New Mexico Department of Transportation Resilience Improvement Plan

March 2024

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

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Acknowledgements

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Introduction

Purpose

The state's transportation system supports the everyday lives of New Mexicans and is a critical resource during emergencies to help limit overall loss and harm. The New Mexico Department of Transportation (NMDOT) exists to provide a safe and efficient transportation system for those traveling in New Mexico. Extreme weather due to climate change and the impacts of natural disasters pose a threat to the department's ability to serve the public and carry out its mission. Thus, reducing risks from associated hazards is crucial for NMDOT.

NMDOT's Resilience Improvement Plan (RIP) analyzes the risks posed to New Mexico's surface transportation system from current and future weather events and natural disasters. Based on that analysis, this document proposes an investment plan of priority projects by NMDOT district to address surface transportation system resilience. It also outlines suggestions for continued interagency cooperation and recommendations for future RIP updates, policies, practices, and actions to institutionalize resilience at NMDOT.

The NMDOT RIP closely aligns its central methodology to the New Mexico Hazard Mitigation Plan and considers the welfare of all New Mexicans by including an evaluation of evacuation routes, critical destinations, and the amplified susceptibility of socially vulnerable populations. This plan is informed by the concurrent resilience and climate planning efforts led by other New Mexico state agencies and by those of tribal partners, neighboring states, and local jurisdictions.

Goal

In infrastructure systems, resilience is the ability to avoid, anticipate, absorb, adapt to, and/or rapidly recover from current and future hazards. Resilience planning seeks to minimize risk by supporting resilient systems. The goal of the NMDOT RIP is to use best available data and projections to strategically define immediate and long-term planning actions and project investments to maximize the resilience of New Mexico's transportation system to extreme weather and natural disasters.

Relevant Codes, Standards, and Regulatory Frameworks

New Mexico's climate leadership is demonstrated by both legislative and executive branch actions. Together, New Mexico's climate planning and energy standards provide a framework for the state to reduce its overall greenhouse gas (GHG) emissions. These ongoing mitigation efforts demonstrate New Mexico's ability to take urgently needed steps to avoid even greater climate change impacts – a core element of resilience planning. Coupled with these efforts, the federal government's new funding for resilience planning and infrastructure adaptation further enable to New Mexico to improve the resilience of the transportation network.

New Mexico's Climate Strategy

On January 29, 2019, Governor Lujan Grisham issued the Executive Order on Addressing Climate Change and Energy Waste Prevention (2019-003) to reduce GHG emissions by at least 45 percent by 2030, based on 2005 levels. The order directs state agencies to develop policies that will encourage clean energy deployment, curb climate pollution, and reduce methane waste in the oil and gas industry. Each year, New Mexico releases a status report on the progress made towards reaching the goals and provides recommendations for next steps.

New Mexico's Energy Transition Act

On March 22, 2019, Governor Lujan Grisham signed the Energy Transition Act (ETA) (SB 489), which establishes statewide renewable energy standards and creates a roadmap to transition from coal to low-carbon energy. The ETA requires that (1) all providers must deliver 50% renewable energy by 2030, (2) investor-owned utilities must deliver 80% renewable energy by 2040 and 100% carbon-free generation by 2045, and (3) rural electric co-ops must deliver 80% renewable energy and 100% carbon-free generation by 2050. The law also establishes three transition funds for workforce training and transition assistance to communities affected by the changing energy economy.

Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Program

The Infrastructure Investment and Jobs Act (IIJA), signed into law by President Biden on November 15, 2021, created the Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Formula and Discretionary Grant Programs. PROTECT offers three core benefits to states: (1) it provides formula funding to states for resilience improvements; (2) it distributes competitive planning grants to enable communities to assess vulnerabilities to current and future weather events, natural disasters and changing conditions, and plan transportation improvements and emergency response strategies to address those vulnerabilities; and (3) it distributes competitive resilience improvement grants to protect surface transportation assets, coastal infrastructure, natural infrastructure, and communities. Activities eligible for PROTECT funding include planning activities, resilience improvements, at-risk coastal infrastructure projects, and community resilience and evacuation routes. The development of this RIP is one such eligible planning activity.

Definitions

Below are definitions of terms used in this plan. These terms are commonly used in resilience planning, risk planning, and climate assessments, although they may have slightly different meanings in different contexts.

- **Asset:** An element of transportation infrastructure studied in this resilience plan. Two assets are included in the analysis: roads and bridge structures. These assets serve multiple modes, and the analysis methodology is designed to consider the assets' roles in supporting multimodal transportation.
- **Hazard:** A natural event or occurrence that can cause damage to a transportation asset and/or limit or disrupt its function.
- **Exposure:** Whether, how often, and/or how profoundly an asset may be exposed to a hazard.
- **Sensitivity:** How much exposure to one or more hazards is likely to damage or disrupt use of an asset.
- **Criticality:** The importance of an asset to the transportation system and to the community. Criticality considers how the loss in function of an asset impacts mobility, disaster response, and overall health and safety.
- **Vulnerability:** The relative susceptibility of a transportation asset to hazards based on the character and magnitude of a hazard (or hazards) specific to an asset's location and condition.
- **Adaptive capacity:** The ability of a transportation asset or system to adjust, repair, or flexibly respond to damage caused by climate variability or extreme weather[1]. In this plan, adaptive capacity is not included as a standalone consideration, but variations of adaptive capacity are considered within the criticality methodology. For example, by including an evaluation of asset redundancy.

[1] https://www.fhwa.dot.gov/environment/sustainability/resilience/adaptation_framework/

- **Social vulnerability:** The social groups and social factors that amplify adverse impacts of hazards**.** This plan considers income, linguistic isolation, age, race, and access to a vehicle using a NMDOT 'Social Vulnerability Score' (described later).
- **Risk:** A measure that includes both the probability (or likelihood) that an asset will experience a particular impact and the consequence (or severity) of that impact[2]. In this plan, consequence is analogous to criticality.
- **Resilience**: The ability to avoid, anticipate, absorb, adapt to, and/or rapidly recover from current and future hazards.
- **Resilience risk:** The combined consideration of exposure, sensitivity, and criticality score data for an asset converted to risk rankings (i.e. low risk, medium risk, high risk, very high risk).
- **Hotspots:** Continuous corridors along a single route that have consistently high or very high resilience risk.

In this plan, resilience risk scores and hotspots are the products of the analysis. They are explained in greater detail later in this document.

[2] https://www.fhwa.dot.gov/environment/sustainability/resilience/adaptation_framework/

Foundational Research and Engagement

Resilience planning requires an awareness of the interconnectedness of communities, jurisdictions, and systems. The NMDOT RIP's assessment of asset resilience is intentionally informed by NMDOT's previous planning efforts and those of relevant external partners. The plans and tools reviewed were diverse in source, scope, and focus. Plan types included Federal Highway Administration (FHWA) guidance, NMDOT and other state agency plans and studies, New Mexico MPO plans, tribal resilience plans, plans from other states and MPOs, and consultation with NMDOT divisions and districts.

In addition to informing NMDOT's approach to asset selection and hazard identification, the foundational research also provided critical input on how to consider criticality. Three New Mexico plans substantially considered criticality and were included in the review and summaries related to criticality: the NMDOT 2045 Long Range State Transportation Plan, the New Mexico State Hazard Mitigation Plan, and the Mid-Region Council of Governments 2040 Metropolitan Transportation Plan. Other New Mexico plans featured limited discussion of criticality beyond general mentions of consideration of the economic, social, health, or safety-related importance of an asset. Therefore, additional climate vulnerability and resilience reports from state DOTs and MPOs across the country were reviewed to better understand the state of the practice regarding criticality. These reports provided many examples of detailed criteria used in assessing the criticality of transportation assets in climate change vulnerability or resilience studies. FHWA's Vulnerability Assessment and Adaptation Framework also provided useful recommended criteria for assessing criticality.

FHWA Guidance and Tools

The following two FHWA documents were reviewed to ensure alignment of the resilience analysis with federal guidance and best practices:

- **FHWA Vulnerability Assessment and Adaptation Framework (VAAF) (2017)**[3] is a manual to help transportation agencies and their partners assess the vulnerability of transportation infrastructure and systems to extreme weather and climate effects, as well as integrate climate adaptation considerations into transportation decision-making. In addition to outlining seven steps to conducting a vulnerability assessment, the VAAF also provides examples from completed vulnerability assessments and directs readers to additional resources.
- **FHWA Assessing Criticality in Transportation Adaptation Planning (2014)**[4] discusses common challenges associated with assessing criticality, options for defining criticality and identifying scope, and the process of applying criteria and ranking assets. It uses examples from FHWA pilots and the Gulf Coast 2 study to illustrate a variety of approaches used for assessing criticality and includes an appendix that lists criticality criteria developed under the Gulf Coast 2 study.

New Mexico DOT and Other State Agency Plans and Studies

The following plans were reviewed to gather information on relevant assets, hazards, and criticality considerations:

- NMDOT 2045 Long-Range State Transportation Plan (NMDOT, 2021)
- Transportation Asset Management Plan (NMDOT, 2022)

[3] https://www.fhwa.dot.gov/environment/sustainability/resilience/adaptation_framework/index.cfm
[4] https://www.fhwa.dot.gov/environment/sustainability/resilience/tools/criticality_guidance/criticality_guidance.pdf

- Culvert Asset Management System Best Practices/Pilot Project (NMDOT, 2016)
- NMDOT District 5 Rockfall Mitigation Study (NMDOT, 2022)
- New Mexico State Hazard Mitigation Plan Update (New Mexico Department of Homeland Security, 2018)
- New Mexico Climate Strategy (and two updates), (Interagency Climate Change Task Force, 2019, 2020, 2021)
- New Mexico GHG Inventory and Forecast Report (Center for the New Energy Economy at Colorado State University, 2020)
- Dangers of Steep Slopes: Landslides, Rockfalls, and Debris Flows in New Mexico (New Mexico Bureau of Geology and Mineral Resources, 2020)
- Rockfall Susceptibility Maps for New Mexico: Open-file Report 595 (New Mexico Bureau of Geology and Mineral Resources, 2017)

New Mexico MPO Plans

Three MPO plans were reviewed, having been determined as most relevant to this effort:

- El Paso MPO Regional Mobility Strategy (RMS) 2050 Metropolitan Transportation Plan (MTP) (2022)
- Farmington Metropolitan Planning Organization 2045 Metropolitan Transportation Plan (2020)
- Mid-Region Council of Governments 2040 Metropolitan Transportation Plan (2020)

Tribal Resilience Plans and Studies

It is critical that tribal resilience is integrated into the RIP. In addition to planning for emergencies and hazards, tribal resilience planning incorporates habitat degradation, biodiversity loss, and cultural continuity. The following tribal resilience plans and studies from New Mexico and other states were reviewed so that the RIP was developed in alignment with tribal resilience considerations:

- Considerations for Climate Change and Variability Adaptation on the Navajo Nation (2014)
- Fourth National Climate Assessment (Chapter 25, Southwest Region) (2018)
- Status of Tribes and Climate Change Report (2021)
- Tribal Climate Resilience Program and GIS for Tribal Resilience (Southwest and Navajo Regions)
- Quinault Indian Nation Plans for Village Relocation (2021)
- Alaska Region Tribal Resilience (2023)
- Eastern Oklahoma Region Tribal Resilience (2023)

NMDOT will continue to integrate tribal resilience considerations into future RIP updates.

Plans from Other States and MPOs

The following peer state and MPO plans were reviewed to gain insights about how they have incorporated resilience into their planning processes, with a particular focus on their approach to criticality analysis.

- Oklahoma State Energy and Environment Plan (Oklahoma Secretary of Energy and Environment, 2021)
- Risk and Resilience Analysis Procedure: A Manual for Calculating Risk to CDOT Assets from Flooding, Rockfall, and Fire Debris Flow (Colorado Department of Transportation, 2020)
- Hampton Roads Pilot (Virginia Department of Transportation, 2012)

Consultation with NMDOT Divisions and Districts

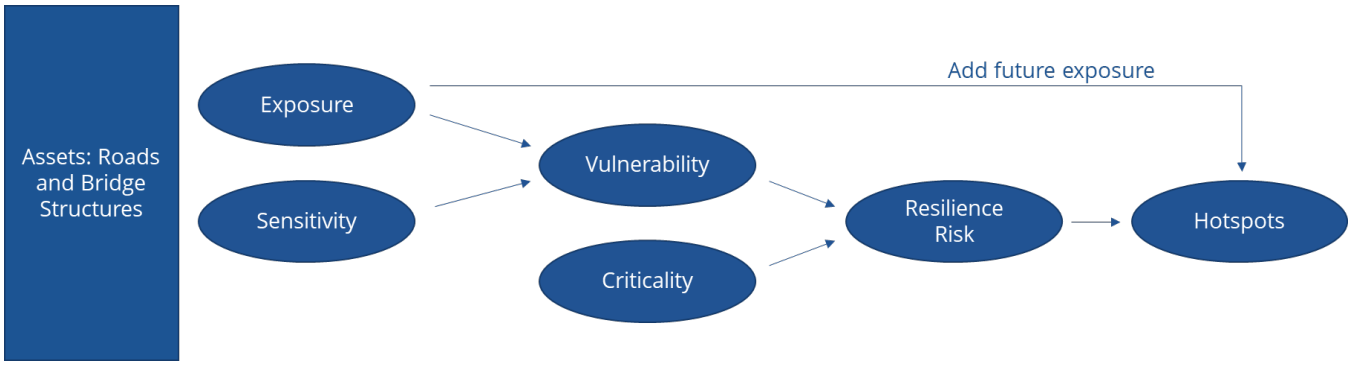
To complement the review of resilience literature and plans, various functions within NMDOT were engaged, including the **Planning Division** (including the Data Management Bureau, Multimodal Planning and Programs

Bureau, Technical and Freight Planning Unit, and Active Transportation), the **Capital Program and Investments Division** (including the Transportation Performance Management Program), the **Infrastructure Division** (including the Statewide Transportation Improvement Program (STIP) Bureau, the Drainage Design Bureau, the Bridge Bureau, the Environmental Bureau, and the Roadside and Community Design Section) and the **IT GIS Unit**. Additionally, all **six NMDOT districts** were engaged. During each of the district meetings, staff were presented with an overview of the analysis and the statewide findings before focusing on the results at the district level. The results of consultations with district leadership included the creation of resilience risk corridor segments to better enable project planning, additions to the description of the methodology, and visual refinements to the mapping.

Analysis Methodology

This section describes the analysis methodology that uses data on New Mexico transportation assets, current and future hazards, and socioeconomic considerations to calculate exposure, sensitivity, and criticality scores, which are then used as input to calculate resilience risk and identify hotspots (longer corridors with high or very high resilience risk). The key components of the analysis are shown in Figure 1 and described in more detail later in this section.

Figure 1. Components of Analysis Methodology



This analysis methodology is derived from and improves upon the vulnerability assessment methodology described in the 2021 *NMDOT Resiliency Initiative Final Report* (NMDOT, 2021). The new methodology incorporates several changes compared with that report's methodology.

- **Create separate 'sensitivity' category:** In the 2021 *NMDOT Resiliency Initiative Final Report*, asset condition was grouped into other vulnerability criteria. The new analysis separated out asset condition and used it to inform the 'sensitivity' analysis.
- **Rename 'vulnerability' category to 'exposure':** In the 2021 *NMDOT Resiliency Initiative Final Report*, there was a 'vulnerability' category that encompassed both hazard exposure and asset conditions. Since asset conditions have been separated into a 'sensitivity' section, the former 'vulnerability' category was renamed to 'exposure' to describe more accurately what it contains.
- **Update data sets:** In many cases, newer data sets are available than what was used for the 2021 *NMDOT Resiliency Initiative Final Report*. These new data sets were incorporated into the new analysis. This includes flooding exposure as well as pavement and structure condition.
- **Add future exposure:** The 2021 *NMDOT Resiliency Initiative Final Report* focuses on current hazard exposure. The new analysis accounted for projected future changes in exposure as well, where data and forecasts were available.
- **Incorporate new hazards:** New hazards were incorporated, including droughts and dust storms.
- **Implementation of criticality:** While the 2021 *NMDOT Resiliency Initiative Final Report* describes how criticality could be assessed, it was not implemented for that initiative. The new analysis expanded on the criticality methodology to include transit service, active transportation, and health and safety, and to modify data sets or approaches for assessing freight significant and operational redundancy.

The following sections describe the methodology used to identify assets and analyze exposure, sensitivity, and criticality, and how resilience risk and hotspots were determined for NMDOT roads and structures.

Assets

Asset types were selected for inclusion in the analysis based on three criteria:

- **Alignment with RIP goals and purpose:** The RIP is intended to support immediate and long-range planning activities, and to address surface transportation infrastructure within the boundaries of the state (23 USC 176 (e)(2)).
- **Ownership:** State-owned assets are those for which NMDOT can most directly improve resilience by developing and implementing appropriate projects.
- **Data availability:** There must also be data available for the assets showing key characteristics, such as location, condition, ownership, and usage.

This analysis included state-owned roads and bridge structures, as described in Table 1. Both are aligned with the RIP's goals and purpose since NMDOT conducts planning at multiple time horizons for these assets, allowing the RIP results to be integrated into NMDOT's planning and programming decisions. The asset types serve an important role in connecting New Mexicans to goods, services, employment, and opportunities. These assets serve multiple modes including automobiles, pedestrians, bicyclists, freight, and transit. Since NMDOT owns these assets, it can plan and implement projects to reduce their resilience risk. Additionally, NMDOT had extensive data for both asset types to support the analysis. Culverts of 20 feet or less are not included because NMDOT has not yet completed the inventory of culvert locations and a full and up-to-date data set of these state-owned culverts does not exist at this time. While culvert assets and asset condition were not yet available for inclusion in this inventory, they may be considered in future analyses.

Table 1. Data Sources for Assets

Hazard	Data Name	Publishing Organization	Description	URL
State-owned Roads	Segment data	NMDOT	Location data for state-owned roads, where segments represent roads.	N/A
State-owned Structures	Structure data	NMDOT	Location data for state-owned bridges (regardless of structure types), where segments represent bridges.	N/A

Exposure

Hazard identification within resilience planning is an important part of the problem definition. Ideally, the identified hazards are those that pose greatest potential harm to the system. Hazard identification can be limited by data availability and quality.

The New Mexico State Hazard Mitigation Plan identifies fourteen hazards. Based on the foundational research and engagement undertaken, the availability of hazard data, and the overall objective of the RIP, five hazards were selected for analysis. Current data for each hazard is included, as well as future projections that were available for three of the five, as shown in Table 2, below.

Table 2. Hazards in New Mexico

Hazards	NM Hazard Mitigation Plan	NM LRTP 2045	NMDOT RIP Current Hazards	NMDOT RIP Future Hazards
Dam Failure	X			
Drought	X	X	X	X
Earthquake	X	X		
Extreme Heat	X	X		
Expansive Soils	X			
Flood/Flash Floods	X	X	X	X
High Wind	X	X (Dust Storms)	X (Dust Storms)	
Landslide	X		X (Rockfall)	
Land Subsidence	X			
Severe Winter Storms	X	X		
Thunderstorms (incl Lightning and Hail)	X			
Tornadoes	X			
Volcanoes	X			
Wildland/Wildland-Urban Interface Fire	X		X	X

One additional hazard, debris flow, was indirectly considered as part of the analysis**.** Debris flows occur when water combines with natural elements, such as rocks and soil, as well as man-made objects such as cars, and then moves over terrain or through waterways. While debris flow was not included separately due to lack of reliable data, this analysis methodology considered debris flow as a second-tier risk that is related to other hazards, namely wildfires and flooding. According to the U.S. Geological Survey, 'wildfire can drastically increase the probability of debris flows' by removing vegetation and making soil more repellent to water ('hydrophobic') and intense rain up to several years after the fire can trigger debris flows.[5] Future RIP analyses may have the opportunity to examine debris flow in more detail, perhaps related to hydrologic flow analyses on flooding to generate scour impacts and assess where debris flow is most likely to damage transportation infrastructure or disrupt operations (e.g., blocked culverts).

[5] https://www.usgs.gov/centers/new-mexico-water-science-center/science/postwildfire-debris-flow-hazards

Current Hazard Exposure

Table 3 shows the data used to assess current hazard exposure.

Table 3. Data Sources for Current Exposure

Hazard	Data Name	Publishing Organization	Description	URL
Wildfires	Wildfire Hazard Potential	U.S. Forest Service	2020 raster data set ranking relative potential for wildfires.	https://doi.org/10.2737/RDS-2015-0047-3
Rockfall	Statewide Rockfall Database	NMDOT	Rockfall Hazard Potential is based on NMDOT's Rockfall Hazard Rating System (RHRS). The Statewide Rockfall Database is not regularly updated (NMDOT, 2021).	N/A
Flooding	National Flood Hazard Layer	FEMA	Data for some counties has been updated since the 2021 *NMDOT Resiliency Initiative Final Report* (NMDOT, 2021).	https://www.floodmaps.fema.gov/NFHL/status.shtml
Drought	U.S. Drought Monitor	National Drought Mitigation Center	Weekly drought data nationwide is available for download.	https://droughtmonitor.unl.edu/DmData/GISData.aspx
Dust storms	Not applicable	NMDOT	The prevalence of dust storms was assessed by examining crashes that occurred where dust was a contributing factor.	N/A

After each of the data sets was conflated to the road and structure databases, the roads and structures that were exposed to at least one hazard were scored for each criterion based on the raw data conversions to a five-point scale described in Table 4. The separate criteria scores were combined into an exposure score using weights listed in Table 4.

