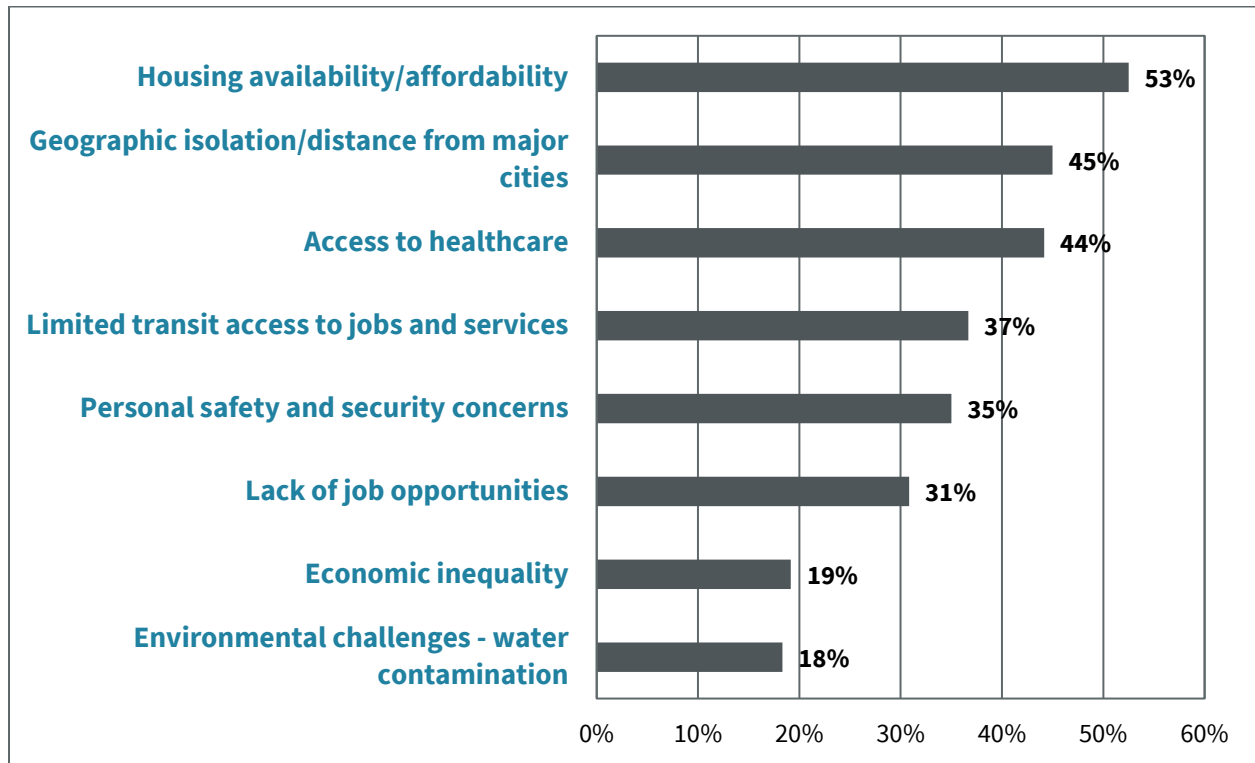


*N=121 responses*

About half of respondents listed *improved healthcare services* (61 votes | 50%) as the biggest overall priority for the Farmington region, followed by *housing supply/affordability* (60 votes | 50%), *community safety* (56 votes | 46%), and *education quality/additional opportunities* (55 votes | 45%).