Table 4. Current Exposure Scoring Thresholds

Hazard	Exposure Score 1 Very low	2 Low	3 Moderate	4 High	5 Very high	Weight
Wildfire Hazard Potential	Very low (1); non-burnable (6); water-covered (7); No exposure	Low (2)	Moderate (3)	High (4)	Very high (5)	20%
Rockfall Hazard Potential	No Exposure, Null = 0 point		0-250	251-600	600+	20%
National Flood Hazard Layer	No data, FLD_ZONE = 'D'	FLD_ZONE = 'X' AND ZONE_SUBTY = 'AREA OF MINIMAL FLOOD HAZARD'	B, FLD_ZONE = 'X' AND ZONE_SUBTY = 'AREA WITH REDUCED FLOOD RISK DUE TO LEVEE' OR '0.2 PCT ANNUAL	None	FLD_ZONE = 'A,' 'AE,' 'AH,' OR 'AO'	20%

Hazard	Exposure Score 1 Very low	2 Low	3 Moderate	4 High	5 Very high	Weight
			CHANCE FLOOD HAZARD'			
Drought	Null	Below 203	204-244	245-282	283	20%
Dust storms	1st quintile or no known exposure	2nd quintile	3rd quintile	4th quintile	5th quintile	20%
TOTAL						**100%**

Wildfire

Current exposure to wildfires came from the U.S. Forest Service's 2020 Wildfire Hazard Potential data set. The level of exposure is based on the data set's seven categories, as described in Table 4 above.

Rockfall

Current exposure data for rockfall came from NMDOT's Rockfall Hazard Potential data set, which assigns scores from 0 to 600+ to roads based on their rockfall potential. The 2021 *NMDOT Resiliency Initiative Final Report* provides additional details on the Rockfall Hazard Rating System (RHRS). As described in that report—

> *The NMDOT RHRS applies a semi-quantitative procedure for assessing geomorphological conditions of slope and material strength according to relative risk, with scoring criteria that include slope height, slope aspect, annual precipitation, existing fractures, stabilizing vegetation, and several other observations on the structural geology and site characteristics that could contribute to rockfalls.*
>
> *NMDOT's Statewide Rockfall Database, maintained by the Materials Laboratory Geotechnical Section, is a compilation of rockfall hazard ratings completed at selected areas around the state. Hazard areas are recorded at the beginning and ending milepost. Roughly speaking, NMDOT labels sites with total scores of less than 250 points 'not critical'; sites scoring between 250 and 600 points 'semi-critical'; and sites scoring 600 or more points 'critical'. NMDOT's use of numerical values has changed over time, although the state's alternative A-B-C priority ranking system has remained consistent (although this system too is changing to a five-tier priority system from 'low risk' to 'high risk').*
>
> *The Statewide Rockfall Database provides data in a vector spatial shapefile represented by lines. In the case where multiple rockfall hazard points fall on a single segment, the zone is assigned the highest rockfall hazard score potential. In most instances there is no rockfall hazard site, in which case the road segment is labeled 'no hazard' and assigned 1 point for rockfall risk.*

Flooding

The latest data set of the National Flood Hazard Layer was used for current flooding exposure. The degree of exposure was based on the combination of the flood zone code (field name: FLD_ZONE) and the flood zone subtype (field name: ZONE_SUBTY) as described in Table 4. Special flood hazard areas have a one percent or greater chance of being flooded each year.

Drought

Drought exposure was based on the frequency and severity of exposure to droughts during the last ten years. Raw drought data were processed using the following steps to create a single exposure file:

1. Download weekly drought data for prior 10 years (National Drought Mitigation Center, 2023a). Depending on the file format that provides the greatest ease of processing, the data may be converted from vector to raster format.
2. Clip files to New Mexico state boundaries.
3. Perform a union of all data sets. This produces a single file with attributes for each input file showing the drought category. If the file is rasterized, a different function may be used to overlay the data sets and combine them into a single layer.
4. Assign the following points each time a certain drought intensity arises. This converted each drought occurrence and severity to a number of points.

Table 5. Drought Categories and Descriptions

Category	Description	Points
None or no data	Not applicable	0
D0	Abnormally dry	1
D1	Moderate drought	2
D2	Severe drought	3
D3	Extreme drought	4
D4	Exceptional drought	5

SOURCE FOR DESCRIPTIONS: NATIONAL DROUGHT MITIGATION CENTER (2023B)

5. Add points for each location to calculate a single drought score for each feature in the data set. More points indicate more frequent or more severe drought occurrence.
6. Conflate with assets and convert to one-to-five-point scale using a Jenks Natural Breaks optimization method to split into five categories.

Dust Storms

Historical Crashes

NMDOT's database of crashes where dust is a contributing factor was analyzed to develop the data on crashes with dust storm considerations. The database goes back over a decade and includes older entries which do not consistently have point locations that could be mapped. All crashes with point locations that could be mapped were included in the analysis. Ultimately, crashes between 2001 and 2021 could be mapped and these were assigned to roads using a half-mile buffer. This size buffer was used to capture segments, not only where the crash occurred but also nearby segments where dust may be prevalent. Roads within the half mile buffer but that were not the same road where the crash occurred or were low-speed or low-volume collector or local roads were removed. This was intended to remove low volume cross streets, overpasses, frontage roads, and highway exit ramps where speeds are lower and where crashes rarely occur.

After all the crashes had been assigned to roads, with some roads assigned multiple crashes, equivalent property damage values were calculated for each road. Equivalent Property Damage Only (EPDO) was designed to account for the severity of crashes, weighing crashes that result in fatalities or serious injuries more heavily than crashes that result only in property damage. This was done to account for the dangers associated with dust storms, not only in the number of crashes that occur but also in their severity. Values from FHWA were used to scale fatality and injury types.[6]

[6] https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

$$EPDO = (fatalities \times \$4{,}008{,}900) + (injuries \times \$82{,}600) + (not\ injured \times \$7{,}400)$$

Where,

- $EPDO$ is the equivalent property damage only value.
- $fatalities$ is the number of people killed in crashes (class K).
- $injuries$ is the number of people with serious (class A), minor (class B), or possible (class C) injuries.
- $not\ injured$ is the number of people involved in crashes who were not injured (class O).

After calculating the EPDO value, it was divided by each segment's annual average daily traffic (AADT) to control for the number of vehicles on the road.

Finally, resulting values were normalized to be between zero and one.

Known Closures

NMDOT subject matter experts knew of frequent road closures on I-10 adjacent to the Lordsburg Playa. The affected segments were assigned a value of 1 for known closures. All other road segments were assigned a value of 0 for known closures.

Dust Storm Exposure Index

The final dust storm exposure index combined historical crashes and known closures, as described above. A single index was made by combining their scores, weighting dust-related crashes as 80% of index value and known closures as 20% of the index value.

Future Hazard Exposure

The NMDOT RIP project team (project team) assessed change in exposure to hazards to prioritize resilience hotspots. The team evaluated several data sources for future exposure, including the Climate Mapper,[7] the Climate Explorer,[8] and the Coupled Model Intercomparison Project (CMIP) Climate Data Processing Tool developed by FHWA[9]. The Climate Mapper allows greater spatial precision than the Climate Explorer, while the CMIP Climate Data Processing Tool is still being developed, with the user guide for version 2.1 still under development as of the analysis date. Additionally, the Climate Mapper offers useful ways to aggregate multiple climate models. Therefore, the project team used the Climate Mapper (described in Table 6) to model future exposure.

Table 6. Data Sources for Future Exposure

Hazard Criteria	Data Name	Publishing Organization	Description	URL
Wildfires, flooding, and drought	Climate Mapper	University of California Merced	Provides results of climate models for many variables such as precipitation, temperature, and moisture	https://climatetoolbox.org/tool/Climate-Mapper

The project team collected data on future exposure for three hazards: wildfires, flooding, and drought. Rockfall is not likely to be affected by climatic changes, and there is not adequate data from any of the tools or models to assess changes in dust storm exposure.

[7] https://climatetoolbox.org/tool/Climate-Mapper
[8] https://crt-climate-explorer.nemac.org/
[9] https://fhwaapps.fhwa.dot.gov/cmip/

Two data sets were downloaded for each hazard: historical simulations with 1971-2000 mean values for the variable, and the change between future forecasts under the lower emissions scenario between 2040 and 2069 and the historical simulations. Historical simulations were used rather than observed data so that data for the exact same variables defined in the same way is available for both future forecasts and prior years. The lower emissions scenario was used because it accounts for 'moderate climate policy', which is arguably more realistic than the lack of climate policy under the higher emissions scenario and produces more conservative estimates (University of California Merced, 2023).

This analysis' purpose is to assess future-year exposure based on year 2045 exposure forecasts or the closest available exposure forecasts to year 2045. That is why the future scenarios selected in the Climate Mapper are for the 2040-2069 period, which includes the 2045 forecast year.

The change in exposure was calculated for each hazard as the percentage change between the historical value and the projected future value. In some cases, there were additional steps in processing the adjustment factor associated with just one hazard. For instance, where future runoff was zero or was close to zero, the future flood exposure score was automatically set to zero. Adjustment factors can have the effect of exacerbating or of diminishing an asset's exposure to a hazard. The equation below describes how to calculate the change in hazard exposure.

$$exposure\ change\ value = \frac{future}{historical}$$

Where,

- $historical$ is the historical value derived from the historical simulations in the Climate Mapper.
- $future$ is the estimated future value derived from projections.
- $exposure\ change\ value$ is the adjustment factor.

The exposure change value was saved for each road segment and structures as an additional output in the final data set describing where exposure is expected to improve or worsen.

The following subsections describe how appropriate data were downloaded from the Climate Mapper, how the best variables to represent the change in the hazard were selected, and how adjustment factors were calculated for the future exposure. The Climate Mapper produces raster data, and the project team converted the data to a vector data type (e.g., shapefile) for processing.

Wildfire

The Climate Mapper includes seven variables related to wildfire as shown in the second column in Table 7. These seven variables are part of three impact areas: fire danger, fire potential, and fire modeling. The project team selected the variable 'percent area burned' in the 'fire modeling' impact area as the proxy for change in future wildfire exposure. Change in percent area burned is a good proxy for understanding change in exposure of roads and structures to wildfire because it quantifies the potential increase or decrease in fire-affected areas based on factors such as fuel availability and moisture, weather, topography, and fire spread. These factors directly impact the likelihood that transportation assets are exposed to wildfire events. The 'fire danger' impact area was not selected because it is more directly related to the risk of wildfire than wildfire occurrence. The 'fire potential' impact area was not selected because it does not differentiate among fires by size, and the precision of the sub-ecoregions is not clarified in the tool, leaving open the possibility of geospatial imprecision.

Table 7. Description of Wildfire-Related Variables in the Climate Mapper

Impact Area	Variable	Description
Fire danger	100 Hour Fuel Moisture	A measure of the amount of moisture in dead vegetation in the 1–3-inch diameter class available to a fire and is expressed as a percent of the dry weight of that specific fuel. It can also be used as a very rough estimate of the average moisture content of the forest floor from three-fourths inch to four inches below the surface.
Fire danger	'Extreme' Fire Danger Days (100 Hour Fuel Moisture Below 3 Percentile)	The total number of days which are classified as 'high' fire danger, calculated as the days with 100-hour fuel moisture that is below the 3rd percentile from historical years. Fire danger percentiles are used for many applications including Smokey Bear signs, firefighter pocket cards and Wildland Fire Assessment System maps.
Fire danger	'Very High' Fire Danger Days (100 Hour Fuel Moisture Below 10 Percentile)	The total number of days which are classified as 'high' fire danger, calculated as the days with 100-hour fuel moisture that is below the 10th percentile from historical years. Fire danger percentiles are used for many applications including Smokey Bear signs, firefighter pocket cards and Wildland Fire Assessment System maps.
Fire danger	'High' Fire Danger Days (100 Hour Fuel Moisture Below 20 Percentile)	The total number of days which are classified as 'high' fire danger, calculated as the days with 100-hour fuel moisture that is below the 20th percentile from historical years. Fire danger percentiles are used for many applications including Smokey Bear signs, firefighter pocket cards and Wildland Fire Assessment System maps.
Fire potential	Very Large Fire Potential (Fire Variables)	Very large fire potential is the modeled number of very large fires (with burned areas greater than 5000 hectares) which occur at sub-ecoregion scales for fire prone eco-regions in the time periods selected.
Fire potential	Very Large Fire Potential, Percent Change (Fire Anomalies)	Same as above.
Fire modeling	Percent Area Burned	The proportion of area burned by a fire within each spatial unit (e.g., 16-square-kilometer grid cell).

SOURCE: UNIVERSITY OF CALIFORNIA MERCED (2023). CLIMATE MAPPER

Table 8 shows the inputs used for downloading historical and projected future values for percent area burned from the Climate Mapper**.**

Table 8. Inputs Used to Download Historical and Projected Future Values for Wildfire

	Historical Value	Projected Future Value
Time scale	Projections (through 2100)	Projections (through 2100)
Impact area	Fire modeling	Fire modeling
Variable	Percent area burned	Percent area burned
Future scenario	Historical simulation, 1971-2000 mean	Lower Emissions (RCP 4.5) 2040-2069 vs. historical simulation, 1971-2000, mean change
Model	Multi-model mean derived from 20 downscaled CMIP5 models	Multi-model mean derived from 20 downscaled CMIP5 models

Flooding

The Climate Mapper has five variables that are potentially related to flooding, which are shown in the second column in Table 9. The project team selected the Climate Mapper's variable for 'total runoff (inches)' as the best

proxy for change in flood exposure. Change in runoff is a good proxy for understanding change in roads' and structures' exposure to flooding because it reflects the alteration in water flow patterns, which directly affects the susceptibility of these infrastructure elements to flood events. Although non-coastal flooding is a complex phenomenon with multiple influences, runoff is one of the important influences on flooding potential.[10] While runoff does not account for a full hydrological analysis showing how runoff water will flow and where and how it may accumulate, it is a more direct proxy for flood exposure than other options.

Table 9. Description of Flood-Related Variables in the Climate Mapper

Impact Area	Variable	Description
Hydrology (Western US)	Snow Water Equivalent (SWE) (inches)	The amount of water contained in the snow cover on the ground.
Hydrology (Western US)	Total Soil Moisture (inches)	The amount of water contained in the upper few meters of soil.
Hydrology (Western US)	Total Runoff (inches)	The amount of water that is drained away from the surface of the land.
Hydrology (Western US)	Total Actual Evapotranspiration (inches)	The actual evapotranspiration is the quantity of water that is removed from a surface due to the processes of evaporation and transpiration.
Climate (Contiguous US)	Precipitation	Accumulated amount of precipitation, including all forms of precipitation, computed over the period.

SOURCE: UNIVERSITY OF CALIFORNIA MERCED (2023). CLIMATE MAPPER

Table 10 shows the inputs used for downloading historical and projected future values for total runoff (inches) from the Climate Mapper.

Table 10. Inputs Used to Download Historical and Projected Future Values for Flooding

	Historical Value	Projected Future Value
Time scale	Projections (through 2100)	Projections (through 2100)
Impact area	Hydrology (Western US)	Hydrology (Western US)
Variable	Total Runoff (inches)	Total Runoff (inches)
Calendar period	Annual	Annual
Future scenario	Historical simulation, 1971-2000 mean	Low emissions (RCP 4.5) 2040-2069 vs. historical simulation, 1971-2000, mean change
Model	Multi-model mean derived from 20 downscaled CMIP5 models	Multi-model mean derived from 20 downscaled CMIP5 models

Drought

There are three variables in the Climate Mapper related to drought, as shown in the second column in Table 11. Two of the variables are related to humidity. While there is an inverse correlation between humidity and

[10] https://www.fema.gov/sites/default/files/2020-02/Hydrologic_Rainfall_Runoff_Analysis_Feb_2019.pdf

drought,[11] precipitation is more directly related to drought. Therefore, the project team selected 'precipitation' as the proxy variable for drought.

Table 11. Description of Drought-Related Variables in the Climate Mapper

Impact Area	Variable	Description
Climate (Contiguous US)	Precipitation	Accumulated amount of precipitation, including all forms of precipitation, computed over the time period.
Climate (Contiguous US)	Maximum Relative Humidity	The mean of daily high relative humidity.
Climate (Contiguous US)	Minimum Relative Humidity	The mean of daily low relative humidity.

SOURCE: UNIVERSITY OF CALIFORNIA MERCED (2023). CLIMATE MAPPER

Table 12 shows the inputs used for downloading historical and projected future values for precipitation from the Climate Mapper. The adjustment factor for drought should be multiplied by negative one (-1) since the data that it is based on is for precipitation, which is the inverse of drought.

Table 12. Inputs Used to Download Historical and Projected Future Values for Drought

	Historical Value	Projected Future Value
Time scale	Projections (through 2100)	Projections (through 2100)
Impact area	Climate (Contiguous US)	Climate (Contiguous US)
Variable	Precipitation	Precipitation
Calendar period	Annual	Annual
Future scenario	Historical simulation, 1971-2000 mean	Low emissions (RCP 4.5) 2040-2069 vs. historical simulation, 1971-2000, mean change
Model	Multi-model mean derived from 20 downscaled CMIP5 models	Multi-model mean derived from 20 downscaled CMIP5 models

Sensitivity

Sensitivity assesses the extent to which an asset is damaged or disrupted when it is exposed to one or more hazards. For this analysis methodology, asset condition is used as the primary means of integrating sensitivity considerations because assets in better condition are less likely to experience disruption or damage from exposure to a hazard than assets in worse condition. Table 13 shows the sensitivity data sources.

[11] https://doi.org/10.1038/srep08553

Table 13. Data Sources for Sensitivity

Sensitivity Criteria	Data Name	Publishing Organization	Difference from 2021 Resiliency Initiative	Description	URL
Average pavement condition (or overall condition)	NMDOT's Pavement Management System	NMDOT	Update	Pavement Condition Rating (PCR) where available, and Overall Condition Ratings where PCR is not available	N/A
Asset condition (structures)	Structure Condition Data	NMDOT	Update	Structure condition on a 0 to 9 scale for deck, superstructure, substructure, and culverts (fields 58, 59, 60, and 62); also includes scour criticality (field 113)	N/A

Table 14 shows how asset conditions are converted to five-point sensitivity scores. The PCR ranges are the same as the ranges used to distinguish very good, good, fair, poor, and very poor condition (1 to 5 respectively) in NMDOT's Transportation Asset Management Plan.[12] The project team used PCR numerical values whenever they could be joined to the analysis database. The Overall Condition Rating was only used when the PCR numerical rating was not available. 'Good' ratings for the Overall Condition Rating cover PCR ranges greater than 66, 'Fair' ratings cover PCR ranges between 46 and 65, and 'Poor' ratings cover PCR ranges less than or equal to 45. The asset condition scores (ranging from 1 to 5) that were selected for each Overall Condition Rating as shown in Table 14 were selected to be as conservative as possible. When condition data are missing for either pavement or structures, a score of '1' is assigned.

Table 14. Sensitivity Scoring Thresholds

Sensitivity Criteria	Comments	Asset Condition 1 Very low	2 Low	3 Moderate	4 High	5 Very high	Weights
Average pavement condition (or overall condition)	PCR	>85 or no condition data	66-85	46-65	26-45	<26	100% (Pavement)
	Overall Condition Rating	Good	Not applicable	Fair	Poor	Not applicable	
Asset condition (structures)	0 to 9 condition rating	8-9	6-7	5	3-4	0-2	100% (Structures)
	Scour Criticality	Not applicable				0-3	

Road assets where structures are not present receive the entirety of their asset condition score from pavement condition. Road assets where structures are present receive the entirety of their score from structure condition.

[12] https://www.dot.nm.gov/business-support/capital-program-and-investments/asset-management-bureau/

Pavement Condition

Pavement condition was assigned based on PCR data when available. When PCR data were not available, an asset condition of 1 was assigned.

Structure Condition

Overall structure condition is the minimum value of all the fields in the National Bridge Inventory. Each of these fields can have a value between 0 (failed condition) and 9 (excellent condition). Use of the minimum value matches federal definitions of structure condition used in federally required transportation performance management.[13] Specifically, the following fields from the National Bridge Inventory are used to assess structure condition.[14]

- Field 58: Deck condition
- Field 59: Superstructure condition
- Field 60: Substructure condition
- Field 62: Culvert condition

Additionally, when field 113 for 'Scour Critical Bridges' is between 0 (scour critical bridge that is failed and closed to traffic) and 3 (scour critical bridge whose foundations are unstable for calculated scour conditions) inclusive, indicating scour criticality, then the structure automatically receives a sensitivity score of 5 regardless of the deck, superstructure, substructure, or culvert condition rating.

Criticality

This analysis scored criticality to ensure that the relative importance of an asset to the transportation system and to roadway users was incorporated into the analysis. Higher criticality indicates the potential for a more severe negative effect for users of the state-owned transportation system. This analysis considered multiple potential components of criticality based on the foundational research and engagement undertaken as well as guidance from NMDOT staff. The following components were considered in the criticality analysis.

- **Economic:** local and regional economic activity.
- **Health and safety:** the ability of people to access healthcare.
- **Operational:** the use of the transportation system, including transit and freight.
- **Social and equity:** equity and social vulnerability factors.

Economic: Tourism

Tourism jobs are assessed using the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics' (LODES) [15] Workplace Area Characteristics (WAC) for the following North American Industry Classification System (NAICS) sectors:

- **71:** Arts, Entertainment, and Recreation
- **72:** Accommodation and Food Services

[13] https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway

[14] https://www.fhwa.dot.gov/bridge/mtguide.pdf

[15] https://lehd.ces.census.gov/data/#lodes

LODES data are at the Census block level (U.S. Census Bureau, 2022). To conflate the data with assets, the average tourism-related jobs were calculated as a share of all jobs within five miles.

Health and Safety: Proximity to Hospitals

All assets are scored based on the combination of the proximity to the nearest hospital (based on Euclidean rather than network distance) and the functional class of the road where the asset is located. Functional class is included to account for the fact that roads with a higher functional class are critical for regional access, whereas roads with a lower functional class are critical for local access. For example, longer distances from a hospital on higher functionally classified roads are likely to be important for accessing the hospital on a regional level, while lower functionally classified roads that are very close to the hospital may also be critical for hospital access.

Operational: Annual Average Daily Traffic (AADT)

Total AADT and truck AADT were originally provided in the prime direction only. Therefore, the AADT was also assigned to the non-prime direction by using spatial overlap with a 250-meter buffer. A buffer this large was used to ensure that interchanges and the most distant splits in divided highways were captured. The resulting overlapping roads were also checked to ensure that they had the same route ID in the opposite direction.

Operational: Freight Significance

Freight significance[16] is assessed using both the share of traffic that is composed of trucks (including single-unit and combination trucks) as proposed in the 2021 *NMDOT Resiliency Initiative Final Report* and the location of freight routes. Freight routes include the following route types:

- Primary Highway Freight System
- Critical Rural Freight Corridors / Critical Urban Freight Corridors
- National Truck Network[17]
- Strategic Highway Corridor Network (STRAHNET) routes (both regular and connector)

The share of AADT from trucks is calculated by dividing truck AADT by overall AADT. Truck AADT is the sum of the single unit truck AADT field (SUTruckAADT) and the combination unit field (CUTruckAADT).

Operational: Redundancy

Redundancy is assessed purely based on the National Bridge Inventory's detour length. This criterion is omitted for pavement assets and is only included for structures. The field for detour length is called 'DETOUR_KILOS_019.'

Operational: Transit Service

Transit routes are compiled from multiple sources described in Table 15 and conflated with roads and structures based on buffered spatial overlap. Transit service criticality is assessed based on the number of transit routes present. The following agencies are represented in the data set and are all the agencies for which valid General Transit Feed Specification (GTFS) data[18] could be located:

- ABQ RIDE
- Atomic City Transit

[16] https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/multimodal-planning-and-programs-bureau/technical-and-freight-planning/

[17] https://ops.fhwa.dot.gov/freight/infrastructure/national_network.htm

[18] GTFS is a data format that many transit agencies and other organizations use to distribute data for transit routes and schedules. Unlike statis maps and timetables in PDF or other formats, GTFS data can be mapped using geographic information systems.

- Navajo Transit System
- North Central Regional Transit District (NCRTD)
- Pueblo of Nambe'
- Pueblo of Santa Clara
- Pueblo of San Ildefonso
- Red Apple Transit
- Rio Metro Regional Transit District
- Sandia Shuttle
- Santa Fe Trails
- Tesuque Pueblo

Operational: Active Transportation

Segment-level pedestrian and bicyclist counts are assigned from Replica[19] network data to roads and structures. Bicycle and pedestrian counts were assigned to road segments based on buffered spatial overlap. Interstate highways were automatically assigned 0 for the pedestrian and bicycle count.

Social and Equity: Social Vulnerability Score

The NMDOT Social Vulnerability Score is assigned using the method described in the 2021 *NMDOT Resiliency Initiative Final Report* (NMDOT, 2021). Specifically, the Social Vulnerability Score is calculated using the indicators listed in Table 15. Within each indicator, tracts are scored and segmented into five groups of equal intervals along the following criteria:

- **Vehicle ownership:** Share of occupied housing units with no vehicle available.
- **Race and ethnicity:** Share of non-White and non-Hispanic population.
- **Poverty:** Share of households below 150% of the poverty level.
- **Language:** Share of households that are limited English-speaking.
- **Education:** Share of population that is 25 years or older and has no high school diploma.
- **Age:** Share of population under 18, or 65 and over.

Then, a composite score is assigned using a point-based system that assigns one point to each tract for each indicator in which it is in the least disadvantaged category and five points to each tract for each indicator in which it is in the most disadvantaged category. These scores are then combined and categorized into five quantiles.

Table 15 shows the data sets used for each component of criticality, and Table 16 shows the scoring thresholds for sensitivity. When data for scoring sensitivity along a given criterion is missing, a score of '1' was assigned for that criterion.

[19] https://www.replicahq.com/

Table 15. Data Sources for Criticality

Criticality Criteria	Description	Data Name	Publishing Organization	Description	URL
Economic: Tourism	Tourism jobs / tract as a share of total jobs	LODES workplace area characteristics	U.S. Census Bureau		https://lehd.ces.census.gov/data/
Health and Safety: Proximity to Hospitals	Proximity to hospitals	Homeland Infrastructure Foundation-Level Data (HIFLD)	Department of Homeland Security	Point hospital locations	https://hifld-geoplatform.opendata.arcgis.com/datasets/6ac5e325468c4cb9b905f1728d6fbf0f_0/explore?location=39.402450%2C-115.674385%2C3.25
Operational: AADT	AADT	None	NMDOT		None. Internal NMDOT data set.
Operational: Freight Significance	% AADT from Trucks (supplement with freight routes)	None	NMDOT		None. Internal NMDOT data set.
		Freight Network	Esri	Freight route locations	https://services.arcgis.com/hOpd7wfnKm16p9D9/ArcGIS/rest/services/Freight_Network/FeatureServer
Operational: Redundancy	Detour length around structure (km)	NBI (2021)	FHWA	NBI field 19 (bypass / detour length) (2021)	https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm
Operational: Transit Service	Bus route	National Transit Map Routes	U.S. DOT		https://data-usdot.opendata.arcgis.com/search
		TransitFeeds	Open Mobility Data		https://transitfeeds.com/l/80-new-mexico-usa
		Transitland Operators	Transitland		https://www.transit.land/operators
Operational: Active Transportation	Combined pedestrian and bike count	None	Replica	Requires subscription, which High Street has.	https://studio.replicahq.com/
Social and Equity: Social Vulnerability	Score that reflects various social vulnerability criteria	5-year ACS, 2021, S0101 | Age and Sex	U.S. Census Bureau	Age (under 18 or over 65)	https://data.census.gov/table?t=Age+and+Sex&g=0400000US35$1400000&tid=ACSST5Y2021.S0101
		5-year ACS, 2021, B06012 |Place of birth by poverty status in the past 12 months in the US	U.S. Census Bureau	Households at or below 150% of the Federal Poverty Level	https://data.census.gov/table?t=Poverty&g=0400000US35$1400000&tid=ACSDT5Y2021.B06012
		5-year ACS, 2021, S1602 | Limited English-Speaking Households	U.S. Census Bureau	Individuals over age five who identify as not speaking English well /at all	https://data.census.gov/table?t=Language+Spoken+at+Home&g=0400000US35$1400000&tid=ACSST5Y2021.S1602
		Decennial Census, 2020, P2 | Hispanic or Latino, And Not Hispanic or Latino by Race	U.S. Census Bureau	Individuals who do not identify as White or Hispanic origin	https://data.census.gov/table?t=Race+and+Ethnicity&g=0400000US35$1400000
		5-year ACS, 2021, S1501 | Educational Attainment	U.S. Census Bureau	Individuals over age 25 without a high school diploma or equivalent	https://data.census.gov/table?t=Educational+Attainment&g=0400000US35$1400000

Criticality Criteria	Description	Data Name	Publishing Organization	Description	URL
		5-year ACS, 2021, S2504| Physical Housing Characteristics for Occupied Housing Units	U.S. Census Bureau	Households without access to a personal vehicle	https://data.census.gov/table?q=vehicle&g=0400000US35$1400000&tid=ACSST5Y2021.S2504

Table 16. Criticality Scoring Thresholds

Criteria	Description	Criticality Score 1 Very low	2 Low	3 Moderate	4 High	5 Very high	Weight (Pavement)	Weight (Structures)
Economic: Tourism*	Tourism jobs / tract as a share of total jobs	Below 5.6%	5.6-13.9%	14.0-24.8%	24.9-42.1%	Above 42.1%	20%	20%
Health and Safety: Proximity to Hospitals	Proximity to hospitals	More than 10 miles from hospital AND major arterial or above	5-10 miles from hospital AND minor arterial or above	3-4 miles from hospital AND major collector or above	1-2 miles from hospital AND minor collector or above	Within 1 mile of hospital	20%	20%
Operational: AADT†	AADT	0-5,498	5,499-16,469	16,466-39,939	39,940-85,961	85,962+	10%	8%
Operational: Freight Significance†	% AADT from Trucks	0%-12% OR daily truck volume below 100 vehicles.	13%-15%	16%-18%	19%-23%	24%+	10%	8%
Operational: Redundancy	Detour length around structure (km)	1 to 20	21-56	57-93	94-142	143-999	Not applicable	8%
Operational: Transit Service	Bus route	No bus routes	One bus route	Two or three bus routes	Four to 10 bus routes	More than 10 bus routes	10%	8%
Operational: Active Transportation*	Combined pedestrian and bike count	Below 125	126-179	180-267	268-458	459-1262	10%	8%
Social and Equity: Social Vulnerability*	Score that reflects various social vulnerability criteria	Below 23%	23-42%	43-59%	60-75%	76-100%	20%	20%
TOTAL							100%	100%

† Split based on quintiles

* Split based on Jenks Natural Breaks optimization method to split into five categories

Resilience Risk

Resilience risk is the first of two signature outputs of this RIP's methodology. Resilience risk scores are assigned to small highway segments, no more than 1/10 mile in length. Resilience risk scores are based on the combination of scores from the three components of resilience risk: exposure, sensitivity, and criticality. Resilience risk scores range from A to D as follows:

- **D:** Very high risk
- **C:** High risk
- **B:** Medium risk
- **A:** Low risk

The methodology used to calculate resilience risk scores is as follows. First, the asset's exposure, sensitivity, and criticality scores are converted to high, medium, and low ratings using the percentile thresholds shown in Table 17 below, as applied to directional miles of roads or the deck area of structures.[20] Only assets with some exposure to at least one hazard are scored. Additionally, any road or structure that is on the freight network as described in Table 15 automatically receives a 'high' criticality score.

Table 17. Thresholds for Exposure, Sensitivity, and Criticality Ratings

Rating	Exposure	Sensitivity	Criticality
High	75 to 100 percent	75 to 100 percent	75 to 100 percent
Medium	50 to 74.9 percent	50 to 74.9 percent	50 to 74.9 percent
Low	0 to 49.9 percent	0 to 49.9 percent	0 to 49.9 percent

The ways in which exposure, sensitivity, and criticality interact to produce resilience risk scores are shown in Table 18, Table 19, and Table 20.

Table 18. Resilience Risk for Low Criticality Assets

Exposure	Sensitivity		
	Low	Medium	High
High	B	B	B
Medium	A	B	B
Low	A	A	B

Table 19. Resilience Risk for Medium Criticality Assets

Exposure	Sensitivity		
	Low	Medium	High
High	B	C	C
Medium	A	B	C
Low	A	A	B

[20] Directional miles is the total mileage in each direction vehicles travel, measured to the nearest hundredth of a mile.

Table 20. Resilience Risk for High Criticality Assets

Exposure	Sensitivity		
	Low	Medium	High
High	C	D	D
Medium	B	C	D
Low	B	B	C

Hotspots

Hotspots are continuous corridors along a single route that have consistently high or very high resilience risk based on the analysis of resilience risk described earlier in this plan. Since resilience risk is conducted for very short segments – some often no more than 1/10 of a mile – the analysis may be too granular for project planning. Therefore, segments are aggregated into hotspots by connecting high and very high resilience risk segments with other high and very high segments along the same route to develop corridors that are state or NMDOT district priorities. Additionally, segments where exposure to hazards is projected to significantly increase in the future are given additional weight in hotspot identification. This section describes the process used for identifying these hotspots.

Step 1: Calculate an Adjusted Resilience Risk Score

- **Adjust the exposure score to account for future exposure:** Adjustment factors for wildfires, floods, and droughts were calculated based on the ratio of future occurrences to historical occurrences for each hazard type, as described earlier in the Future Hazard Exposure section. Limits were set to ensure that adjustment factors did not change exposure of any hazard by more than 25% either positively or negatively. The adjustment factors were multiplied by current exposure for the three hazards, and then the exposure score was recalculated.
- **Calculate adjusted resilience risk score:** An adjusted resilience risk score was calculated by multiplying the adjusted exposure score by the sensitivity and criticality scores.

Step 2: Identify Top Scoring Segments

- **Identify top-scoring segments:** The segments with the highest adjusted resilience risk scores in each district were identified. These segments were considered as potential candidates for forming resilience hotspots.
- **Identify corridors:** Beginning with these top scoring segments in each district, adjacent segments along the same route at higher and at lower mile posts were reviewed. When adjacent segments had a resilience risk of 'C: High Risk' or greater, they were joined to the candidate hotspot. Up to three intermediate segments falling below the resilience risk level of 'C: High Risk' were permitted before the corridor was ended. Some candidate hotspots never reached a viable length for a corridor. These candidate hotspots had total lengths of less than one mile and were removed from consideration as hotspots.

Step 3: Rank Hotspots

- **Calculate length-weighted averages for criteria:** For each hotspot, the project team calculated the length-weighted average—
    - Adjusted exposure score (described in Step 1 above)

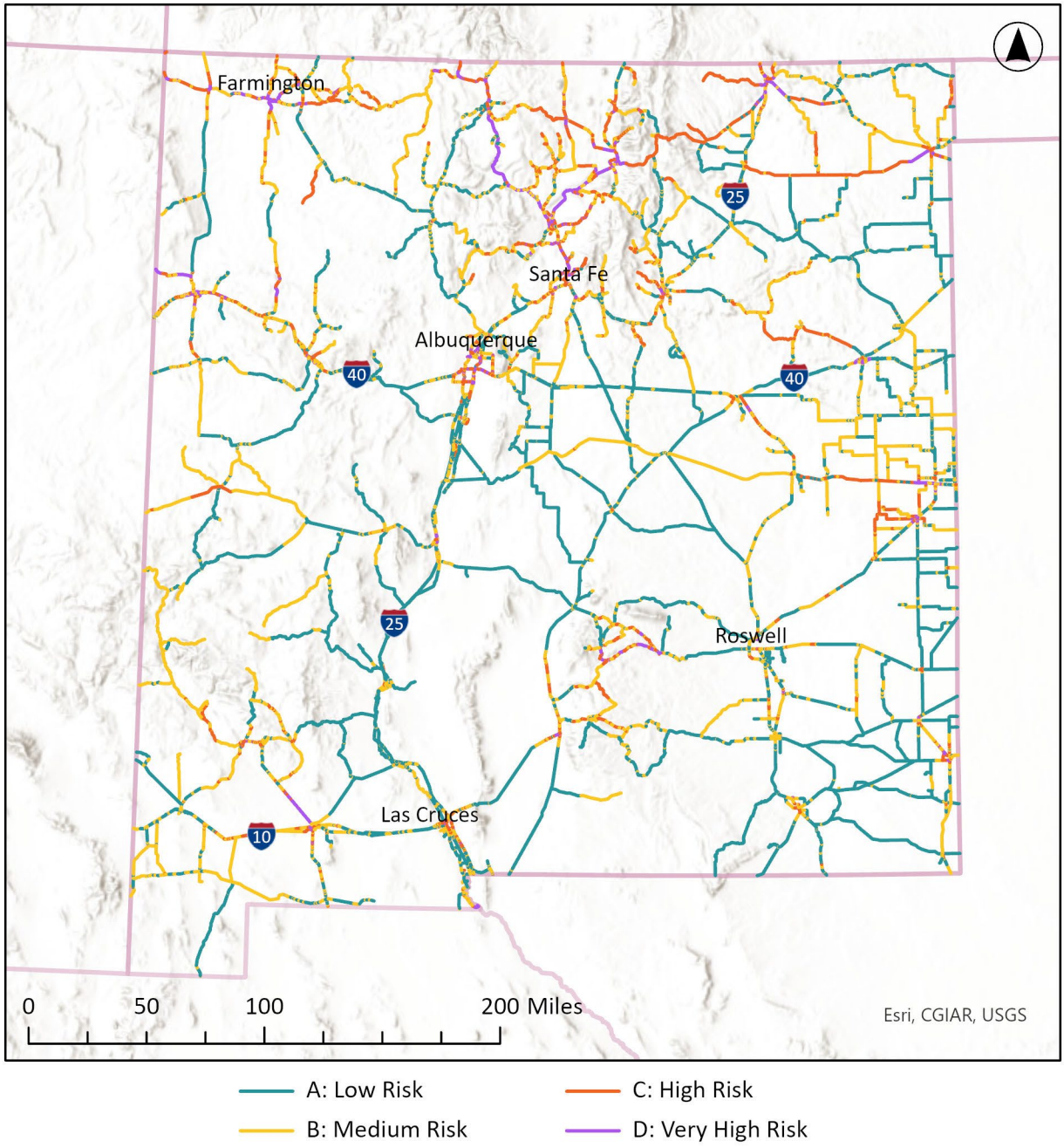
  - Sensitivity score (described in Table 14)
  - Criticality score (described in Table 16)
  - Adjusted resilience risk score (described in Step 1 above)
- **Rank hotspots:** The project team ranked hotspots both statewide and within each district by the hotspot's average adjusted resilience risk score.

Results

Resilience Risk

As described in the preceding section, the process for identifying resilience risk resulted in each state-owned road segment and structure being categorized with a 'resilience risk' score of low risk, medium risk, high risk, or very high risk. The resilience risk score reflects a combination of the risks associated with exposure to hazards, sensitivity, and criticality. Figure 2 shows state-owned assets' resilience risk, with magenta symbolizing very high-risk assets, red symbolizing high-risk assets, amber symbolizing medium-risk assets, and green symbolizing low-risk assets. NMDOT staff also has access to an internal resilience risk tool that allows for zooming and viewing more details about the resilience risk.

Figure 2. Statewide Map of Resilience Risk Results



Overall, six percent of directional miles were categorized as being very high risk and another 15 percent were categorized as high risk for resilience. This means that nearly 80 percent of directional miles in the state are categorized as low risk or medium risk.

The mileage of very high resilience risk and high resilience risk assets is distributed around the state as a function of the distribution of hazard exposure; pavement, and structure condition (in the 'sensitivity' component of resilience); and asset surroundings and usage (in the 'criticality' component of resilience).

Table 21 below summarizes the mileage of state-owned roads and structures by resilience risk for each NMDOT district and statewide.

Table 21. Summary of Resilience Risk (Miles)

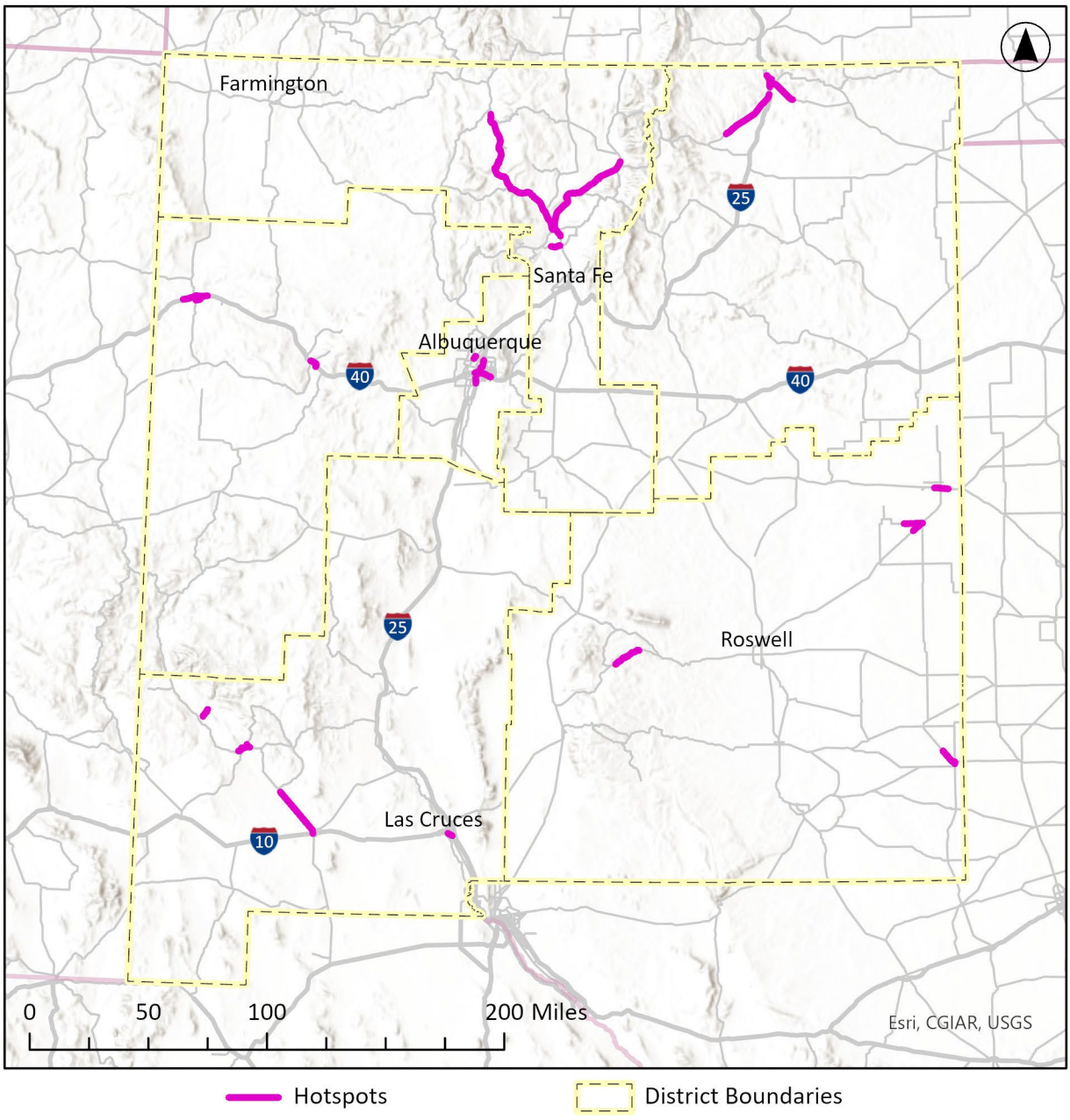
District	A: Low Risk	B: Medium Risk	C: High Risk	D: Very High Risk	Grand Total
1	1,453	981	242	77	**2,754**
2	2,114	1,108	517	97	**3,835**
3	328	307	172	85	**893**
4	1,438	1,283	585	140	**3,446**
5	819	1,011	631	402	**2,863**
6	718	807	209	85	**1,819**
Statewide	**6,871**	**5,496**	**2,356**	**887**	**15,610**

Hotspots

Statewide Results

The process described in the 'Hotspots' section produced resilience hotspots, which are continuous corridors of high-risk or very high-risk assets. These hotspots are intended to be more useful than the resilience risk outputs for project planning and prioritizing project investments because resilience risk is calculated for very short segments – some often no more than 1/10 of a mile – and is therefore too granular for this purpose. Figure 3 shows the locations of these hotspots. Additional details on the hotspots are provided by NMDOT district in the section that follows.