**What are the biggest general/economic challenges in the regions? Select your top three responses.**

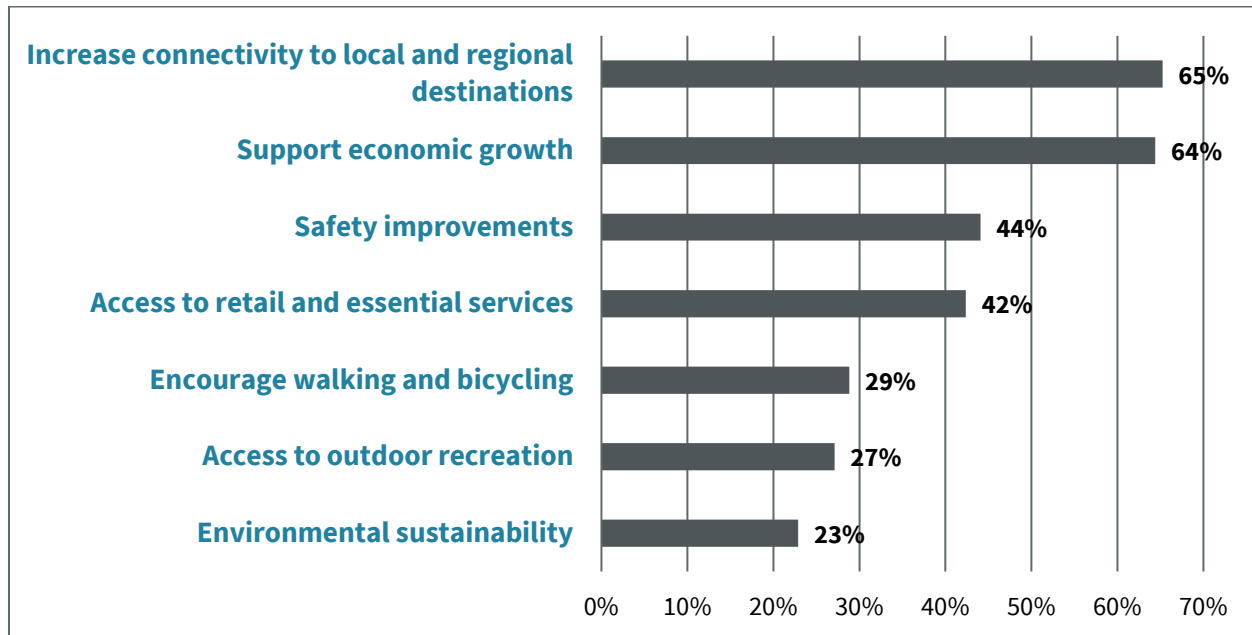


*N=120 responses*

A majority of respondents listed *housing availability/affordability* (63 votes | 18%) as the biggest general/economic challenge in the area, followed by *geographic isolation/distance from major cities* (54 votes | 45%) and *access to healthcare* (53 votes | 44%). *Economic inequality* (23 votes | 19%) and *environmental challenges* (22 votes | 18%) were each selected by less than one-fifth of respondents.



**How could transportation investments support community priorities? Select your top three responses.**

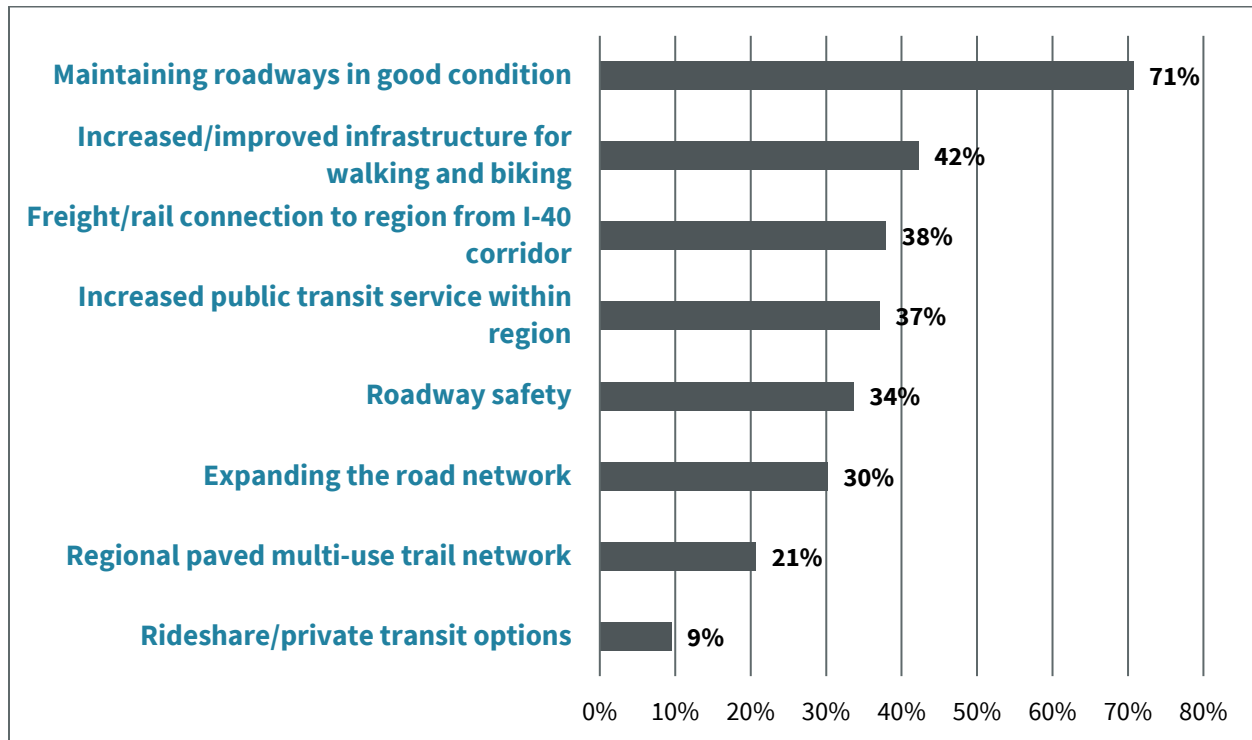


N=118 responses

When asked how transportation investments can support community priorities, respondents top two choices were: *increase connectivity to local and regional destinations* (77 votes | 22%) and *support economic growth* (76 votes | 21%). The next most frequently cited responses were *safety improvements* (52 votes | 44%) and *access to retail and essential services* (50 votes | 42%).