Figure 3. Statewide Map of Hotspots Results



District-level Results

This section presents details on the specific locations of resilience hotspots identified in each NMDOT district. There are areas of high and very high risk within each district that require monitoring and possible project investments to address the identified risks. The tables in this section summarize the hotspots in each district, and the figures map each hotspot's location. The tables and maps can be used to understand the corridors where resilience risk is greatest and the various components of the risk.

The summary tables provide two important pieces of information in addition to showing the route ID, road label, from measure, and to measure for each hotspot. From measures and to measures designate the beginning and end points of segments in NMDOT's linear reference system (LRS). Mileposts and LRS measures are not directly analogous to each other. While many mileposts are within 0.1 miles of the measure with the same number, some routes have much larger differences between measures and mileposts, particularly on longer routes. Route IDs are used in the LRS to designate roads. Many route IDs end in either a 'P' or an 'M.' This final letter indicates the route direction. Undivided highways are marked with a 'P,' and divided highways in the prime direction (north and east) are marked with an 'P' as well, while divided highways in the non-prime direction (south and west) are marked with an 'M.' The summary tables provide information about the hotspots' rank and the reason for the rank in the following fields:

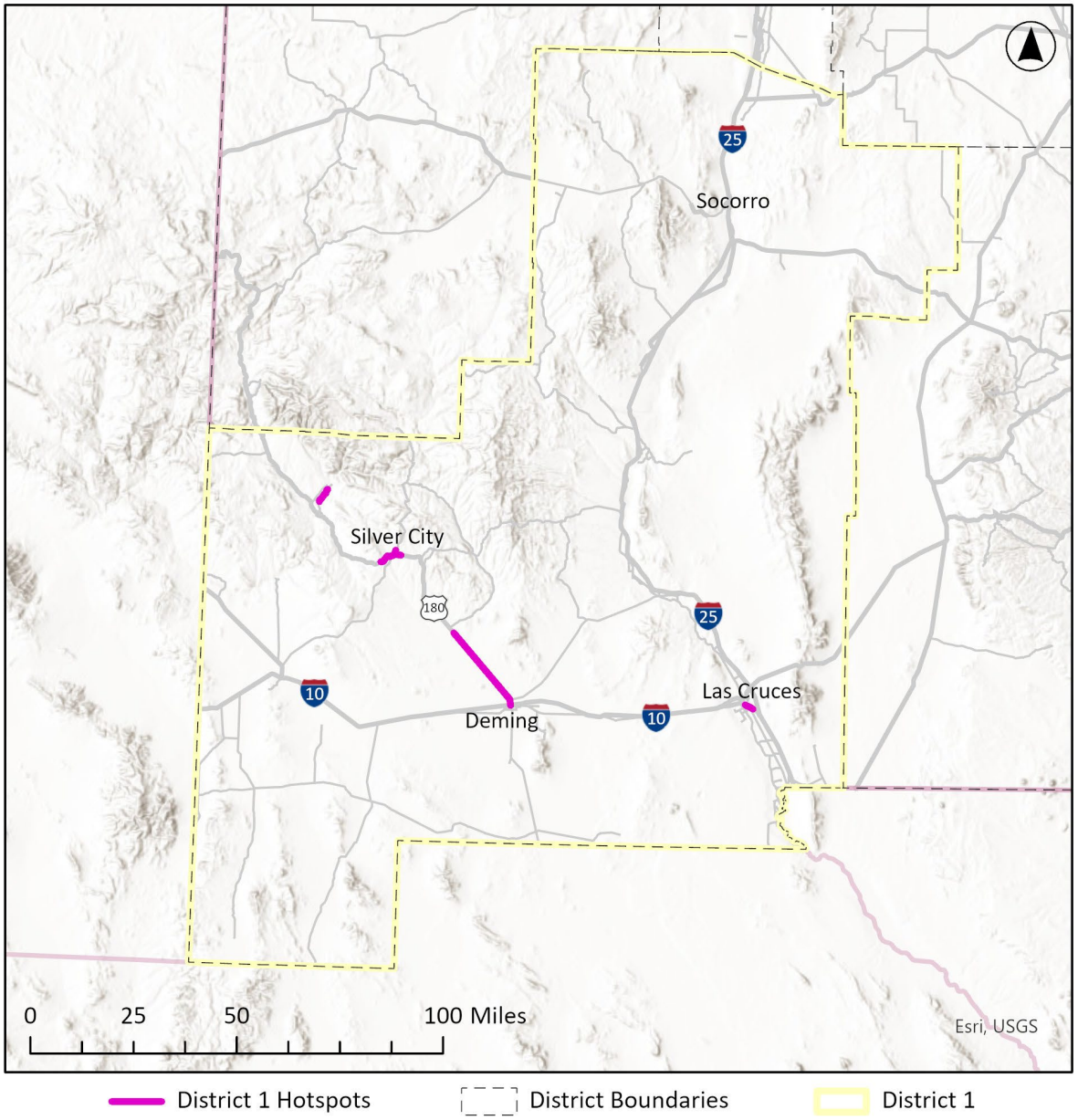
- **District rank:** The tables show hotspots' rank compared with other hotspots in the same district in a field called 'District Rank.' A rank of 1 means that it is the hotspot with the greatest overall resilience risk in the district. The rank is based on the length-weighted average of the adjusted resilience risk score that was used to identify hotspots. The process for calculating this adjusted resilience risk score was described in the 'Step 1: Calculate an Adjusted Resilience **Risk Score**' section earlier.
- **Resilience considerations:** The tables also show the resilience considerations that most contribute to the corridor being identified as a hotspot. The resilience considerations are the hazard exposure, sensitivity, and criticality items used to assess assets' resilience risk.

District 1

Table 22. Hotspot Summary - District 1

District Rank	Route ID	Road Label	From Measure	To Measure	Hotspot Mileage	Very High	High	Medium
1	US180M	US Highway 180	161.51	163.68	2.17	Equity	Flood, Drought, Hospital	Dust Storm, Pavement, Tourism, Freight, Active Transportation
2	US180M	US Highway 180	110.28	114.90	4.62	No Criteria	Active Transportation, Hospital, Equity	Flood, Wildfire, Drought, Pavement, Tourism
3	US180P	US Highway 180, Silver City Hwy NW, N Silver City Hwy, N Gold Ave	141.10	163.68	22.56	Equity	Dust Storm	Flood, Drought, Tourism, Freight, Active Transportation
4	US180P	US Highway 180, W US Highway 180, E 14Th St, Silver Heights Blvd, E US Highway 180, E US Highway 180 Blvd	109.06	114.90	5.82	No Criteria	Active Transportation, Hospital, Equity	Flood, Wildfire, Tourism
5	I10P	Interstate 10	140.50	142.70	2.18	Freight	Flood, Hospital, Equity	Dust Storm, Tourism, AADT
6	NM153P	Turkey Creek Rd	0.00	3.84	3.84	Drought	Flood, Wildfire	Tourism, Equity
7	NM15P	Pinos Altos Rd	0.00	1.70	1.70	Flood, Hospital	Active Transportation	Wildfire, Drought, Tourism, Equity

Figure 4. Resilience Hotspots in District 1

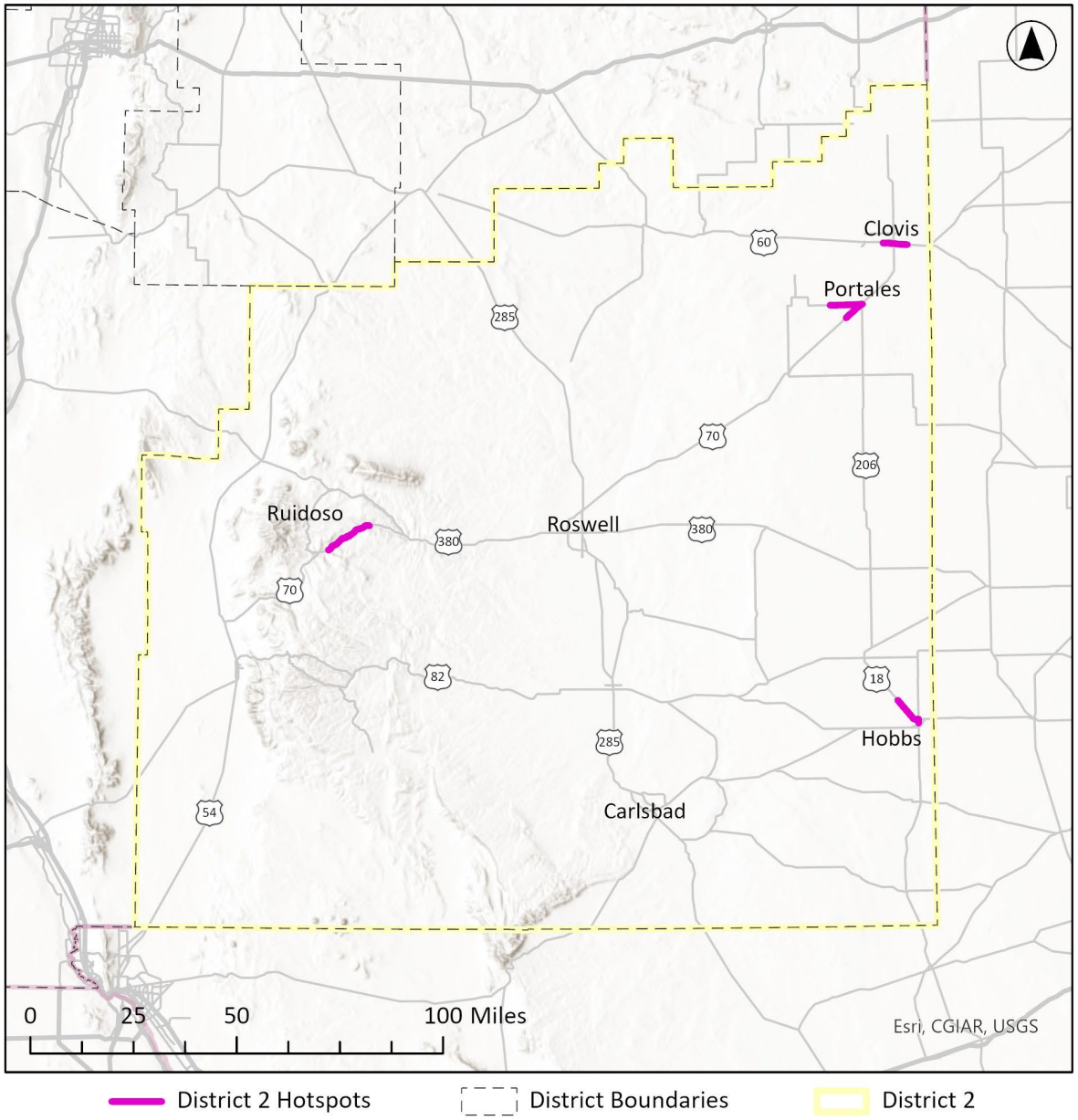


District 2

Table 23. Hotspot Summary - District 2

District Rank	Route ID	Road Label	From Measure	To Measure	Hotspot Mileage	Very High	High	Medium
1	US60M	None (No Road Name in Linear Reference System)	386.00	392.00	5.90	Freight, Equity	Flood	Pavement, Active Transportation, Hospital
2	US70P	US Highway 70, W 2nd St	418.10	421.10	3.00	Freight, Equity	Hospital	Flood, Wildfire, Pavement, Active Transportation
3	US70M	US Highway 70	264.10	276.30	12.20	Freight	Flood, Wildfire, Tourism	Pavement, Equity
4	US70P	US Highway 70	264.00	276.17	12.14	Freight	Flood, Wildfire, Tourism	Equity
5	NM267P	N Avenue B, W Fir St, NM Highway 267	0.00	7.70	7.70	Equity	Pavement	Wildfire, Drought, Freight, Hospital
6	US70M	US Highway 70, W 2nd St, W 1st St, E 1st St, E 2nd St	416.70	421.99	5.29	Freight, Equity	Hospital	Wildfire, Pavement, Active Transportation
7	NM18P	S Eunice Hwy, N Dal Paso St, W Bender Blvd, N Lovington Hwy	50.66	58.80	7.59	Flood	Equity	Pavement, Tourism, Active Transportation, Hospital

Figure 5. Resilience Hotspots in District 2

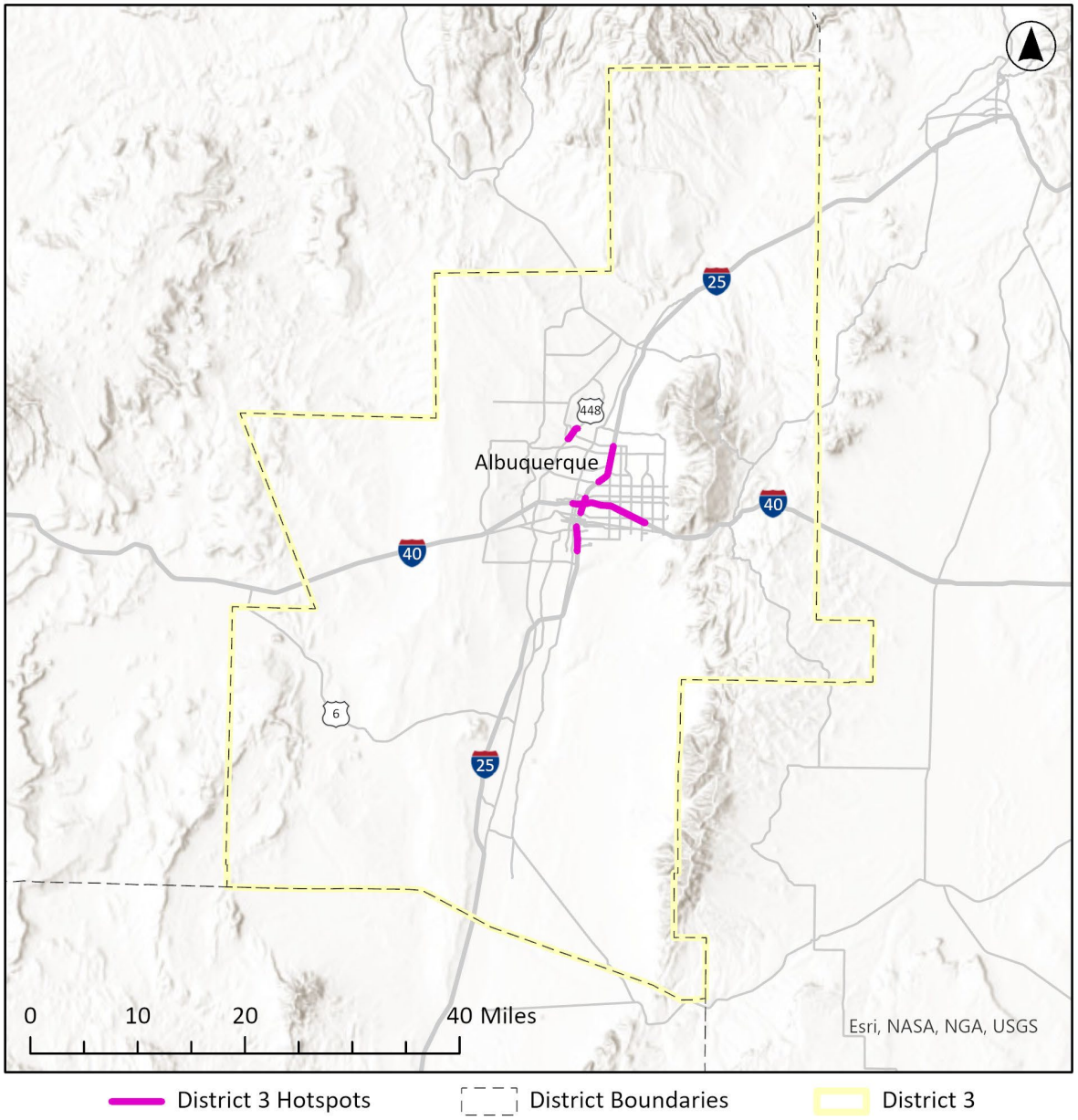


District 3

Table 24. Hotspot Summary - District 3

District Rank	Route ID	Road Label	From Measure	To Measure	Hotspot Mileage	Very High	High	Medium
1	I25P	Interstate 25	230.00	233.80	3.80	Freight	Flood, Drought, Dust Storm, AADT, Hospital, Equity	Tourism
2	I40M	Interstate 40	162.40	165.60	3.20	Flood, Freight, AADT	Drought, Hospital, Equity	Dust Storm, Tourism
3	I25P	Interstate 25	223.80	225.10	1.29	No Criteria	Flood, Freight, AADT, Hospital, Equity	No v
4	I25P	Interstate 25	226.53	228.00	1.43	Dust Storm, Freight, AADT, Equity	Flood, Drought, Hospital	Transit
5	NM448M, NM448P	Coors Blvd NW, Corrales RD	0.00	1.40	2.67	No Criteria	Flood, Drought, Tourism, Active Transportation, Hospital	Dust Storm, Pavement, Transit, Equity
6	I25M	Interstate 25	222.90	225.20	2.20	Freight	Flood, AADT, Hospital, Equity	Drought
7	I40P	Interstate 40	158.41	165.58	6.76	Freight	Flood, AADT, Hospital, Equity	Drought, Dust Storm

Figure 6. Resilience Hotspots in District 3

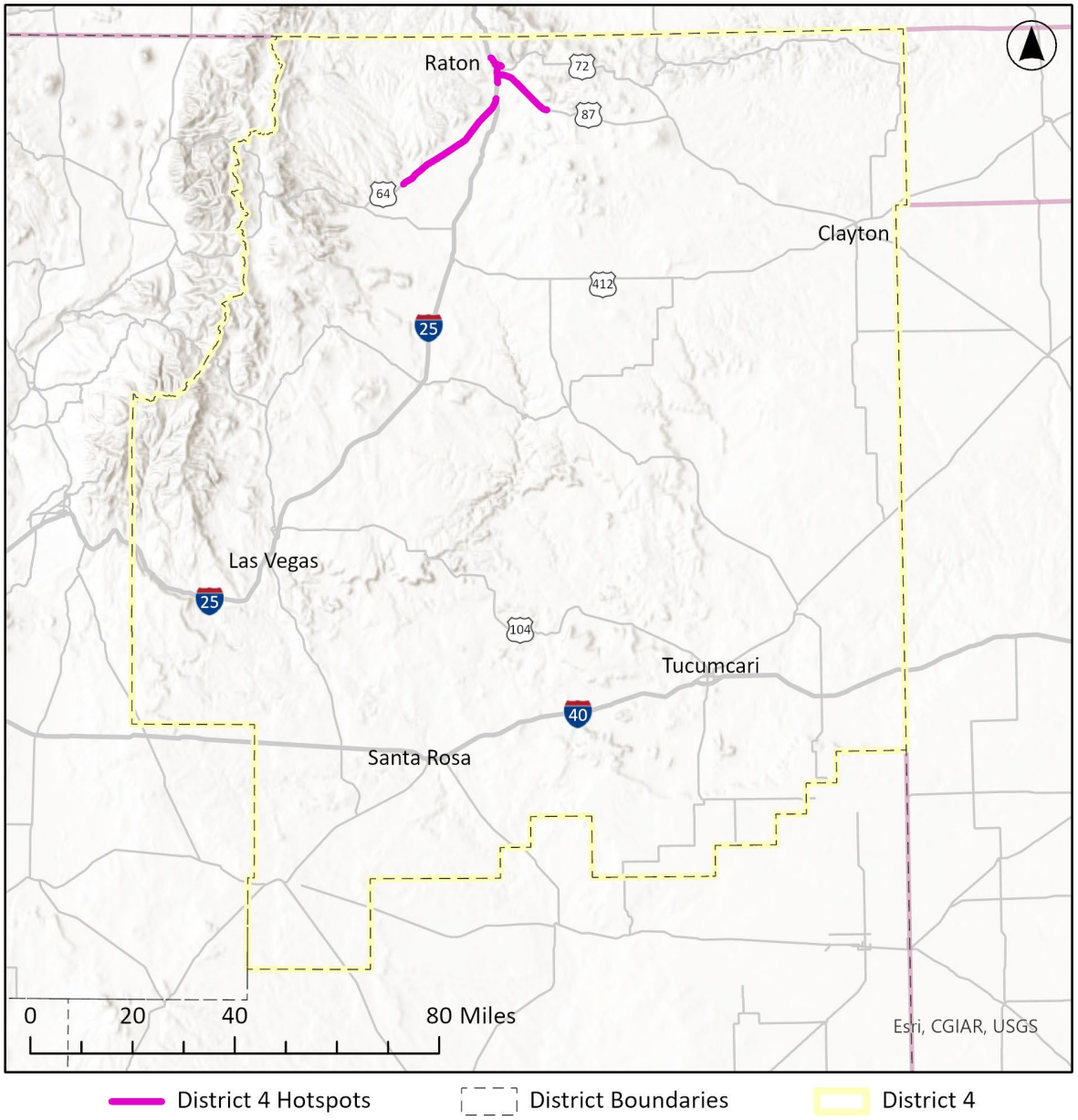


District 4

Table 25. Hotspot Summary - District 4

District Rank	Route ID	Road Label	From Measure	To Measure	Hotspot Mileage	Very High	High	Medium
1	BL17P	N 2nd St, Canyon Dr	2.80	4.12	1.32	No Criteria	Flood, Wildfire, Drought, Equity	Freight, Hospital
2	US64M	US Highway 64	348.70	360.39	11.66	Tourism	Drought, Pavement, Freight, Equity	No Criteria
3	BL17M	N 2nd St, Canyon Dr	0.00	4.14	4.04	No Criteria	Drought, Hospital, Equity	Flood, Pavement, Tourism, Active Transportation
4	BL17P	US Highway 64 Business, S 2nd St	0.00	2.70	2.70	No Criteria	Drought, Tourism, Hospital, Equity	Flood, Pavement, Active Transportation
5	I25M	I 25	454.85	457.30	2.45	Tourism, Freight	Drought, Equity	Wildfire, Rockfall, Hospital
6	I25P	Interstate 25	454.50	457.30	2.80	Tourism, Freight	Drought, Equity	Wildfire, Rockfall, Hospital
7	US64P	US Highway 64	318.00	343.25	25.18	No Criteria	Drought, Equity	Tourism