**What are the biggest transportation-related priorities in the region? Select your top three responses.**



N=116 responses

By far, the biggest transportation-related priority for survey respondents was to *maintain roadways in good condition* (82 votes | 25%). Other commonly cited priorities included *increased/improved infrastructure for walking and biking* (49 votes | 42%), *freight/rail to region from I-40 corridor* (44 votes | 38%), and *increased public transit service within region* (43 votes | 37%).

### **Open-Ended Responses**

When asked the open-ended question: “*Are there other transportation-related priorities not listed above?*”, responses included access to and increased frequency of public transit, expanded biking trails, and safety education important priorities.

Respondents were also given the opportunity to provide general comments or suggestions. Though there were a wide range of responses to this question, the most common response by far related to expanding access to public transit within the region and to other metropolitan areas. Comments indicated public transit is essential for improving access to services and for supporting long-term environmental sustainability. Multiple respondents would like to see the region be more walkable and bikeable. Other responses related to improvements to specific sections of roads or highways (such as 30<sup>th</sup> St between College Drive and Hutton Ave), roadway beautification, and general road maintenance.



## Discussion

- Respondents drive for the majority of their trips; however, there is evidence that meaningful shares of trips are made by walking and biking and demand for additional travel options. Nearly half of respondents reported biking at least some of the time (54% reported that they never ride a bicycle), and seven out of 10 respondents (70%) indicated they walk for trips at least occasionally, with 19% indicating they walk for utilitarian trips on at least a weekly basis.
- While respondents expressed a wide range of reasons that they enjoy living in the region, the most frequently cited aspects are related to the natural landscape and climate, and to their ability to experience the outdoors through recreational opportunities.
- The perceived role of outdoor recreation is mixed. Recreational opportunities are considered a strong amenity and there is a desire for additional infrastructure; however, respondents did not consider investments in outdoor recreation to be high among the regional priorities or strategies for economic development.
- Increasing transportation options and access to services and destinations were viewed as important economic development considerations.
- Despite uncertain economic conditions, housing availability and affordability was considered both a major challenge and a top priority for the region. Access to healthcare – which could be improved through targeted transportation investments –
- was another top regional challenge and priority.
- The top general transportation priority was roadway maintenance – identified by seven out of 10 respondents. By contrast, new roads were considered a priority by only three out of 10 respondents.
- Increased options for walking and biking and additional transit service were identified as priorities by far higher shares of respondents than those who currently travel by those modes. This stated preference is consistent with results from a survey conducted for the Bicycle and Pedestrian Master Plan and indicates a high level of latent demand for active transportation options.



# ECONOMIC DEVELOPMENT FOCUS GROUP NOTES





# ECONOMIC DEVELOPMENT FOCUS GROUP MEETING NOTES

**Date:** March 6, 2025

## Overview

Stakeholders of the Farmington MPO area convened to discuss current conditions, challenges, and outlook for transportation and economic development across the region. The group was convened as a crucial step in the first phase of engagement with the region. During the discussion, attendees spoke on behalf of their organizations as well as to experiences shared by others in the community, and elaborated on the impacts of current economic conditions. The Project Team prompted the group with a number of questions to guide initial conversations; other portions of the discussion were organic and brought to light by attendees.

## Attendees

- Steven Saavedra, Deputy County Manager, San Juan County
- Warren Unsicker, Director of Economic Development, City of Farmington
- Dr. Lorenzo Reyes, VP for Workforce and Economic Development, San Juan College
- Karen Lupton, Main Street Coordinator and Economic Development Specialist, City of Farmington
- Peter Koepfel, Farmington Metropolitan Planning Organization
- Amy Bell, Principal Landscape Architect, Anthropopolus (*facilitator*)
- Maren Neldam, Community and Natural Resource Planner, Anthropopolus (*facilitator*)
- Aaron Sussman, Principal Planner, Toole Design (*facilitator*)
- Elise Jones, Planner II, Toole Design (*facilitator*)

## Notes

### General Transportation Issues

- Pinon Hills Boulevard extension
  - Project will connect areas north and south of the Animas River and connect the workforce to Farmington
- Regional connections
  - No rail or interstate transportation infrastructure in the region
  - Transportation infrastructure is a key piece of the puzzle to improve regional conditions. Improved connections would have a ripple effect on the future success of the economy.
- Lack of tourism-oriented transit options
  - Taxi service is expensive, and Uber and Lyft are extremely limited
  - There is very limited rental car service available at the airport currently
- Airport/air travel



- Sky West/United is beginning service using 50-seat CJ200 aircraft that will provide connections to other hubs. Service will be daily, and stakeholders believe it will be a huge boon for the area.
- Service will begin in May and will be beneficial for businesses that have offices in other cities (Denver, Dallas, etc.)
- Transit
  - The City of Aztec recently cut funding for bus service between Aztec and Farmington.
  - Previously there was a bus service to Durango, Colorado which supported commuting within the larger region.
  - Red Apple Transit is exploring an on-demand model. Attendees expressed support with hopes for an increase in frequency and ridership.
  - Red Apple Transit struggles with staffing bus drivers.