Figure 7. Resilience Hotspots in District 4

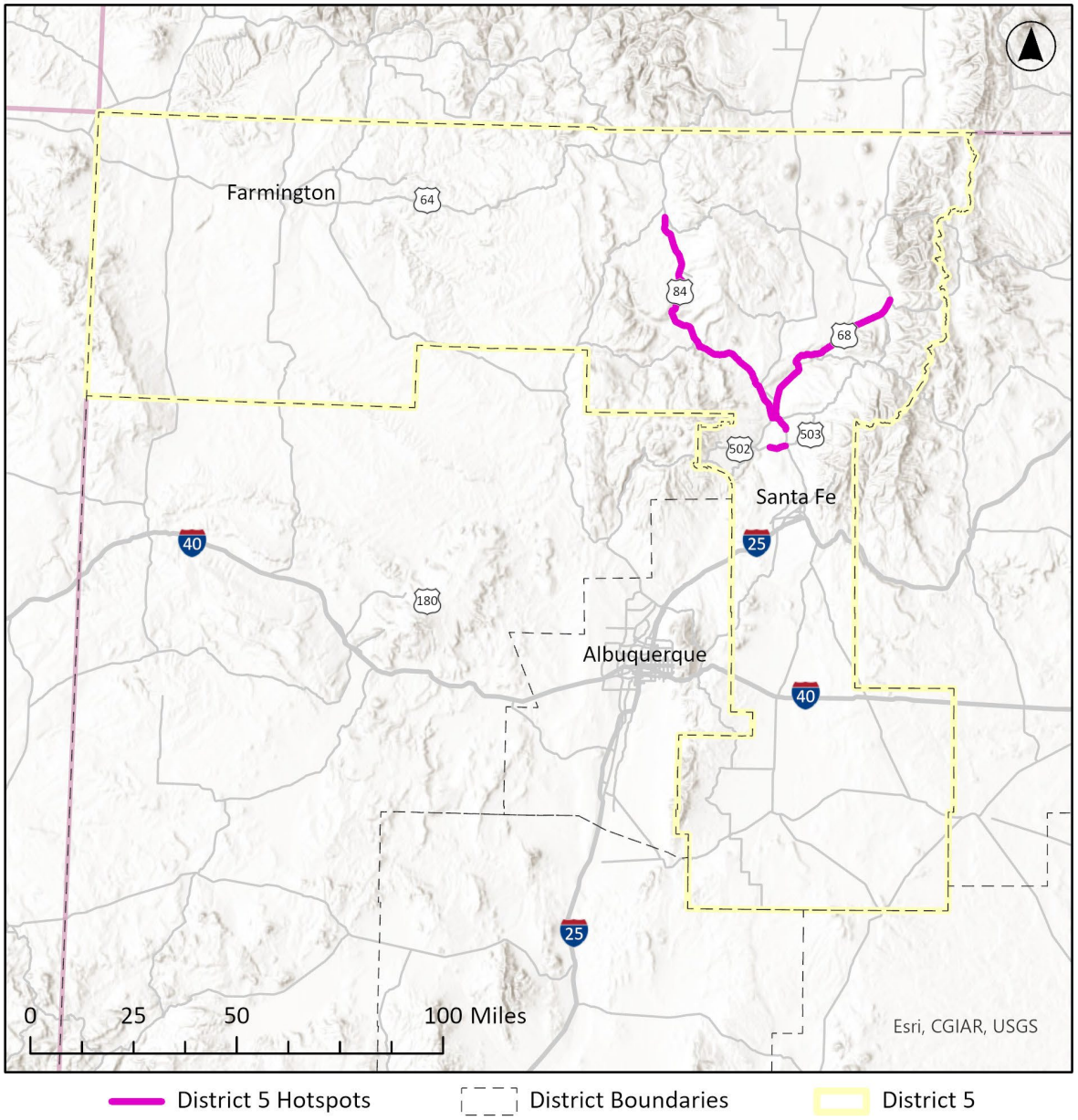


District 5

Table 26. Hotspot Summary - District 5

District Rank	Route ID	Road Label	From Measure	To Measure	Hotspot Mileage	Very High	High	Medium
1	NM68P	N Riverside Dr, NM Highway 68	0.00	4.07	4.02	No Criteria	Flood, Drought, Tourism, Transit, Active Transportation, Equity	AADT, Hospital
2	NM68M	N Riverside Dr, NM Highway 68	1.05	14.81	13.75	No Criteria	Flood, Drought, Tourism, Equity	Wildfire, Freight, Transit
3	NM68P	NM Highway 68, Paseo Del Pueblo Sur	4.60	45.46	40.82	No Criteria	Drought, Freight, Equity	Flood, Wildfire, Tourism, Transit
4	NM584P	Fairview Ln	0.00	1.28	1.28	Equity	Flood, Drought, Transit, Active Transportation, Hospital	Wildfire, AADT
5	US84P	US Highway 84, S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate, US Highway 64	185.30	255.72	70.21	Freight	Drought, Equity	Wildfire, Active Transportation
6	US84M	US Highway 84, S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate, Na	185.30	198.62	13.32	Freight	Drought, Equity	Flood, Wildfire, Pavement, Transit, Hospital
7	NM502P	NM Highway 502	14.20	18.20	4.00	No Criteria	Flood, Drought, Tourism, Freight, Equity	Wildfire

Figure 8. Resilience Hotspots in District 5

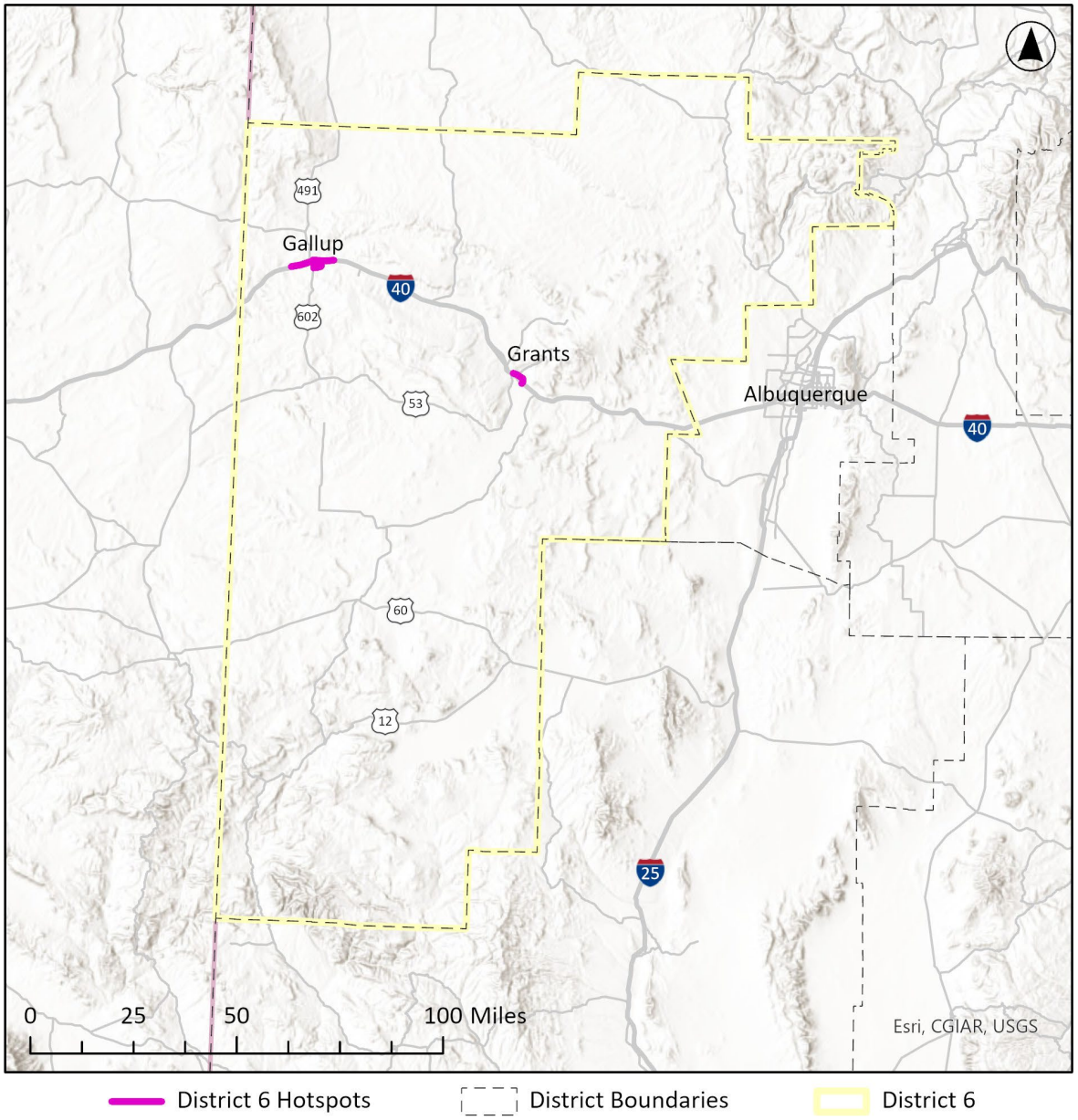


District 6

Table 27: Hotspot Summary - District 6

District Rank	Route ID	Road Label	From Measure	To Measure	Hotspot Mileage	Very High	High	Medium
1	NM122M	E Santa Fe Ave	37.63	38.78	1.15	Freight	Drought, Pavement, Hospital, Equity	Flood
2	NM118M	Interstate 40 Business	16.73	26.04	9.31	Flood, Drought	Tourism, Equity	Pavement, Hospital
3	NM610P	S 2nd St, N 2nd St	0.00	2.02	1.98	Drought	Flood, Active Transportation, Hospital, Equity	N/A
4	NM122P	E Santa Fe Ave	37.63	38.78	1.12	Freight	Drought, Hospital, Equity	Flood, Pavement
5	NM564P	NM Highway 564, Boardman Dr	0.70	3.29	2.59	Drought	Active Transportation, Hospital, Equity	Flood, Pavement
6	NM118P	Interstate 40 Business	16.30	26.90	10.48	No Criteria	Flood, Drought, Tourism, Active Transportation, Equity	Hospital
7	NM122M	W Santa Fe Ave, E Santa Fe Ave	34.80	37.59	2.79	No Criteria	Flood, Drought, Active Transportation, Hospital, Equity	Pavement

Figure 9. Resilience Hotspots in District 6



Project Implementation and Investment Planning

PROTECT Funding Summary and Eligible Activities

As noted earlier, the Infrastructure Investment and Jobs Act (IIJA) of 2021 established the Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Formula and Discretionary Grant Programs[21]. PROTECT funds are used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure (not applicable to New Mexico). Projects carried out with PROTECT funds may include the use of system resilience elements such as natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem elements that are functionally connected to an eligible transportation improvement.

There are slight differences between activities eligible under the formula program and those eligible under the discretionary grant program, as shown in Table 28. Formula program funds are distributed directly to state DOTs, whereas discretionary grant funds are awarded to federal land management agencies, state DOTs, tribes, metropolitan planning organizations and local public agencies through a competitive grant application process.

Table 28. PROTECT Funding Categories in the Formula Program and Discretionary Grant Program

	Formula Program	Discretionary Grant Program
Planning Activities	Support State DOT planning efforts to apply a comprehensive, multi-modal approach to planning and partner with Metropolitan Planning Organizations and local agencies to ensure that the needs of all users across all transportation modes are addressed through planning to address climate change and extreme weather event resilience needs	Projects that include resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; evacuation planning and preparation; and developing Resilience Improvement Plans.
Resilience Improvements	Increase the resilience of existing assets. Eligible resilience improvement activities must improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Eligible activities must either improve the resilience of existing surface transportation infrastructure or be designed for resilience purposes.	Improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.

[21] https://www.fhwa.dot.gov/environment/protect/

	Formula Program	Discretionary Grant Program
Community Resilience and Evacuation Route Projects	Eligible community resilience and evacuation route activities must strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.	

Process Used to Identify Priority Projects for PROTECT Investments

Priority projects for the use of PROTECT funds were identified using a two-step process. First the PROTECT-eligible project type was identified and then the type of project was matched with the corresponding segment attributes.

Step 1: Identify Project Types

The PROTECT-eligible project types were grouped into broad categories that relate to potential NMDOT projects. This excluded planning efforts that would not result in physical infrastructure improvements, and focused on project types that would enhance roads or structures, improve drainage, or reduce erosion and runoff. The resulting project types are listed below.

- **Surface transportation facility improvement:** Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, realignment, incorporation of natural infrastructure, safety improvements, and upgrading to meet or exceed a design standard adopted by FHWA.
- **Stormwater mitigation:** Installation of mitigation measures that prevent floodwaters from intruding into surface transportation systems, strengthening systems that remove rainwater from surface transportation facilities, upgrades to and installation of structural stormwater controls, increasing the size or number of drainage structures, and relocating roadways in a base floodplain to higher ground above projected flood elevation levels or away from slide prone areas.
- **Erosion protection:** Stabilizing slide areas or slopes, installing riprap, providing erosion control in transportation rights-of-way, and adding scour, stream stability, and other hydraulic countermeasures.
- **Bridges:** Installing seismic retrofits, adding scour protection, lengthening, or raising structures to increase waterway openings.
- **Other:** Vegetation management practices, preventing against invasive species, facilitating wildfire control resilience projects that addresses identified vulnerabilities described in the eligible entity's RIP, or any other protective features
- **Critical access (also known as 'Community Resilience and Evacuation Route Projects'):**
    - Projects that will improve an existing evacuation route, construct a new evacuation route, or eliminate a redundant evacuation route.
    - Projects that ensure an evacuation route's ability to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes because of future emergency events: restoring or replacing existing evacuation routes that are in poor condition or not designed to meet the anticipated demand during an emergency event and taking steps to protect routes from mud, rock, or other debris slides.
    - Expansion of capacity of evacuation routes to support evacuations swiftly and safely: acquisition of evacuation route or traffic incident management equipment or signage, installation of communication and intelligent transportation system equipment and infrastructure, counterflow measures, and shoulders.

- Projects to ensure access or service to critical destinations: hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and federal facilities.

Step 2: Match Project Types with Segment Attributes

Each project type was matched with data and criteria that relate to its potential appropriateness at a given location. The criteria used in the RIP analysis that relate to exposure, sensitivity and criticality were used, and were supplemented by an additional criterion for scour criticality, which was determined to be crucially important in discussions with NMDOT. Data for scour criticality was imported based on the 2021 FHWA National Bridge Inventory data and was matched to the data set by structure number.

Table 29 shows criteria that were used to identify appropriate locations for each project type. When a segment had a value of four or five (on a five-point scale) along any criterion, the segment was flagged as being a potential location for the project type.[22]

[22] 'Scour criticality' is the only criterion not on a five-point scale. For scour criticality, segments were flagged as being a potential location for a project type when the FHWA National Bridge Inventory data assigned them 0, 1, 2, 3, or 4 for scour criticality.

Table 29. Criteria for Each PROTECT-Eligible Project Type

PROTECT-Eligible Project Types	Exposure					Sensitivity			Criticality	
	Wildfire	Rockfall	Flood	Drought	Dust Storm	Pavement Condition	Structure Condition	Scour Criticality	Hospital Access	Redundancy
Surface Transportation Facility Improvement	--	--	--	--	--	✓	✓	--	--	--
Stormwater Mitigation	--	--	✓	--	--	--	--	✓	--	--
Erosion Protection	--	✓	✓	✓	✓	--	--	✓	--	--
Bridges	--	--	✓	--	--	--	✓	✓	--	--
Other	✓	--	--	--	✓	--	--	--	--	--
Critical Access	✓	--	✓	--	--	--	--	--	✓	✓

✓ The criterion is used to identify locations for the project type.

-- The criterion is NOT used to identify locations for the project type.

Resulting Investment Plan of Priority Projects

The process for matching candidate projects with hotspots described in the preceding section produced potential NMDOT project locations for the investment plan. As shown in Table 30, 84 structures are candidates for 'bridge' category PROTECT projects, and 5 are candidates for surface transportation facility improvements that are bridge related. As shown in Table 31, between 124.6 and 345.0 directional miles of road are candidates for other PROTECT project categories. Many road segments or structures are candidates for more than one project type.

Being a candidate means that the asset has characteristics suggesting the assigned PROTECT project category may lower that assets' resilience risk. Additional data collection, evaluation with local knowledge, checking against programmed or recently completed projects, and application of engineering judgment are necessary to determine whether a new project at a candidate location would reduce its resilience risk. Design work may be needed to assess the feasibility of projects to reduce resilience risk. The information in this investment plan is intended to guide these analyses rather than to substitute for them.

'Appendix A: Project Candidates by Category' provides additional details about project candidates. All project candidates are located within hotspots.

Table 30. Number of Candidate Structures for PROTECT Structure-Related Project Categories

Project Categories	District 1	District 2	District 3	District 4	District 5	District 6	Total
Bridge	11	1	20	4	40	8	**84**
Bridge Surface Transportation Facility Improvement	1	-	2	-	2	-	**5**

Table 31. Number of Candidate Directional Miles for Remaining PROTECT Project Categories

Project Categories	District 1	District 2	District 3	District 4	District 5	District 6	Total
Surface Transportation Facility Improvement	6.7	25.6	0.3	39.3	105.5	11.4	**188.8**
Stormwater Mitigation	23.2	39.4	18.5	12.7	70.2	25.3	**189.4**
Erosion Protection	36.6	39.8	21.2	50.1	147.4	29.4	**324.5**
Other	13.2	36.8	-	8.9	65.3	-	**124.3**
Critical Access	42.9	53.8	21.4	50.1	147.4	29.4	**345.0**

Additional Considerations

Alternate Funding Sources

The resilience project needs in New Mexico are greater than what can be addressed with PROTECT funding alone. The funding sources listed below can also be used to address at-risk infrastructure.

Community Development Block Grant: Community Development Block Grants (CDBG) are federal U.S. Department of Housing and Urban Development funds. CDBG includes an entitlement component (formula funds provided directly to certain cities) and funds administered through the New Mexico Department of Finance and Administration. CDBG funds are intended primarily to benefit low- and moderate-income families by funding infrastructure, public buildings, housing rehabilitation, economic development, and planning projects. A resilience related program goal includes meeting urgent community development needs where an existing condition poses

a threat to the health and welfare of the community and other financial resources are not available. Albuquerque, Las Cruces, Santa Fe, Farmington, and Rio Rancho are the entitlement cities receiving CDBG funding directly from HUD and are ineligible to apply for the program administered through the New Mexico Department of Finance and Administration. Other Tribal and Local Public Agencies (T/LPAs) can apply for these funds.

Transportation Alternatives Funding: Transportation Alternatives funding is intended to expand nonmotorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. This funding focuses on providing bicycle and pedestrian infrastructure which can be used to improve disaster resilience in communities where vehicle access is low. T/LPAs are eligible entities, NMDOT is not eligible for this funding.

Community Wildfire Defense Grant: The Community Wildfire Defense Grant program is administered by the U.S. Department of Agriculture Forest Service. Eligible applicants include local governments; the New Mexico Energy, Minerals and Natural Resources Department (EMNRD) Forestry Division; non-profits; and Native American tribes. As NMDOT is not an eligible applicant, some form of partnership would be required to access this funding. Community Wildfire Defense grant funding can be used to implement projects identified in a state's Community Wildfire Protection Plan.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program: CMAQ funding is provided by the U.S. Department of Transportation to help states and local governments meet the requirements of the Clean Air Act. Resilience projects that include portions related to public transportation, electric vehicle infrastructure, and micro mobility may be eligible for funding through the CMAQ program. Both NMDOT and T/LPAs are eligible for this funding.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant: Administered by the U.S. Department of Transportation, the RAISE grant program funds projects to build and repair freight and passenger transportation assets. RAISE also allows multimodal, multi-jurisdictional projects that are more difficult to support through traditional federal grant programs. Any public entity can apply for this funding including State DOTs, tribal governments, MPOs, transit agencies, and counties. Due to the flexibility, RAISE grants are very competitive and very popular. This funding is likely an appropriate choice for an innovative project that increases resiliency.

Building Resilient Infrastructure and Communities (BRIC): The U.S. Department of Homeland Security provides funding for the BRIC program which supports states, local communities, tribes, and territories in their effort implement hazard mitigation projects. In the States are eligible applicants for up to $2 million per application. Federally recognized tribes may also apply for hazard mitigation funds.