### **Housing and Population Dynamics**

- Population has been declining as of recently since some of the mineral extraction operations shut down.
- The area has seen a shift in population towards urban areas, with an overall decrease in population in San Juan County and an increase in population in Farmington.
- Housing data would indicate that people are moving here, but census data indicates a decline in overall population.
- Trend of people from SW Colorado moving to the region for more affordable housing and commuting to SW Colorado for work
- Challenges to new construction
  - The major issue with housing in the region is insufficient supply; new development is needed.
  - The risks associated with new development are high due to cost of materials and few contractors located in the region.
- The development pattern in the region is sprawling. There is opposition from community members to higher density development, as well as rental property development, even in low-density typologies.
- Overall housing affordability is declining and there is a two-year waitlist for affordable housing units.
- Attracting new residents to region
  - Make My Move is an initiative to bring new residents into the region through remote working. This is somewhat challenged based on low housing availability.
  - LDS Temple construction has the potential to bring new residents and consistent visitors. The area will become a regional hub for the church.

### **Freight Rail**

- Rail freight is an ongoing and major initiative in the region, with a grant from the federal government to conduct a feasibility study and a second grant to conduct an environmental analysis. Planning and environmental analysis is likely a 2–3-year process, with an ambitious goal for 2031 implementation.
- Geography of the area dictates that the rail could not be extended to Farmington, with NAPI more likely to be the final destination.
- The impact would be substantial, as the rail connection could create opportunities for the region to build national connections to ship goods.

### **San Juan College**



- General concerns
  - Enrollment is always fluctuating
  - Many students face significant barriers, including food security, housing, and transportation
- Transportation access
  - 30-40% of students from outside the area; many students travel 50+ miles to get to campus
  - Transportation to and from campus is a significant challenge
  - San Juan College historically provided bus passes, but this isn't sufficient because of limited bus service
  - Lack of transportation access can cause students to disenroll
  - Interest in partnering on funding and identifying additional service from Red Apple Transit
- Popular programs
  - School of Energy – most likely area to obtain high wage jobs in the region; includes oil and gas and Instrumentation and Controls programs
  - Heavy Equipment – Very popular program, with a wait list. SJC is looking to purchase additional equipment and expand the program.
  - Healthcare – Waiting list for the nursing and occupational therapy programs
  - Construction
  - Cyber Security
  - Broadband – SJC is in the process of starting a new program
- Coordination between education programs and local employment opportunities
  - SJC tries to be responsive to the needs of local industries
  - Historically focused on expanding capabilities of existing industries. There is a desire to expand to additional industries that do not rely as much on transportation networks to move products.
  - MOUs with Fort Lewis College, NMSU, NM Tech, UNM on credit transfers

### **Employment and Workforce**

- The region is not able to attract industries that pay living wages, partly due to limited workforce
- Students are leaving the region due to limited opportunities and low wages
- Wages are going down (due to decline in energy industries)
- Employers in the area have noted the same problem as the college: employees having trouble making it to shifts on time or at all due to transportation problems

### **Business and Industries**

- There is no rail or interstate, and this limits ability to attract industries that rely on transportation networks for shipping/receiving products
- Economic development professionals focus on recruiting industries that do not require materials inputs

### **Outdoor Recreation**

- New trail development efforts are led largely by Farmington
- Navajo Lake
  - Major attraction in the region
  - Challenges include limited parking and high demand for camping space. There are no shuttles as they would struggle with the narrow conditions of the highway.