Green Infrastructure

As defined in the Water Infrastructure Improvement Act, green infrastructure is "the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspirate stormwater and reduce flows to sewer systems or to surface waters." NMDOT currently has green stormwater infrastructure sites in various phases of construction in Albuquerque, Las Cruces, and Taos. The Department is planning more green stormwater infrastructure at several other locations. As part of the process to develop green stormwater throughout the state, NMDOT's Research and Climate Bureau contracted with a company that is using GIS analysis to identify the 50 best places in New Mexico to add green infrastructure projects to help address climate change issues and mitigate negative environmental impacts within NMDOT rights-of-way. The 50 sites will be ranked according to their proximity to

MS4 areas, wetlands, riparian systems with impaired water ways, infrastructure that is vulnerable to erosion/sediment deposition problems, high-priority wildlife corridors (as identified in NMDOT's Wildlife Corridors Action Plan), and areas with existing or potential pollinator habitat.

In anticipation of a significant increase in the quantity of green stormwater structures, NMDOT's Roadside Environmental and Community Design Section is now receiving funding from the NMDOT State Maintenance Bureau for green infrastructure maintenance. The Roadside Environmental and Community Design Section has also created a statewide price agreement for the installation, repair, and maintenance of green infrastructure.

Conclusions and Recommendations

Recommendations for Future RIP Updates

This analysis has limitations that are important to remember when interpreting the results. Some of these limitations may be addressed in future versions. Recommendations for future RIP updates include:

1. **Update the RIP regularly as additional data becomes available.** Incomplete data limited the analysis. For example, some transit agencies do not make route data in GTFS format available, preventing their systems from being considered in the analysis. Additionally, hazard exposure data are incomplete. Flooding data are more granular in some parts of the state than in others, and there is no direct measure of dust storms, meaning that dust storms may be occurring in locations where a dust-related crash has not yet occurred. Limited data also influences which hazards could be included. For example, no known data source exists relating to debris flow. Finally, the fact that NMDOT's culvert inventory is ongoing prevented including culverts in this analysis.

2. **Update criteria weighting to reflect historical occurrence or stakeholder input:** The current methodology assigns equal weight to all hazards. Equal weighting may not represent the hazards' true likelihood of system disruption should they occur. To refine this component of the analysis, it would be necessary to collect additional data on historical occurrences of hazards and their resulting in infrastructure damage or disruption. Similarly, criticality weights are based on professional judgment, and could be refined by considering a broader range of stakeholder input. Further outreach to NMDOT staff, stakeholders, leadership, and/or the public may allow for the determination of a consensus or commonly accepted weighting.

3. **Update the RIP based on changes in future forecasts:** While the methodology accounts for changes in hazards for which future forecasts are available, forecasts inherently involve uncertainties. Forecasts' accuracy cannot be known until after the fact. While the use of forecasts does bring the plan closer to reflecting future needs and priorities than using current conditions alone, it should nonetheless be remembered that forecasts will almost certainly deviate from actual future conditions. To address this limitation, it is advisable to adopt a flexible approach that allows for periodic updates and adjustments to resilience strategies or projects based on current and refined hazard forecasts.

Institutionalizing Resilience at NMDOT

The following suggested policies, practices, and actions support the institutionalization of resilience efforts at NMDOT.

1. **Amend design guidelines and engineering standards**: This initial evaluation of transportation system resilience has positioned NMDOT to incorporate resilience into its 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.

2. **Foster strong internal and external partnerships**: NMDOT has developed a process for identifying priority projects for PROTECT investments that involves staff from across the NMDOT including the Environmental Bureau. This foundation can be used to build additional internal awareness of climate resilience and

adaptation. Similarly, NMDOT has engaged with other state agencies on resilience-related planning efforts including the Hazard Mitigation Plan. This interagency cooperation can be further developed to ensure that overlapping needs are addressed and all available funding can be leveraged for a wide range of projects.

3. **Expand data availability and access**: Currently NMDOT has and maintains a large amount of asset condition data, however there are gaps. 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.
4. **Update maintenance practices to increase proactive maintenance in hotspots**: A key result of this resilience improvement plan is that it produces awareness of the high highest risk corridors in the state. 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.

Inter-Agency Coordination

Interagency coordination is key to preparedness in the event of extreme weather and natural disasters. Representatives from NMDOT participate in the development of the New Mexico Hazard Mitigation Plan to provide guidance on the role of transportation infrastructure assets. The Hazard Mitigation Plan sets a stable foundation for plans like this one to consider the needs and resilience of specific infrastructure systems while bearing in mind its interdependence with other infrastructure systems.

NMDOT representatives have also recently participated in the development of the New Mexico Climate Adaptation and Resilience Plan. This plan development project created the Interagency Climate Adaptation and Resilience Planning Team, which includes representatives from 22 state departments and included participation of other offices such as the Office of African American Affairs, Office of Broadband Access and Expansion, and the Office of the State Engineer. This interagency team will continue to be maintained to ensure additional and continual coordination among agencies.

A potential benefit of interagency coordination is the identification of additional funding sources and the creation of projects that address the resilience of multiple infrastructure systems. Specifically, NMDOT could work with partners to explore the expansion of water and broadband infrastructure resilience to be timed with the improvement of transportation infrastructure in some instances.

Appendix A: Project Candidates by Category

Surface Transportation Facility Improvement Project Candidates

Table 32. Surface Transportation Facility Improvement Project Candidates

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
BL17M	S 2nd St	NA	4	1.50	1.63	0.13	Colfax	Raton Census County Division (CCD)	Raton city
BL17M	S 2nd St	NA	4	3.10	4.14	1.04	Colfax	Raton CCD	Raton city, NA
BL17P	S 2nd St	NA	4	1.50	1.62	0.12	Colfax	Raton CCD	Raton city
BL17P	Canyon Dr	NA	4	3.10	3.89	0.79	Colfax	Raton CCD	Raton city, NA
BL17P	Canyon Dr	NA	4	3.95	4.12	0.17	Colfax	Raton CCD	NA
I10P	Interstate 10	NA	1	141.73	141.76	0.03	Doña Ana	Las Cruces CCD	Las Cruces city
I25M	I 25	NA	4	455.70	455.81	0.11	Colfax	Raton CCD	NA
I25M	I 25	NA	4	455.83	455.90	0.07	Colfax	Raton CCD	NA
I25P	Interstate 25	NA	3	230.60	230.80	0.20	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA	4	455.75	455.85	0.10	Colfax	Raton CCD	NA
I40P	Interstate 40	NA	3	161.80	161.90	0.10	Bernalillo	Albuquerque CCD	Albuquerque city
NM118M	Interstate 40 Business	NA	6	16.73	22.68	5.95	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA	6	21.70	21.87	0.17	McKinley	Gallup CCD	Gallup city
NM122M	E Santa Fe Ave	NA	6	37.50	38.78	1.25	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	37.80	38.54	0.74	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	38.58	38.78	0.21	Cibola	Grants CCD	Grants city
NM153P	Turkey Creek Rd	NA	1	0.00	0.20	0.20	Grant	Pinos Altos CCD	Gila census-designated place (CDP)
NM153P	Turkey Creek Rd	NA	1	2.00	3.84	1.84	Grant	Pinos Altos CCD	NA
NM15P	Pinos Altos Rd	NA	1	0.00	0.10	0.10	Grant	Silver City CCD	Silver City town
NM267P	N Avenue B, W Fir St, NM Highway 267	NA	2	0.00	3.50	3.50	Roosevelt	Portales CCD	Portales city, NA
NM267P	NM Highway 267	NA	2	3.80	7.70	3.90	Roosevelt	Portales CCD, Elida CCD	NA
NM564P	Boardman Dr	NA	6	2.10	3.29	1.19	McKinley	Gallup CCD	Gallup city
NM584P	Fairview Ln	NA	5	1.20	1.28	0.08	Rio Arriba	South Rio Arriba CCD	Española city

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
NM610P	S 2nd St, N 2nd St	NA	6	0.00	1.93	1.89	McKinley	Gallup CCD	Gallup city
NM68M	N Riverside Dr, NM Highway 68	NA	5	1.05	8.52	7.46	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP, NA
NM68M	NM Highway 68	NA	5	8.54	9.74	1.20	Rio Arriba	South Rio Arriba CCD	Los Luceros CDP, NA
NM68M	NM Highway 68	NA	5	9.75	11.83	2.08	Rio Arriba	South Rio Arriba CCD	NA
NM68M	NM Highway 68	NA	5	11.85	12.59	0.73	Rio Arriba	South Rio Arriba CCD	NA
NM68M	NM Highway 68	NA	5	12.60	14.81	2.20	Rio Arriba	South Rio Arriba CCD	Velarde CDP
NM68P	N Riverside Dr	NA	5	0.00	0.02	0.02	Santa Fe	Santa Clara Pueblo CCD	Española city
NM68P	N Riverside Dr	NA	5	0.05	2.99	2.94	Santa Fe, Rio Arriba	Santa Clara Pueblo CCD, Santa Fe North CCD, South Rio Arriba CCD, Ohkay Owingeh CCD	Española city
NM68P	N Riverside Dr, NM Highway 68	NA	5	3.00	4.07	1.06	Rio Arriba	Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP
NM68P	NM Highway 68	NA	5	4.70	4.80	0.10	Rio Arriba	Ohkay Owingeh CCD	NA
NM68P	NM Highway 68	NA	5	7.24	8.50	1.26	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA	5	8.52	9.72	1.20	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA	5	9.74	11.83	2.09	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA	5	11.84	12.58	0.73	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA	5	12.59	15.03	2.43	Rio Arriba	South Rio Arriba CCD	NA, Velarde CDP
NM68P	NM Highway 68	NA	5	15.04	20.00	4.96	Rio Arriba	Dixon CCD	NA, Dixon CDP
NM68P	NM Highway 68	NA	5	20.70	23.12	2.42	Rio Arriba	Dixon CCD	Dixon CDP, NA
NM68P	NM Highway 68	NA	5	23.13	34.92	11.77	Rio Arriba, Taos	Dixon CCD, Peñasco CCD, Tres Piedras CCD, Taos CCD	NA
NM68P	NM Highway 68	NA	5	34.92	37.33	2.41	Taos	Taos CCD	NA
NM68P	NM Highway 68	NA	5	37.33	40.00	2.67	Taos	Taos CCD	NA
NM68P	NM Highway 68, Paseo Del Pueblo Sur	NA	5	41.80	42.10	0.30	Taos	Taos CCD	Ranchos de Taos CDP
NM68P	Paseo Del Pueblo Sur	NA	5	45.34	45.46	0.11	Taos	Taos Pueblo CCD	Taos town
US180M	US Highway 180	NA	1	111.30	113.50	2.20	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	163.61	163.68	0.08	Luna	Deming South CCD	Deming city
US180P	W US Highway 180	NA	1	111.31	111.84	0.52	Grant	Silver City CCD	Silver City town

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US180P	W US Highway 180, E 14th St, Silver Heights Blvd	NA	1	111.85	112.69	0.84	Grant	Silver City CCD	Silver City town
US180P	Silver Heights Blvd, E US Highway 180	NA	1	112.70	113.49	0.79	Grant	Silver City CCD	Silver City town
US180P	N Gold Ave	NA	1	163.60	163.68	0.08	Luna	Deming South CCD	Deming city
US60M	US Highway 64	NA	2	386.00	386.20	0.20	Curry	Clovis CCD	Clovis city
US60M	US Highway 64	NA	2	386.40	392.00	5.60	Curry	Clovis CCD	Clovis city
US64M	US Highway 64	NA	4	348.70	360.39	11.66	Colfax	Raton CCD	NA
US64P	US Highway 64	NA	4	318.00	335.15	17.08	Colfax	Cimarron CCD, Springer CCD, Raton CCD	NA
US64P	US Highway 64	NA	4	335.15	340.86	5.70	Colfax	Raton CCD	NA
US64P	US Highway 64	NA	4	340.90	343.25	2.35	Colfax	Raton CCD	NA
US70M	US Highway 70	NA	2	270.10	272.30	2.20	Lincoln	Ruidoso CCD	NA
US70M	US Highway 70	NA	2	274.10	276.30	2.20	Lincoln	Ruidoso CCD, Hondo CCD	NA
US70M	US Highway 70	NA	2	418.20	419.90	1.70	Roosevelt	Portales CCD	NA, Portales city
US70M	W 1st St	NA	2	421.30	421.60	0.30	Roosevelt	Portales CCD	Portales city
US70P	US Highway 70	NA	2	270.10	272.30	2.20	Lincoln	Ruidoso CCD	NA
US70P	US Highway 70	NA	2	274.10	276.17	2.05	Lincoln	Ruidoso CCD, Hondo CCD	NA
US70P	US Highway 70	NA	2	418.20	419.90	1.70	Roosevelt	Dora CCD, Portales CCD	NA, Portales city
US84M	S Riverside Dr	NA	5	188.70	188.90	0.20	Santa Fe	Santa Clara Pueblo CCD	Española city
US84M	S Riverside Dr, E Santa Clara Bridge Rd	NA	5	189.20	189.30	0.10	Santa Fe	Santa Clara Pueblo CCD	Española city
US84P	S Riverside Dr	NA	5	188.70	188.90	0.20	Santa Fe	Santa Fe North CCD, Santa Clara Pueblo CCD	Española city
US84P	S Riverside Dr, E Santa Clara Bridge Rd	NA	5	189.20	189.40	0.20	Santa Fe	Santa Clara Pueblo CCD	Española city
US84P	US Highway 84	NA	5	200.90	201.17	0.27	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	201.17	210.44	9.21	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	210.46	213.11	2.63	Rio Arriba	Rio Chama CCD	NA, Abiquiu CDP
US84P	US Highway 84	NA	5	213.13	217.70	4.54	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	217.70	220.03	2.33	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	220.04	225.86	5.82	Rio Arriba	Rio Chama CCD, Tierra Amarilla CCD	NA

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US84P	US Highway 84	NA	5	225.90	243.69	17.79	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	243.71	247.25	3.54	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84, US Highway 64	NA	5	247.25	255.72	8.47	Rio Arriba	Tierra Amarilla CCD	NA, Tierra Amarilla CDP

A Census County Division (CCD) is a statistical geographic entity established by the U.S. Census Bureau, and state and local governments. They are established for purposes of reporting statistics where Minor Civil Divisions (such as city and county boundaries) are insufficient for reporting statistical data. Source: U.S. Census Bureau (2018). "Census County Divisions (CCDs) and Equivalent Entities for the 2020 Census-Final Criteria." *Federal Register*. 83 FR 56285. Retrieved from https://www.federalregister.gov/documents/2018/11/13/2018-24566/census-county-divisions-ccds-and-equivalent-entities-for-the-2020-census-final-criteria.

The U.S. Census Bureau can designate unincorporated communities that are locally recognized by a specific name as Census Designated Places (CPD) based on submissions by tribal, state, and local governments. Source: U.S. Census Bureau (2023). "Census Designated Places." Retrieved from https://www.census.gov/programs-surveys/bas/information/cdp.html.

Bridge Surface Transportation Facility Improvement Project Candidates

Table 33. Bridge Surface Transportation Facility Improvement Project Candidates

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
I25M	I 25	6231	3	224.13	224.17	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	6230	3	224.12	224.16	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
NM153P	Turkey Creek Rd	5333	1	0.37	0.37	0.00	Grant	Pinos Altos CCD	Gila CDP
NM502P	NM Highway 502	8565	5	17.75	17.80	0.05	Santa Fe	Santa Fe North CCD	Jacona CDP, Pojoaque CDP
US84P	US Highway 84	6646	5	197.52	197.53	0.01	Rio Arriba	South Rio Arriba CCD	El Duende CDP

A Census County Division (CCD) is a statistical geographic entity established by the U.S. Census Bureau, and state and local governments. They are established for purposes of reporting statistics where Minor Civil Divisions (such as city and county boundaries) are insufficient for reporting statistical data. Source: U.S. Census Bureau (2018). "Census County Divisions (CCDs) and Equivalent Entities for the 2020 Census-Final Criteria." *Federal Register*. 83 FR 56285. Retrieved from https://www.federalregister.gov/documents/2018/11/13/2018-24566/census-county-divisions-ccds-and-equivalent-entities-for-the-2020-census-final-criteria.

The U.S. Census Bureau can designate unincorporated communities that are locally recognized by a specific name as Census Designated Places (CPD) based on submissions by tribal, state, and local governments. Source: U.S. Census Bureau (2023). "Census Designated Places." Retrieved from https://www.census.gov/programs-surveys/bas/information/cdp.html.

Stormwater Mitigation Project Candidates

Table 34. Stormwater Mitigation Project Candidates

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
BL17M	S 2nd St	NA	4	1.00	1.90	0.90	Colfax	Raton CCD	Raton city
BL17M	S 2nd St	NA	4	2.20	2.60	0.40	Colfax	Raton CCD	Raton city
BL17M	S 2nd St	NA	4	2.90	4.14	1.24	Colfax	Raton CCD	Raton city, NA
BL17P	S 2nd St	NA	4	1.00	1.90	0.90	Colfax	Raton CCD	Raton city
BL17P	S 2nd St	NA	4	2.20	2.50	0.30	Colfax	Raton CCD	Raton city
BL17P	N 2nd St, Canyon Dr	NA, 8838	4	2.90	4.12	1.22	Colfax	Raton CCD	Raton city, NA
I10P	Interstate 10	NA	1	140.50	140.84	0.34	Doña Ana	Las Cruces CCD	Las Cruces city
I10P	Interstate 10	NA, 9267, 7264, 7266	1	140.86	142.60	1.74	Doña Ana	Las Cruces CCD	Las Cruces city
I25M	I 25	NA	3	223.00	223.70	0.70	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	NA, 6231, 6229	3	223.80	224.90	1.10	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	NA, 8839	4	455.51	456.30	0.79	Colfax	Raton CCD	NA
I25P	Interstate 25	NA, 6230, 6325, 6228	3	223.80	225.00	1.19	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA	3	226.60	227.20	0.60	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 9940	3	227.50	228.00	0.50	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 5751, 8810, 8508	3	230.00	232.20	2.20	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 5752, 5754	3	232.30	233.80	1.50	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA	4	454.50	454.80	0.30	Colfax	Raton CCD	Raton city
I25P	Interstate 25	NA, 8840	4	455.75	456.30	0.55	Colfax	Raton CCD	NA
I40M	Interstate 40	NA, 6347, 6303	3	162.40	165.60	3.20	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 6908, 9914	3	158.41	158.90	0.49	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 9922, 9926, 6601	3	159.60	160.68	1.08	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA	3	160.80	161.00	0.20	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA	3	161.40	162.20	0.79	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6427	3	162.34	162.34	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 6304	3	162.40	164.80	2.40	Bernalillo	Albuquerque CCD	Albuquerque city

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
I40P	Interstate 40	NA	3	164.90	165.58	0.68	Bernalillo	Albuquerque CCD	Albuquerque city
NM118M	Interstate 40 Business	NA	6	16.73	26.04	9.31	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA, 5388, 7010, 5389, 10045, 3079	6	16.50	22.68	6.18	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA, 3080, 3081	6	22.70	23.90	1.20	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA	6	24.40	26.30	1.90	McKinley	Gallup CCD	Gallup city
NM122M	W Santa Fe Ave	NA	6	34.80	36.06	1.26	Cibola	Grants CCD	Grants city
NM122M	E Santa Fe Ave	NA	6	36.40	38.30	1.86	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	37.63	38.30	0.67	Cibola	Grants CCD	Grants city
NM153P	Turkey Creek Rd	NA, 5333	1	0.10	2.60	2.50	Grant	Pinos Altos CCD	Gila CDP, NA
NM153P	Turkey Creek Rd	NA	1	2.80	3.84	1.04	Grant	Pinos Altos CCD	NA
NM15P	Pinos Altos Rd	NA	1	0.00	1.70	1.70	Grant	Silver City CCD	Silver City town
NM18P	S Eunice Hwy	NA	2	50.66	51.20	0.54	Lea	Hobbs CCD	Hobbs city
NM18P	S Eunice Hwy, N Dal Paso St, W Bender Blvd, N Lovington Hwy	NA	2	51.40	56.10	4.70	Lea	Hobbs CCD	Hobbs city
NM18P	N Lovington Hwy	NA	2	56.30	56.65	0.35	Lea	Hobbs CCD	Hobbs city
NM18P	N Lovington Hwy	NA	2	56.80	58.80	2.00	Lea	Hobbs CCD	Hobbs city, North Hobbs CDP
NM267P	N Avenue B, W Fir St	NA	2	0.00	1.10	1.10	Roosevelt	Portales CCD	Portales city
NM267P	NM Highway 267	NA	2	2.50	3.20	0.70	Roosevelt	Portales CCD	NA
NM267P	NM Highway 267	NA	2	4.40	5.10	0.70	Roosevelt	Portales CCD	NA
NM448M	Coors Blvd NW	NA	3	0.00	1.27	1.27	Bernalillo	Albuquerque CCD	Albuquerque city
NM448P	Coors Blvd NW	NA	3	0.00	0.10	0.10	Bernalillo	Albuquerque CCD	Albuquerque city
NM448P	Coors Blvd NW	NA	3	0.20	0.60	0.40	Bernalillo	Albuquerque CCD	Albuquerque city
NM448P	Corrales Rd	NA	3	1.30	1.40	0.10	Bernalillo	Rio Rancho CCD	Corrales village
NM502P	NM Highway 502	NA	5	14.20	15.00	0.80	Santa Fe	Santa Fe North CCD	NA
NM502P	NM Highway 502	NA, 9710, 5523, 5522	5	15.50	16.90	1.40	Santa Fe	Santa Fe North CCD	NA, Jacona CDP
NM502P	NM Highway 502	NA, 8565	5	17.40	18.16	0.76	Santa Fe	Santa Fe North CCD	Jacona CDP, Pojoaque CDP
NM564P	NM Highway 564, Boardman Dr	NA	6	1.70	2.80	1.10	McKinley	Gallup CCD	Catalpa Canyon CDP, Gallup city

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
NM564P	Boardman Dr	NA	6	3.20	3.29	0.09	McKinley	Gallup CCD	Gallup city
NM584P	Fairview Ln	NA, 7623	5	0.10	1.28	1.18	Rio Arriba	South Rio Arriba CCD	Española city
NM610P	S 2nd St, N 2nd St	NA, 7542	6	0.20	2.02	1.78	McKinley	Gallup CCD	Gallup city
NM68M	N Riverside Dr, Nm Highway 68	NA, 8543, 8548	5	1.05	10.36	9.31	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP, NA, Los Luceros CDP
NM68M	NM Highway 68	NA, 8549, 8550	5	11.21	14.81	3.59	Rio Arriba	South Rio Arriba CCD	NA, Velarde CDP
NM68P	N Riverside Dr	NA	5	0.00	0.02	0.02	Santa Fe	Santa Clara Pueblo CCD	Española city
NM68P	N Riverside Dr	NA	5	0.05	0.52	0.46	Santa Fe	Santa Clara Pueblo CCD, Santa Fe North CCD	Española city
NM68P	N Riverside Dr	NA	5	0.60	1.00	0.40	Santa Fe	Santa Fe North CCD	Española city
NM68P	N Riverside Dr	NA	5	1.10	2.40	1.30	Rio Arriba	Santa Clara Pueblo CCD, South Rio Arriba CCD, Ohkay Owingeh CCD	Española city
NM68P	N Riverside Dr, Nm Highway 68	NA, 5797	5	2.50	3.40	0.90	Rio Arriba	Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP
NM68P	NM Highway 68	NA	5	7.10	7.70	0.60	Rio Arriba	Ohkay Owingeh CCD, South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA, 6492	5	8.30	8.70	0.40	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA, 6758	5	9.50	10.00	0.50	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA, 6759	5	11.60	12.00	0.40	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA, 6760	5	12.40	12.80	0.40	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	NA, 6761	5	14.30	20.10	5.80	Rio Arriba	South Rio Arriba CCD, Dixon CCD	Velarde CDP, NA, Dixon CDP
NM68P	NM Highway 68	NA, 8557	5	20.20	21.00	0.80	Rio Arriba	Dixon CCD	Dixon CDP
NM68P	NM Highway 68	NA	5	21.30	22.20	0.90	Rio Arriba	Dixon CCD	Dixon CDP, NA
NM68P	NM Highway 68	NA	5	23.80	29.10	5.28	Rio Arriba, Taos	Dixon CCD, Peñasco CCD, Tres Piedras CCD	NA
NM68P	NM Highway 68	NA, 6168	5	34.70	35.10	0.40	Taos	Taos CCD	NA
NM68P	NM Highway 68	NA, 6169	5	36.40	37.50	1.10	Taos	Taos CCD	NA
NM68P	NM Highway 68	NA	5	39.20	39.60	0.40	Taos	Taos CCD	NA
NM68P	NM Highway 68	NA, 3608	5	39.80	40.50	0.70	Taos	Taos CCD	NA
NM68P	NM Highway 68	NA, 3607	5	41.10	41.70	0.60	Taos	Taos CCD	NA, Ranchos de Taos CDP
NM68P	Paseo Del Pueblo Sur	NA, 3604	5	42.34	43.70	1.34	Taos	Taos CCD	Taos town, Ranchos de Taos CDP

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
NM68P	Paseo Del Pueblo Sur	NA, 3603	5	44.60	45.10	0.50	Taos	Taos CCD, Taos Pueblo CCD	Taos town
US180M	US Highway 180	NA	1	111.60	112.30	0.70	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	112.50	112.90	0.40	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	113.40	113.80	0.40	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	114.30	114.90	0.60	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	161.51	163.28	1.76	Luna	Deming North CCD	Keeler Farm CDP, Deming city
US180P	W US Highway 180	NA	1	111.60	111.84	0.24	Grant	Silver City CCD	Silver City town
US180P	W US Highway 180, E 14Th St, Silver Heights Blvd	NA	1	111.85	112.27	0.42	Grant	Silver City CCD	Silver City town
US180P	Silver Heights Blvd, E US Highway 180	NA, 5340	1	112.50	112.90	0.40	Grant	Silver City CCD	Silver City town
US180P	E US Highway 180, E US Highway 180 Blvd	NA	1	113.40	113.80	0.40	Grant	Silver City CCD	Silver City town
US180P	E US Highway 180, US Highway 180	NA, 5339	1	114.30	114.90	0.60	Grant	Silver City CCD	Silver City town, NA
US180P	US Highway 180, Silver City Hwy NW	NA	1	141.10	141.60	0.49	Grant, Luna	Bayard-Santa Rita CCD, Deming North CCD	NA
US180P	Silver City Hwy NW	NA	1	141.90	142.40	0.50	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	NA, 8152	1	145.70	146.60	0.90	Luna	Deming North CCD	NA, Old Town CDP
US180P	Silver City Hwy NW	NA	1	146.80	147.80	1.00	Luna	Deming North CCD	NA, Old Town CDP
US180P	Silver City Hwy NW	NA, 2113, 2112, 2108, 2109	1	148.20	149.20	1.00	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	NA	1	153.50	154.40	0.90	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	NA	1	156.40	158.20	1.80	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	NA	1	159.00	161.30	2.30	Luna	Deming North CCD	NA, Keeler Farm CDP
US180P	Silver City Hwy NW	NA	1	161.90	162.65	0.75	Luna	Deming North CCD	Keeler Farm CDP
US180P	Silver City Hwy NW, N Silver City Hwy	NA	1	162.66	163.00	0.34	Luna	Deming North CCD	Deming city
US60M	US Highway 60	NA	2	386.30	391.90	5.60	Curry	Clovis CCD	Clovis city
US64M	US Highway 64	NA	4	348.70	352.03	3.33	Colfax	Raton CCD	NA
US64M	US Highway 64	NA	4	352.30	352.80	0.50	Colfax	Raton CCD	NA
US64P	US Highway 64	NA	4	320.30	320.80	0.47	Colfax	Springer CCD	NA
US64P	US Highway 64	NA, 9004	4	340.60	341.70	1.10	Colfax	Raton CCD	NA

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US64P	US Highway 64	NA	4	342.00	342.70	0.70	Colfax	Raton CCD	NA
US70M	US Highway 70	NA	2	264.90	265.20	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70M	US Highway 70	NA	2	265.80	266.10	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70M	US Highway 70	NA	2	266.50	275.20	8.70	Lincoln	Ruidoso CCD, Hondo CCD	NA
US70M	US Highway 70	NA	2	275.60	276.30	0.70	Lincoln	Hondo CCD	NA
US70M	US Highway 70, W 2nd St	NA	2	419.30	420.00	0.70	Roosevelt	Portales CCD	NA, Portales city
US70M	W 2nd St, W 1St St, E 1St St, E 2nd St	NA	2	420.20	421.99	1.79	Roosevelt	Portales CCD	NA, Portales city
US70P	US Highway 70	NA	2	264.90	265.20	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70P	US Highway 70	NA	2	265.80	266.10	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70P	US Highway 70	NA, 8876	2	266.50	270.60	4.09	Lincoln	Ruidoso CCD	NA
US70P	US Highway 70	NA	2	270.70	275.10	4.38	Lincoln	Ruidoso CCD, Hondo CCD	NA
US70P	US Highway 70	NA	2	275.60	276.17	0.57	Lincoln	Hondo CCD	NA
US70P	US Highway 70, W 2nd St	NA	2	419.30	420.00	0.70	Roosevelt	Portales CCD	NA, Portales city
US70P	W 2nd St	NA	2	420.20	421.10	0.90	Roosevelt	Portales CCD	Portales city
US84M	US Highway 84	NA	5	185.70	187.10	1.40	Santa Fe	Santa Fe North CCD	El Valle de Arroyo Seco CDP
US84M	S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate	NA	5	188.80	190.70	1.90	Santa Fe, Rio Arriba	Santa Clara Pueblo CCD	Española city
US84M	N Paseo De Onate	NA	5	191.00	191.50	0.50	Rio Arriba	Santa Clara Pueblo CCD, South Rio Arriba CCD	Española city
US84M	N Paseo De Onate	NA	5	191.60	192.10	0.50	Rio Arriba	South Rio Arriba CCD	Española city
US84M	US Highway 84	NA	5	192.40	192.80	0.40	Rio Arriba	Ohkay Owingeh CCD	NA
US84M	US Highway 84	NA	5	194.30	194.80	0.50	Rio Arriba	Ohkay Owingeh CCD	San Jose CDP, Hernandez CDP
US84M	US Highway 84	NA	5	195.00	195.50	0.50	Rio Arriba	Ohkay Owingeh CCD	Hernandez CDP
US84M	US Highway 84	NA	5	195.70	196.40	0.70	Rio Arriba	South Rio Arriba CCD	Hernandez CDP, El Duende CDP
US84M	US Highway 84, Na	NA	5	197.00	198.62	1.62	Rio Arriba	South Rio Arriba CCD	El Duende CDP, NA, Chili CDP
US84P	US Highway 84	NA	5	185.70	187.10	1.36	Santa Fe	Santa Fe North CCD	El Valle de Arroyo Seco CDP

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US84P	S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate	NA, 7516	5	188.81	190.70	1.89	Santa Fe, Rio Arriba	Santa Clara Pueblo CCD	Española city
US84P	N Paseo De Onate	NA	5	191.00	191.50	0.50	Rio Arriba	Santa Clara Pueblo CCD, South Rio Arriba CCD	Española city
US84P	N Paseo De Onate	NA, 6440	5	191.60	192.10	0.50	Rio Arriba	South Rio Arriba CCD	Española city
US84P	US Highway 84	NA, 9168	5	192.30	192.80	0.50	Rio Arriba	Ohkay Owingeh CCD	NA
US84P	US Highway 84	NA, 9169	5	194.30	194.80	0.50	Rio Arriba	Ohkay Owingeh CCD	San Jose CDP, Hernandez CDP
US84P	US Highway 84	NA, 9170	5	195.00	195.50	0.50	Rio Arriba	Ohkay Owingeh CCD	Hernandez CDP
US84P	US Highway 84	NA, 6644, 6645, 3625	5	195.70	196.40	0.70	Rio Arriba	South Rio Arriba CCD	Hernandez CDP, El Duende CDP
US84P	US Highway 84	NA, 6646, 6647	5	197.00	199.20	2.15	Rio Arriba	South Rio Arriba CCD	El Duende CDP, NA, Chili CDP
US84P	US Highway 84	NA, 6481	5	199.40	200.30	0.90	Rio Arriba	South Rio Arriba CCD, Rio Chama CCD	Chili CDP
US84P	US Highway 84	NA, 7576	5	200.40	200.90	0.50	Rio Arriba	Rio Chama CCD	Chili CDP, NA
US84P	US Highway 84	NA, 7577	5	201.00	201.40	0.40	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	206.90	207.30	0.39	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	208.80	209.60	0.79	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	209.70	210.44	0.74	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	210.46	211.20	0.74	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA, 8229	5	212.70	213.50	0.78	Rio Arriba	Rio Chama CCD	Abiquiu CDP, NA
US84P	US Highway 84	NA, 3649	5	219.80	220.30	0.50	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	220.80	221.30	0.50	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	222.00	222.50	0.50	Rio Arriba	Rio Chama CCD, Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	222.80	223.30	0.50	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	223.60	224.80	1.20	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA, 6244	5	225.20	226.10	0.90	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	227.60	227.90	0.30	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	234.10	234.90	0.80	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	240.90	242.40	1.50	Rio Arriba	Tierra Amarilla CCD	NA

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US84P	US Highway 84	NA, 4051	5	243.50	243.90	0.40	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA, 5683	5	247.00	248.00	1.00	Rio Arriba	Tierra Amarilla CCD	NA

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The U.S. Census Bureau can designate unincorporated communities that are locally recognized by a specific name as Census Designated Places (CPD) based on submissions by tribal, state, and local governments. Source: U.S. Census Bureau (2023). "Census Designated Places." Retrieved from https://www.census.gov/programs-surveys/bas/information/cdp.html.

Erosion Protection Project Candidates

Table 35. Erosion Protection Project Candidates

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
BL17M	S 2nd St	NA	4	0.00	2.70	2.70	Colfax	Raton CCD	Raton city
BL17M	S 2nd St	NA	4	2.80	4.14	1.34	Colfax	Raton CCD	Raton city, NA
BL17P	US Highway 64 Business, S 2nd St	NA	4	0.00	2.70	2.70	Colfax	Raton CCD	Raton city
BL17P	N 2nd St, Canyon Dr	NA, 8838	4	2.80	4.12	1.32	Colfax	Raton CCD	Raton city, NA
I10P	Interstate 10	NA	1	140.50	140.84	0.34	Doña Ana	Las Cruces CCD	Las Cruces city
I10P	Interstate 10	NA, 9267, 7264, 7266	1	140.86	142.70	1.84	Doña Ana	Las Cruces CCD	Las Cruces city
I25M	I 25	NA	3	223.00	223.70	0.70	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	NA, 6231, 6229	3	223.80	225.10	1.30	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	NA, 6211, 8839	4	454.85	457.30	2.45	Colfax	Raton CCD	Raton city, NA
I25P	Interstate 25	NA, 6230, 6325, 6228	3	223.80	225.10	1.29	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 5989, 9953, 9940	3	226.53	228.00	1.43	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 5751, 8810, 8508, 5752, 5754	3	230.00	233.80	3.80	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 6210, 8840	4	454.50	457.30	2.80	Colfax	Raton CCD	Raton city, NA
I40M	Interstate 40	NA, 6347, 6303	3	162.40	165.60	3.20	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 6908, 9914, 9918, 9947, 9949, 9922, 9926, 6601	3	158.41	160.68	2.28	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA	3	160.80	162.20	1.39	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6427	3	162.34	162.34	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 6304	3	162.40	164.80	2.40	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA	3	164.90	165.58	0.68	Bernalillo	Albuquerque CCD	Albuquerque city
NM118M	Interstate 40 Business	NA	6	16.73	26.04	9.31	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA, 5388, 7010, 5389, 10045, 3079, 3080, 3081	6	16.30	26.30	9.98	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA	6	26.40	26.90	0.50	McKinley	Gallup CCD	Gallup city
NM122M	W Santa Fe Ave, E Santa Fe Ave	NA	6	34.80	38.78	3.95	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	37.63	38.54	0.91	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	38.58	38.78	0.21	Cibola	Grants CCD	Grants city
NM153P	Turkey Creek Rd	NA, 5333	1	0.00	3.84	3.84	Grant	Pinos Altos CCD	Gila CDP, NA

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
NM15P	Pinos Altos Rd	NA	1	0.00	1.70	1.70	Grant	Silver City CCD	Silver City town
NM18P	S Eunice Hwy	NA	2	50.66	51.20	0.54	Lea	Hobbs CCD	Hobbs city
NM18P	S Eunice Hwy, N Dal Paso St, W Bender Blvd, N Lovington Hwy	NA	2	51.40	56.10	4.70	Lea	Hobbs CCD	Hobbs city
NM18P	N Lovington Hwy	NA	2	56.30	56.65	0.35	Lea	Hobbs CCD	Hobbs city
NM18P	N Lovington Hwy	NA	2	56.80	58.80	2.00	Lea	Hobbs CCD	Hobbs city, North Hobbs CDP
NM267P	N Avenue B, W Fir St	NA	2	0.00	1.10	1.10	Roosevelt	Portales CCD	Portales city
NM267P	NM Highway 267	NA	2	2.50	3.20	0.70	Roosevelt	Portales CCD	NA
NM267P	NM Highway 267	NA	2	4.40	5.10	0.70	Roosevelt	Portales CCD	NA
NM267P	NM Highway 267	NA	2	7.30	7.70	0.40	Roosevelt	Portales CCD, Elida CCD	NA
NM448M	Coors Blvd NW	NA	3	0.00	1.27	1.27	Bernalillo	Albuquerque CCD	Albuquerque city
NM448P	Coors Blvd NW, Corrales Rd	NA	3	0.00	1.40	1.40	Bernalillo	Albuquerque CCD, Rio Rancho CCD	Albuquerque city, Corrales village
NM502P	NM Highway 502	NA, 9710, 5523, 5522, 8565	5	14.20	18.20	4.00	Santa Fe	Santa Fe North CCD	NA, Jacona CDP, Pojoaque CDP
NM564P	NM Highway 564, Boardman Dr	NA	6	0.70	3.29	2.59	McKinley	Gallup CCD, Red Rock CCD	Gallup city, Catalpa Canyon CDP
NM584P	Fairview Ln	NA, 7623	5	0.00	1.28	1.28	Rio Arriba	South Rio Arriba CCD	Española city
NM610P	S 2nd St, N 2nd St	NA, 7542	6	0.00	2.02	1.98	McKinley	Gallup CCD	Gallup city
NM68M	N Riverside Dr, NM Highway 68	NA, 8543, 8548, 8549, 8550	5	1.05	14.81	13.75	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP, NA, Los Luceros CDP, Velarde CDP
NM68P	N Riverside Dr	NA	5	0.00	0.02	0.02	Santa Fe	Santa Clara Pueblo CCD	Española city
NM68P	N Riverside Dr, NM Highway 68	NA, 5797	5	0.05	4.07	4.01	Santa Fe, Rio Arriba	Santa Clara Pueblo CCD, Santa Fe North CCD, South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP
NM68P	NM Highway 68, Paseo Del Pueblo Sur	NA, 6492, 6758, 6759, 6760, 6761, 8557, 3611, 6168, 6169, 3608, 3607, 3604, 3603	5	4.60	45.46	40.82	Rio Arriba, Taos	Ohkay Owingeh CCD, South Rio Arriba CCD, Dixon CCD, Peñasco CCD, Tres Piedras CCD, Taos CCD, Taos Pueblo CCD	Ohkay Owingeh CDP, NA, Velarde CDP, Dixon CDP, Ranchos de Taos CDP, Taos town
US180M	US Highway 180	NA	1	111.60	112.30	0.70	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	112.50	112.90	0.40	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	113.40	113.80	0.40	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	114.30	114.90	0.60	Grant	Silver City CCD	Silver City town
US180M	US Highway 180	NA	1	161.51	163.68	2.17	Luna	Deming North CCD, Deming South CCD	Keeler Farm CDP, Deming city

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US180P	W US Highway 180	NA	1	111.60	111.84	0.24	Grant	Silver City CCD	Silver City town
US180P	W US Highway 180, E 14th St, Silver Heights Blvd	NA	1	111.85	112.27	0.42	Grant	Silver City CCD	Silver City town
US180P	Silver Heights Blvd, E US Highway 180	NA, 5340	1	112.50	112.90	0.40	Grant	Silver City CCD	Silver City town
US180P	E US Highway 180, E US Highway 180 Blvd	NA	1	113.40	113.80	0.40	Grant	Silver City CCD	Silver City town
US180P	E US Highway 180, US Highway 180	NA, 5339	1	114.30	114.90	0.60	Grant	Silver City CCD	Silver City town, NA
US180P	US Highway 180, Silver City Hwy NW	NA, 8152, 2113, 2112, 2108, 2109, 2107, 2106	1	141.10	162.65	21.54	Grant, Luna	Bayard-Santa Rita CCD, Deming North CCD	NA, Old Town CDP, Keeler Farm CDP
US180P	Silver City Hwy NW, N Silver City Hwy, N Gold Ave	NA	1	162.66	163.68	1.02	Luna	Deming North CCD, Deming South CCD	Deming city
US60M	US Highway 60	NA	2	386.30	391.90	5.60	Curry	Clovis CCD	Clovis city
US64M	US Highway 64	NA	4	348.70	360.39	11.66	Colfax	Raton CCD	NA
US64P	US Highway 64	NA	4	318.00	335.15	17.08	Colfax	Cimarron CCD, Springer CCD, Raton CCD	NA
US64P	US Highway 64	NA, 9004	4	335.15	343.25	8.10	Colfax	Raton CCD	NA
US70M	US Highway 70	NA	2	264.90	265.20	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70M	US Highway 70	NA	2	265.80	266.10	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70M	US Highway 70	NA	2	266.50	275.20	8.70	Lincoln	Ruidoso CCD, Hondo CCD	NA
US70M	US Highway 70	NA	2	275.60	276.30	0.70	Lincoln	Hondo CCD	NA
US70M	US Highway 70, W 2nd St	NA	2	419.30	420.00	0.70	Roosevelt	Portales CCD	NA, Portales city
US70M	W 2nd St, W 1st St, E 1st St, E 2nd St	NA	2	420.20	421.99	1.79	Roosevelt	Portales CCD	NA, Portales city
US70P	US Highway 70	NA	2	264.90	265.20	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70P	US Highway 70	NA	2	265.80	266.10	0.30	Lincoln	Ruidoso CCD	Ruidoso Downs city
US70P	US Highway 70	NA, 8876	2	266.50	270.60	4.09	Lincoln	Ruidoso CCD	NA
US70P	US Highway 70	NA	2	270.70	275.10	4.38	Lincoln	Ruidoso CCD, Hondo CCD	NA
US70P	US Highway 70	NA	2	275.60	276.17	0.57	Lincoln	Hondo CCD	NA
US70P	US Highway 70, W 2nd St	NA	2	419.30	420.00	0.70	Roosevelt	Portales CCD	NA, Portales city
US70P	W 2nd St	NA	2	420.20	421.10	0.90	Roosevelt	Portales CCD	Portales city
US84M	US Highway 84, S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate	NA	5	185.30	198.62	13.32	Santa Fe, Rio Arriba	Santa Fe North CCD, Santa Clara Pueblo CCD, South Rio Arriba CCD, Ohkay Owingeh CCD	El Valle de Arroyo Seco CDP, Sombrillo CDP, Española city, NA, San Jose CDP, Hernandez CDP, El Duende CDP, Chili CDP