- The region needs to consider impacts of increasing visitation when planning for infrastructure improvements relating to the destination.
- The highway connecting there needs improvement to encourage visitation, as it is a dangerous stretch of highway
- Gravel Adventure Field Guide
  - Trails network that utilizes recreation on existing oil and gas roads
  - Oil and gas roads represent an affordable way to expand the network without investing in new trail development
- Trail access: Improvements to trail access are needed so that people can ride their bikes to trailheads
- Bureau of Land Management
  - BLM is opening trails to Class 3 e-bikes Trails on BLM lands typically have limited signage and use of the land is not regulated so different activities can all happen in same space (e.g. gun shooting and running, biking).
  - There is a need for close coordination with BLM in relation to their land. BLM has very limited funding and capacity, which leads to challenges to maintain these trail networks.
- In response to the challenges for users utilizing BLM land trails, cities like Farmington are focusing on trail development on city land that can be better maintained and safer for users (e.g. Juniper Park and River Trail System), as well as hoping to create regional connections for trail users.
- Challenges to building trail connections
  - Jurisdictional effort, each city must spearhead
  - Purchasing ROW has been difficult. ROW has been encroached on.
  - Problems with some quality of life/recreational initiatives: There was an initiative to create a walking, biking, horse path between Aztec and Farmington but that has become a political challenge, with opposition just not wanting a trail near them. Concern that it would become the “homeless highway”. This was intended to address both connectivity as well as the health crisis (both physical and mental health).
- Bike or scooter rental prospect
  - Concerns about user safety; people here are not used to small vehicles on the roads
  - The biking culture is newer here, which increases conflicts between drivers and bikers. There is a need for education about sharing the road.
  - Many bicyclists face dangerous conditions with blind curves and drivers who don't watch for them on the road
  - Could be opportunity to allow scooter rental in certain geographic places only, including the SJC campus
- Rafting
  - Activities along the Animas and San Juan Rivers are currently self-guided; most users coordinate their own shuttles/transportation
  - Desert River Guides provides a shuttle service for their clients
- Barriers to growing outdoor recreation businesses
  - Permitting
  - Getting local businesses to connect with and support the outdoor recreation initiatives is a challenge. Hotels have an amazing asset in the River Trail, but they don't necessarily leverage that.
  - Many local businesses don't see the connection between outdoor recreation and economic development yet. For example, local businesses don't see the value of advertising their businesses in outdoor recreation publications.



- Outdoor recreation is not yet integrated into the DNA of the community. As a visitor, there isn't a clear way to connect with all the recreational opportunities. There is limited transportation between lodging and trailheads or other recreational areas.

### **Geography**

- Large county with dispersed communities
- More conducive to build new development within cities due to utility infrastructure connectivity
- Gas costs are higher here due to being geographically isolated. Companies must pay the cost to have it shipped here.
- Historically, San Juan County has been isolated from other major cities geographically

### **Aesthetics**

- US 64 and the roads between Farmington, Aztec, and Bloomfield are not pretty and immediately turns both visitors and prospective residents away. US 64 in particular does not give people a good first impression of the area
- The road conditions do not honor the beauty of the natural environment of the region
- Creating a gateway to the community is "mission critical"
- "Trailing spouse syndrome" is heard to be happening, where people move here for work and their spouses don't want to join because the region doesn't feel welcoming with the first impression



## Summary and Key Themes

**Economic Transition:** Once a strong coal and mining community, stakeholders recognized the need to transition the base economy, particularly as one power plant recently closed and another is slated to close in the coming years. Stakeholders expressed uncertainty over what a new vision for the region could look like and which new industries will take hold. Stakeholders believe there is a strong opportunity for outdoor recreation and tourism industries to grow, though such an identity has not been fully adopted by the community, and some efforts for trail development have faced community opposition. The prospect of the local higher education institution, San Juan College, to aid in the economic transition of the region was recognized by all.

**Geographic Challenges:** The region's geographic isolation is an ongoing challenge that is exacerbated by the lack of transportation connections. Stakeholders identified isolation as limiting economic growth opportunities and the ability to attract new types of industry to the region.

**Workforce Needs:** Employers in the region find it difficult to hire for open positions, and access to job sites is a challenge. Public transit services are not meeting the current needs of the region, with employers and the college noting that community members struggle to arrive to destinations on time or at all.

**Emerging Modes:** When contemplating micromobility options such as scooter share and bike share, stakeholders expressed a concerns over safety for vulnerable road users in the region due to current driving habits/customs and motorists having a low awareness of other road users and attendees.

**Housing Shortage:** Due to multiple factors at play, including a housing shortage (plus a lack of housing diversity) and unaesthetic community gateways, talent attraction efforts are struggling.

**Community Aesthetics:** While the area provides ample natural beauty and recreation options, the experience arriving to the region is lacking in terms of aesthetics and attraction.



# **HIGH SCHOOL FOCUS GROUP NOTES**





# HIGH SCHOOL FOCUS GROUP MEETING NOTES

**Date:** March 28, 2025

## Overview

High school students associated with the San Juan Safe Communities Initiative convened to discuss current conditions, issues, and outlook on the future of transportation and general opportunities for the region. The focus group took place via an online video conference and was an important part of the first phase of engagement the region. During the discussion, students spoke on behalf of their personal experiences living in the region as well as to experiences shared by their peers and students younger than them. The Project Team prompted the group with a number of questions to guide discussion, with a focus on transportation, economic conditions, and outdoor recreation.

## Attendees

- Anne, student, You Matter (San Juan Safe Communities Initiative)
- Sterling, student, You Matter (San Juan Safe Communities Initiative)
- Rhea, student, You Matter (San Juan Safe Communities Initiative)
- Amy Bell, Principal Landscape Architect, Anthropolulus (*facilitator*)
- Maren Neldam, Community and Natural Resource Planner, Anthropolulus (*facilitator*)
- Elise Jones, Planner II, Toole Design (*facilitator*)

## Notes

### General Transportation Issues

- Main form of transportation
  - All attendees indicated they drive to get to all of their destinations.
  - There is some ability to ride a bike to trail access points.
  - Some people carpool in the area.
- Desire to be able to walk or bike more to get to destinations
  - Attendees indicated they would like to be able to walk more to destinations.
  - Farmington is more of a driving place than a pedestrian place.
  - It feels unsafe place to try to walk more places due to unsafe drivers.
- Road conditions
  - All attendees mentioned potholes are a major concern, especially in winter time.
  - Roads are in bad shape and condition.
  - The main roads are generally in okay conditions, but one attendee prefers driving back roads
- Traffic concerns
  - There is a new Maverick gas station at 30<sup>th</sup> Ave & Main Street. That intersection is busy and does not seem meant to have that much turning traffic. As a result, it can get backed up with cars waiting to turn.



- All attendees agreed that they would like to see more protected left-hand turns due to unsafe driving behavior of local drivers – and due to being new drivers on the road and learning the laws. Attendees mentioned that their peers feel in agreement on wanting more protected left-hand turns.
- Where there is currently construction and one lane is closed, it takes longer to reach local destinations.
- Thoughts on the recent Main Street streetscape improvements
  - The roundabout was a learning curve for local drivers.
  - The changes improved the nostalgic small town main street feeling.
  - All attendees agreed the changes improved the traffic flow through downtown.
  - The widened sidewalks are really appreciated and highly utilized because Farmington holds a lot of parades and festivals on Main Street through downtown, so people come out to sit along the sidewalks.

### **Transit**

- Attendees have seen the bus stops but rarely ever see the actual buses on the roads, so it seems like it would be very difficult if you were an adult without a car in Farmington to be able to get to a job or go anywhere.

### **Local Business and Tourism**

- All attendees agreed they like how Farmington has some big city amenities (like public sports courts and fields) but with a small-town feeling.
- Most agreed they would like to see more emphasis on local businesses in Farmington. There is a plethora of chains, fast-food, and drive-through choices, but they would like to have more local restaurants and sit-down restaurants to go to.
- Attendees expressed a desire to see tourism more embraced in Farmington
  - Outdoor recreation in the Farmington area is not as well-known as other cities nearby like Durango or Moab, but all attendees commented that they think Farmington has almost every outdoor activity that the other cities have, and at a cheaper cost to participate. They mentioned it would be good to bring more awareness and recognition of Farmington's outdoor activities to improve tourism.
  - Attendees perceive a positive impact from increased tourism, including supporting local businesses and increasing storefront activity in downtown. Overall, attendees are interested in increasing activity and energy downtown to hopefully bring more shopping and local restaurants as opposed to empty or office storefronts.

### **Entertainment Options**

- All attendees agreed that entertainment options for their age group needs to improve in Farmington
  - An attendee feels they are missing out on socializing with their peers because there is not a lot to go do together.
  - There is a desire for something in town that is casual and fun for their age, ideas included an arcade, mini golf, Dave & Busters, or Main Event.
  - Currently, teenagers their age go to the Sonic parking lot or someone's house for socializing and entertainment.
  - The main option for younger kids is Fly High, which is well-loved and used locally.



- Attendees enjoy visiting other small towns nearby like Chama, Angel Fire, and some in Colorado including Durango.
- All mentioned Durango being a top destination in the greater region, usually traveling up to visit multiple times a year. Activities mentioned they enjoyed included good local restaurants, shopping, riding jeeps on trails, and other outdoor activities.

### **Post-High School Plans**

- Attendees agreed that the Four Corners area and Farmington are among the top of their list of places they desire to live due to weather, geography, activities, and small-town feel.
- Attendees had plans to stay in state and go out of state for college programs after graduating this year.
- Post-college, they mentioned they could see themselves either staying in Farmington or close-by for family.
- One student mentioned they didn't plan to stay due to lack of job opportunities in Farmington in the field they're interested in,
- Students' peers' plan after high school graduation:
  - Friends who aren't sure often stay and go into construction.
  - Some peers are staying for the pre-med program at San Juan College – they appreciate the affordable program locally.
  - Many peers say they would consider coming back to Farmington after college elsewhere, due to enjoying the small town feel and scenic geography of the region.
  - Peers that don't plan to stay mention a desire to live in a new place and see new things, though they may want to come back to Farmington area later in life.

### **Outdoor Recreation**

- Attendees all indicated they enjoy the local lakes and that they are a very accessible and inexpensive activity.
- Activities noted include biking, off-highway vehicles, walking, and swimming.
- All enjoy the outdoor recreation opportunities and the proximity to them in the Farmington region.
- Safety on the federal lands is a concern. More signs educating on safe practices and tips while using the lands would be helpful.
- All attendees have recognized the 'Jolt your journey' signage, but noted they don't think they do a lot of education or share specifics on what activities are in Farmington or how to get there. They hoped the advertising method was more helpful to others.

### **Safety Concerns**

- Like any place they would consider living in the future, safety is a major factor. Many mentioned crime-related recent events which concern them, and attendees would like to see safety from a crime perspective improve in the area.
- Attendees mentioned seeing unhoused individuals on the River Trail in Farmington, which has deterred them from feeling safe enough to visit often or alone.

### **Summary and Key Themes**



**Transportation:** In order to reach most destinations, driving via a personal vehicle is necessary in the region. Not owning a personal vehicle as an adult is perceived as almost impossible for retaining a job and meeting basic needs. All attendees indicated they wanted to be able to walk or bike more often as a different mode of travel, but noted safety concerns due to current driving habits/customs which have a low awareness of other road users and attendees. When driving, the students noted that poor road conditions affect driving behavior and shared a desire for more protected left-hand turns due to unsafe driving habits. The recent Main Street streetscape improvements have improved traffic flow and increased a sense of community identity for the students.

**Embracing an Identity/Outdoor Recreation:** The region has established strong characteristics which make it appealing to live in, including access to outdoor recreation, small-town feel, proximity to other interesting destinations, and some amenities of a big city. The outdoor recreation opportunities of the area are not widely recognized by the region or otherwise as a distinguishing characteristic, and should be in order to embrace an identity, improve safety on recreation land, boost tourism, and support local businesses.

**Local Business Support/Tourism:** Farmington has a plethora of chain restaurants and fast food, but not a strong local restaurant scene. There is a desire for more locally-owned restaurants to choose from and for more locally-owned shops located on Main Street in downtown to improve activity and provide unique offerings that set Farmington apart.

**Post-High School Plans:** The Farmington region remains a highly desirable place when considering where to live in the future due to the positive characteristics cited like beautiful geography, outdoor recreation, weather, and small-town feel. Some students planned to stay in the area or region post-high school, while others cited a desire to live in a new place for a job opportunity not available there or to experience new things. Students who expressed an interest in moving away also indicated they might return later. Safety and rates of crime were noted as a strong factor when considering where to live.

**Entertainment:** There is a lack of entertainment options for teenagers; however, there are enough entertainment and activity options for young children and families. Specific interests include more options for social activities, including having healthy options to choose from so that students do not fall into unhealthy habits or situations at a young age.



# PHASE II ENGAGEMENT SUMMARY





# PHASE II COMMUNITY MEETING AND OPEN HOUSE

**Date: September 3, 2025**

## Overview

The Project Team gave a formal presentation and facilitated a community open house on the Public Review Draft of the 2050 MTP at the Farmington Civic Center. Presentation topics included plan emphasis areas, safety analysis and the regional High Injury Network, and plan recommendations.

In addition to a formal question and answer period following the presentation, community members could review the content of display boards and interact with Project Team members. A total of eight community members attended the meeting, in addition to Farmington MPO staff and public agency stakeholders.

## Notes / Question and Answer

- Dangerous locations:
  - South side of US 64 at the entrance to the flea market. Safety issues related to people backing up onto the road.
  - McGee Park – Accidents there almost every day. It would be great to have another traffic light and more enforcement.
- Safety/security: An attendee expressed concerns about public intoxication and drug consumption and irresponsible behavior on the part of pedestrians.
  - Project team responded that there is a multiple issues at play. There is a need for additional social services. There is also the issue of road design that encourages higher speed driving; managing speeds can mitigate the dangerous outcomes. More than half of serious injury and fatal crashes involve drugs and alcohol.
- An attendee commented that it is not safe to ride a bicycle on streets in the region. Bike lanes are disconnected and drivers behave irresponsibly. Does the plan address education and behavior change around shared roads?
  - The Project Team responded that the plan highlights the various aspects of the Safe System Approach, including the need for safe street design (bike network connectivity), education (safe behavior and how to use infrastructure), and enforcement
  - Many of the projects in the 2050 MTP would provide new facilities and improve connectivity.
- Enforcement
  - The Sheriff's Department is trying to increase capacity to support enforcement of traffic laws. County wide safety planning can support targeted law enforcement.
  - Significantly less issues with DUI now that there are fewer alcohol establishments.
- Designated truck routes: Is there any opportunity for bypass routes to discourage freight driving down main streets?
  - The Project Team responded that the roadway system is designed to accommodate deliveries to local businesses while discouraging through traffic from using bypass local roads.



# NIGHT AT THE LIBRARY

**Date: September 4, 2025**

## Overview

The Project Team worked with the Farmington Public Library to develop a series of transportation-themed activities for the monthly Night at the Library event. In addition, the Project Team set up display boards with information on the 2050 MTP. The event complemented the formal community open house and created opportunities for parents and adults who might not attend a typical public meeting to ask questions and learn about the project.

General goals for the event included:

- Increase awareness about the Farmington Metropolitan Planning Organization (MPO) and the Metropolitan Transportation Plan (MTP)
- Connect with Farmington families to share updates on the MTP planning process
- Engage participants of various ages in discussions and activities related to long range transportation planning in the Farmington region

## Participants

Approximately 100 people attended the Night at the Library event, including families with preschool and school-aged children.

## Activities

- **Information Boards:** The project team set up informational boards about the MPO and MTP and invited participants to share feedback through sticky notes. Boards included a map of MTP priority project locations, the High Injury Network, and Complete Streets Facility Types. Attendees were asked to share their vision for the Farmington region and if there were any priorities that are missing from the plan.
- **Design a Road:** Using a roadway template and to-scale pieces depicting various street elements, participants could design their ideal cross-section. Street elements included general travel lanes, bus and streetcar lanes, pedestrian facilities, buffers, and landscaping. The activity appealed to both kids and adults, and all family members were asked to share their decision-making process around which elements they incorporated. For adults, a fundamental lesson is that constrained right-of-way requires trade-offs. For kids, the activity is an opportunity to think through how they would like to travel.
- **Create Your Dream Vehicle:** The Create Your Dream Vehicle activity encouraged creative exploration around the theme of transportation. Kids created various types of dream vehicles from magic-powered rocket ships to hot air balloons, to electric shopping carts that could transport a person to and from the grocery store with groceries. Project Team members asked kids to think about how the vehicle is powered and where it would travel.



- **Transportation Systems:** Families were invited to make “ants on a log” with celery, peanut butter (or hummus), and raisins and discuss how ants develop transportation networks, and how they are similar or different from our own.

## Display Boards Feedback

Participants expressed support for the plan framework and interest in learning more about the specific projects and project timelines included in the plan. When asked what was missing, the majority of participants shared concerns over the existing public transportation system, including a desire for improved connectivity and more frequent routes, particularly to key destinations such as San Juan College and the public library.

Many participants discussed that they feel relatively safe driving in Farmington and do not have major concerns about the existing road system.





General Crafts

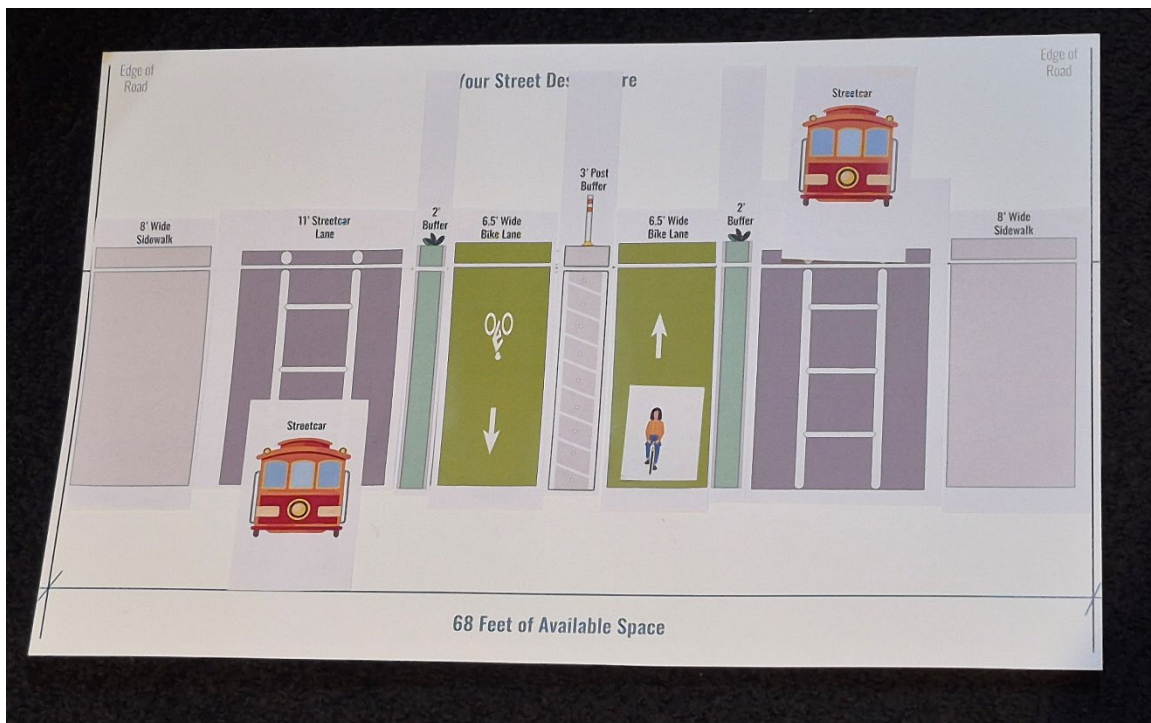




Design a Road









Create Your Dream Vehicle