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US84P	US Highway 84, S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate	NA, 7516, 6440, 9168, 9169, 9170, 6644, 6645, 3625, 6646, 6647, 6481, 7576, 7577	5	185.30	210.44	24.99	Santa Fe, Rio Arriba	Santa Fe North CCD, Santa Clara Pueblo CCD, South Rio Arriba CCD, Ohkay Owingeh CCD, Rio Chama CCD	El Valle de Arroyo Seco CDP, Sombrillo CDP, Española city, NA, San Jose CDP, Hernandez CDP, El Duende CDP, Chili CDP
US84P	US Highway 84, US Highway 64	NA, 8229, 3648, 3649, 6244, 4051, 5683	5	210.46	255.72	45.22	Rio Arriba	Rio Chama CCD, Tierra Amarilla CCD	NA, Abiquiu CDP, Tierra Amarilla CDP

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Bridge Project Candidates

Table 36. Bridge Project Candidates

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
BL17P	Canyon Dr	8838	4	3.89	3.95	0.06	Colfax	Raton CCD	NA
I10P	Interstate 10	9267	1	141.63	141.73	0.10	Doña Ana	Las Cruces CCD	Las Cruces city
I10P	Interstate 10	7264	1	141.94	141.98	0.04	Doña Ana	Las Cruces CCD	Las Cruces city
I10P	Interstate 10	7266	1	142.21	142.25	0.03	Doña Ana	Las Cruces CCD	Las Cruces city
I25M	I 25	6231	3	224.13	224.17	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	6229	3	224.84	224.87	0.03	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	8839	4	455.81	455.83	0.02	Colfax	Raton CCD	NA
I25P	Interstate 25	6230	3	224.12	224.16	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	6325	3	224.70	224.71	0.00	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	6228	3	224.83	224.86	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	9940	3	227.66	227.69	0.03	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	5751	3	231.17	231.19	0.03	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	8810	3	231.59	231.63	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	8508	3	232.10	232.12	0.02	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	5752	3	232.46	232.47	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	5754	3	233.50	233.51	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	8840	4	455.85	455.87	0.02	Colfax	Raton CCD	NA
I40M	Interstate 40	6347	3	163.28	163.29	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I40M	Interstate 40	6303	3	164.68	164.68	0.00	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6908	3	158.50	158.70	0.20	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	9914	3	158.77	158.79	0.02	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	9922	3	159.72	159.75	0.03	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	9926	3	160.37	160.40	0.04	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6601	3	160.68	160.68	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6427	3	162.34	162.34	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6304	3	164.51	164.52	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
NM118P	Interstate 40 Business	5388	6	17.00	17.00	0.01	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	7010	6	17.63	17.66	0.03	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	5389	6	17.97	17.97	0.01	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	10045	6	21.61	21.62	0.01	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	3079	6	22.58	22.58	0.00	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	3080	6	22.75	22.76	0.01	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	3081	6	23.59	23.59	0.01	McKinley	Gallup CCD	Gallup city
NM153P	Turkey Creek Rd	5333	1	0.37	0.37	0.00	Grant	Pinos Altos CCD	Gila CDP
NM502P	NM Highway 502	9710	5	15.76	15.78	0.02	Santa Fe	Santa Fe North CCD	NA

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
NM502P	NM Highway 502	5523	5	16.37	16.38	0.01	Santa Fe	Santa Fe North CCD	NA
NM502P	NM Highway 502	5522	5	16.66	16.67	0.01	Santa Fe	Santa Fe North CCD	Jacona CDP
NM502P	NM Highway 502	8565	5	17.75	17.80	0.05	Santa Fe	Santa Fe North CCD	Jacona CDP, Pojoaque CDP
NM584P	Fairview Ln	7623	5	0.82	0.91	0.09	Rio Arriba	South Rio Arriba CCD	Española city
NM610P	N 2nd St	7542	6	1.93	1.96	0.03	McKinley	Gallup CCD	Gallup city
NM68M	NM Highway 68	8543	5	8.52	8.54	0.02	Rio Arriba	South Rio Arriba CCD	Los Luceros CDP
NM68M	NM Highway 68	8548	5	9.74	9.75	0.02	Rio Arriba	South Rio Arriba CCD	NA
NM68M	NM Highway 68	8549	5	11.83	11.85	0.02	Rio Arriba	South Rio Arriba CCD	NA
NM68M	NM Highway 68	8550	5	12.59	12.60	0.02	Rio Arriba	South Rio Arriba CCD	NA
NM68P	N Riverside Dr	5797	5	2.99	3.00	0.00	Rio Arriba	Ohkay Owingeh CCD	Española city
NM68P	NM Highway 68	6492	5	8.50	8.52	0.03	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	6758	5	9.72	9.74	0.02	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	6759	5	11.83	11.84	0.01	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	6760	5	12.58	12.59	0.02	Rio Arriba	South Rio Arriba CCD	NA
NM68P	NM Highway 68	6761	5	15.03	15.04	0.02	Rio Arriba	Dixon CCD	NA
NM68P	NM Highway 68	8557	5	20.49	20.52	0.03	Rio Arriba	Dixon CCD	Dixon CDP
NM68P	NM Highway 68	6168	5	34.92	34.92	0.01	Taos	Taos CCD	NA
NM68P	NM Highway 68	6169	5	37.33	37.33	0.00	Taos	Taos CCD	NA
NM68P	NM Highway 68	3608	5	40.34	40.35	0.01	Taos	Taos CCD	NA
NM68P	NM Highway 68	3607	5	41.42	41.43	0.01	Taos	Taos CCD	NA
NM68P	Paseo Del Pueblo Sur	3604	5	43.49	43.50	0.01	Taos	Taos CCD	Taos town
NM68P	Paseo Del Pueblo Sur	3603	5	44.85	44.86	0.01	Taos	Taos CCD	Taos town
US180P	Silver Heights Blvd	5340	1	112.69	112.70	0.01	Grant	Silver City CCD	Silver City town
US180P	E US Highway 180	5339	1	114.60	114.61	0.01	Grant	Silver City CCD	Silver City town
US180P	Silver City Hwy NW	8152	1	145.93	146.00	0.07	Luna	Deming North CCD	NA, Old Town CDP
US180P	Silver City Hwy NW	2113	1	148.45	148.46	0.00	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	2112	1	148.64	148.65	0.00	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	2108	1	148.85	148.86	0.00	Luna	Deming North CCD	NA
US180P	Silver City Hwy NW	2109	1	149.10	149.10	0.00	Luna	Deming North CCD	NA
US64P	US Highway 64	9004	4	340.86	340.90	0.04	Colfax	Raton CCD	NA
US70P	US Highway 70	8876	2	267.05	267.08	0.02	Lincoln	Ruidoso CCD	NA
US84P	E Santa Clara Bridge Rd, W Santa Clara Bridge Rd	7516	5	189.67	189.85	0.18	Rio Arriba	Santa Clara Pueblo CCD	Española city
US84P	N Paseo De Onate	6440	5	191.83	191.83	0.01	Rio Arriba	South Rio Arriba CCD	Española city
US84P	US Highway 84	9168	5	192.64	192.64	0.00	Rio Arriba	Ohkay Owingeh CCD	NA
US84P	US Highway 84	9169	5	194.56	194.57	0.01	Rio Arriba	Ohkay Owingeh CCD	San Jose CDP
US84P	US Highway 84	9170	5	195.26	195.27	0.01	Rio Arriba	Ohkay Owingeh CCD	Hernandez CDP
US84P	US Highway 84	6644	5	195.88	195.89	0.01	Rio Arriba	South Rio Arriba CCD	Hernandez CDP

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US84P	US Highway 84	6645	5	195.97	195.98	0.00	Rio Arriba	South Rio Arriba CCD	Hernandez CDP
US84P	US Highway 84	3625	5	196.24	196.24	0.00	Rio Arriba	South Rio Arriba CCD	El Duende CDP
US84P	US Highway 84	6646	5	197.52	197.53	0.01	Rio Arriba	South Rio Arriba CCD	El Duende CDP
US84P	US Highway 84	6647	5	198.35	198.35	0.00	Rio Arriba	South Rio Arriba CCD	Chili CDP
US84P	US Highway 84	6481	5	199.66	199.71	0.05	Rio Arriba	Rio Chama CCD	Chili CDP
US84P	US Highway 84	7576	5	200.62	200.64	0.02	Rio Arriba	Rio Chama CCD	Chili CDP
US84P	US Highway 84	7577	5	201.17	201.17	0.01	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	8229	5	213.11	213.13	0.03	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	3649	5	220.03	220.04	0.01	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	6244	5	225.86	225.90	0.03	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	4051	5	243.69	243.71	0.02	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	5683	5	247.25	247.25	0.01	Rio Arriba	Tierra Amarilla CCD	NA

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The U.S. Census Bureau can designate unincorporated communities that are locally recognized by a specific name as Census Designated Places (CPD) based on submissions by tribal, state, and local governments. Source: U.S. Census Bureau (2023). "Census Designated Places." Retrieved from https://www.census.gov/programs-surveys/bas/information/cdp.html.

Other Project Candidates

Table 37. Other Project Candidates

Route ID	Road Name	Structure Number	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
BL17M	S 2nd St	NA	4	3.10	4.14	1.04	Colfax	Raton CCD	Raton city, NA
BL17P	Canyon Dr	NA, 8838	4	3.10	4.12	1.02	Colfax	Raton CCD	Raton city, NA
I25M	I 25	NA, 8839	4	454.88	457.30	2.42	Colfax	Raton CCD	Raton city, NA
I25P	Interstate 25	NA, 6210, 8840	4	454.80	457.30	2.50	Colfax	Raton CCD	Raton city, NA
NM153P	Turkey Creek Rd	NA, 5333	1	0.00	1.80	1.80	Grant	Pinos Altos CCD	Gila CDP, NA
NM153P	Turkey Creek Rd	NA	1	2.10	3.00	0.90	Grant	Pinos Altos CCD	NA
NM153P	Turkey Creek Rd	NA	1	3.40	3.84	0.44	Grant	Pinos Altos CCD	NA
NM15P	Pinos Altos Rd	NA	1	0.20	1.70	1.50	Grant	Silver City CCD	Silver City town
NM267P	W Fir St, NM Highway 267	NA	2	0.80	7.70	6.90	Roosevelt	Portales CCD, Elida CCD	Portales city, NA
NM502P	NM Highway 502	NA	5	14.20	15.76	1.56	Santa Fe	Santa Fe North CCD	NA
NM584P	Fairview Ln	NA, 7623	5	0.40	1.28	0.88	Rio Arriba	South Rio Arriba CCD	Española city
NM68M	N Riverside Dr, NM Highway 68	NA	5	1.05	4.56	3.50	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP
NM68M	NM Highway 68	NA	5	12.60	14.81	2.20	Rio Arriba	South Rio Arriba CCD	Velarde CDP
NM68P	N Riverside Dr, NM Highway 68	NA, 5797	5	2.50	3.40	0.90	Rio Arriba	Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP
NM68P	NM Highway 68	NA	5	13.00	14.20	1.20	Rio Arriba	South Rio Arriba CCD	NA, Velarde CDP
NM68P	NM Highway 68	NA, 6761, 8557, 3611	5	14.90	26.17	11.26	Rio Arriba, Taos	South Rio Arriba CCD, Dixon CCD, Peñasco CCD, Tres Piedras CCD	Velarde CDP, NA, Dixon CDP
NM68P	NM Highway 68	NA	5	27.80	28.40	0.60	Taos	Peñasco CCD	NA
NM68P	NM Highway 68	NA	5	28.90	29.80	0.89	Taos	Peñasco CCD	NA
NM68P	NM Highway 68	NA	5	29.90	31.30	1.40	Taos	Peñasco CCD	NA
NM68P	NM Highway 68	NA, 6168	5	32.10	36.10	4.00	Taos	Peñasco CCD, Taos CCD	NA
NM68P	NM Highway 68	NA, 6169	5	37.00	38.40	1.40	Taos	Taos CCD	NA
NM68P	NM Highway 68	NA	5	41.50	41.90	0.40	Taos	Taos CCD	Ranchos de Taos CDP
US180M	US Highway 180	NA	1	110.28	111.70	1.42	Grant	Silver City CCD	NA, Silver City town
US180M	US Highway 180	NA	1	113.00	114.90	1.90	Grant	Silver City CCD	Silver City town
US180P	US Highway 180	NA	1	109.06	109.38	0.32	Grant	Silver City CCD	NA

Route ID	Road Name	Structure Number	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US180P	US Highway 180, W US Highway 180	NA	1	109.40	111.70	2.30	Grant	Silver City CCD	NA, Silver City town
US180P	E US Highway 180, E US Highway 180 Blvd, US Highway 180	NA, 5339	1	113.00	114.90	1.90	Grant	Silver City CCD	Silver City town, NA
US180P	Silver City Hwy NW	NA, 2108, 2109	1	148.65	149.40	0.75	Luna	Deming North CCD	NA
US64M	US Highway 64	NA	4	359.50	360.39	0.89	Colfax	Raton CCD	NA
US64P	US Highway 64	NA	4	341.10	342.10	1.00	Colfax	Raton CCD	NA
US70M	US Highway 70	NA	2	264.10	276.30	12.20	Lincoln	Ruidoso CCD, Hondo CCD	Ruidoso Downs city, NA
US70M	US Highway 70	NA	2	416.70	419.30	2.60	Roosevelt	Portales CCD	Portales city, NA
US70M	US Highway 70, W 2nd St	NA	2	419.60	420.50	0.90	Roosevelt	Portales CCD	NA, Portales city
US70P	US Highway 70	NA, 8876	2	264.00	276.17	12.14	Lincoln	Ruidoso CCD, Hondo CCD	Ruidoso Downs city, NA
US70P	US Highway 70	NA	2	418.10	419.30	1.20	Roosevelt	Dora CCD, Portales CCD	NA
US70P	US Highway 70, W 2nd St	NA	2	419.60	420.50	0.90	Roosevelt	Portales CCD	NA, Portales city
US84M	US Highway 84	NA	5	186.70	187.60	0.90	Santa Fe	Santa Fe North CCD	El Valle de Arroyo Seco CDP, Sombrillo CDP
US84M	W Santa Clara Bridge Rd, Los Alamos Hwy	NA	5	189.90	190.30	0.40	Rio Arriba	Santa Clara Pueblo CCD	Española city
US84M	N Paseo De Onate, US Highway 84	NA	5	191.80	193.10	1.30	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, NA, San Jose CDP
US84M	US Highway 84	NA	5	194.50	196.00	1.50	Rio Arriba	Ohkay Owingeh CCD, South Rio Arriba CCD	San Jose CDP, Hernandez CDP
US84M	US Highway 84	NA	5	196.10	197.00	0.90	Rio Arriba	South Rio Arriba CCD	El Duende CDP
US84M	US Highway 84	NA	5	197.20	198.62	1.42	Rio Arriba	South Rio Arriba CCD	El Duende CDP, NA, Chili CDP
US84P	US Highway 84	NA	5	186.60	187.60	1.00	Santa Fe	Santa Fe North CCD	El Valle de Arroyo Seco CDP, Sombrillo CDP
US84P	W Santa Clara Bridge Rd, Los Alamos Hwy	NA	5	190.00	190.30	0.30	Rio Arriba	Santa Clara Pueblo CCD	Española city
US84P	N Paseo De Onate, US Highway 84	NA, 9168	5	191.83	193.10	1.27	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, NA, San Jose CDP
US84P	US Highway 84	NA, 9169, 9170, 6644	5	194.50	195.97	1.47	Rio Arriba	Ohkay Owingeh CCD, South Rio Arriba CCD	San Jose CDP, Hernandez CDP
US84P	US Highway 84	NA, 3625	5	196.10	197.00	0.90	Rio Arriba	South Rio Arriba CCD	El Duende CDP
US84P	US Highway 84	NA, 6646	5	197.20	198.35	1.10	Rio Arriba	South Rio Arriba CCD	El Duende CDP, NA, Chili CDP
US84P	US Highway 84	NA, 7577	5	200.70	202.00	1.30	Rio Arriba	Rio Chama CCD	NA

Route ID	Road Name	Structure Number	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
US84P	US Highway 84	NA	5	202.30	203.20	0.89	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	207.00	208.00	0.99	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	208.40	210.00	1.59	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	210.90	212.40	1.50	Rio Arriba	Rio Chama CCD	NA, Abiquiu CDP
US84P	US Highway 84	NA	5	214.60	215.10	0.50	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA, 3648	5	217.20	218.10	0.90	Rio Arriba	Rio Chama CCD	NA
US84P	US Highway 84	NA	5	223.40	224.30	0.90	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	229.30	235.30	6.00	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	235.50	236.40	0.90	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	241.30	243.60	2.30	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	244.20	245.30	1.10	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA, 5683	5	246.10	247.50	1.40	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84	NA	5	251.30	252.10	0.80	Rio Arriba	Tierra Amarilla CCD	NA
US84P	US Highway 84, US Highway 64	NA	5	254.10	255.72	1.62	Rio Arriba	Tierra Amarilla CCD	NA, Tierra Amarilla CDP

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Critical Access Project Candidates

Table 38. Critical Access Project Candidates

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
BL17M	S 2nd St	NA	4	0.00	2.70	2.70	Colfax	Raton CCD	Raton city
BL17M	S 2nd St	NA	4	2.80	4.14	1.34	Colfax	Raton CCD	Raton city, NA
BL17P	US Highway 64 Business, S 2nd St	NA	4	0.00	2.70	2.70	Colfax	Raton CCD	Raton city
BL17P	N 2nd St, Canyon Dr	NA, 8838	4	2.80	4.12	1.32	Colfax	Raton CCD	Raton city, NA
I10P	Interstate 10	NA	1	140.50	140.84	0.34	Doña Ana	Las Cruces CCD	Las Cruces city
I10P	Interstate 10	NA, 9267, 7264, 7266	1	140.86	142.70	1.84	Doña Ana	Las Cruces CCD	Las Cruces city
I25M	I 25	NA	3	222.90	223.70	0.80	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	NA, 6231, 6229	3	223.80	225.20	1.40	Bernalillo	Albuquerque CCD	Albuquerque city
I25M	I 25	NA, 8839	4	454.88	457.30	2.42	Colfax	Raton CCD	Raton city, NA
I25P	Interstate 25	NA, 6230, 6325, 6228	3	223.80	225.10	1.29	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 5989, 9953, 9940	3	226.53	228.00	1.43	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 5751, 8810, 8508, 5752, 5754	3	230.00	233.80	3.80	Bernalillo	Albuquerque CCD	Albuquerque city
I25P	Interstate 25	NA, 6210, 8840	4	454.50	457.30	2.80	Colfax	Raton CCD	Raton city, NA
I40M	Interstate 40	NA, 6347, 6303	3	162.40	165.60	3.20	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 6908, 9914, 9918, 9947, 9949, 9922, 9926, 6601	3	158.41	160.68	2.28	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA	3	160.80	162.20	1.39	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	6427	3	162.34	162.34	0.01	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA, 6304	3	162.40	164.80	2.40	Bernalillo	Albuquerque CCD	Albuquerque city
I40P	Interstate 40	NA	3	164.90	165.58	0.68	Bernalillo	Albuquerque CCD	Albuquerque city
NM118M	Interstate 40 Business	NA	6	16.73	26.04	9.31	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA, 5388, 7010, 5389, 10045, 3079, 3080, 3081	6	16.30	26.30	9.98	McKinley	Gallup CCD	Gallup city
NM118P	Interstate 40 Business	NA	6	26.40	26.90	0.50	McKinley	Gallup CCD	Gallup city
NM122M	W Santa Fe Ave, E Santa Fe Ave	NA	6	34.80	38.78	3.95	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	37.63	38.54	0.91	Cibola	Grants CCD	Grants city
NM122P	E Santa Fe Ave	NA	6	38.58	38.78	0.21	Cibola	Grants CCD	Grants city

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
NM153P	Turkey Creek Rd	NA, 5333	1	0.00	3.84	3.84	Grant	Pinos Altos CCD	Gila CDP, NA
NM15P	Pinos Altos Rd	NA	1	0.00	1.70	1.70	Grant	Silver City CCD	Silver City town
NM18P	S Eunice Hwy	NA	2	50.66	51.20	0.54	Lea	Hobbs CCD	Hobbs city
NM18P	S Eunice Hwy, N Dal Paso St, W Bender Blvd, N Lovington Hwy	NA	2	51.40	56.10	4.70	Lea	Hobbs CCD	Hobbs city
NM18P	N Lovington Hwy	NA	2	56.30	56.65	0.35	Lea	Hobbs CCD	Hobbs city
NM18P	N Lovington Hwy	NA	2	56.80	58.80	2.00	Lea	Hobbs CCD	Hobbs city, North Hobbs CDP
NM267P	N Avenue B, W Fir St, NM Highway 267	NA	2	0.00	7.70	7.70	Roosevelt	Portales CCD, Elida CCD	Portales city, NA
NM448M	Coors Blvd Nw	NA	3	0.00	1.27	1.27	Bernalillo	Albuquerque CCD	Albuquerque city
NM448P	Coors Blvd Nw, Corrales Rd	NA	3	0.00	1.40	1.40	Bernalillo	Albuquerque CCD, Rio Rancho CCD	Albuquerque city, Corrales village
NM502P	NM Highway 502	NA, 9710, 5523, 5522, 8565	5	14.20	18.20	4.00	Santa Fe	Santa Fe North CCD	NA, Jacona CDP, Pojoaque CDP
NM564P	NM Highway 564, Boardman Dr	NA	6	0.70	3.29	2.59	McKinley	Gallup CCD, Red Rock CCD	Gallup city, Catalpa Canyon CDP
NM584P	Fairview Ln	NA, 7623	5	0.00	1.28	1.28	Rio Arriba	South Rio Arriba CCD	Española city
NM610P	S 2nd St, N 2nd St	NA, 7542	6	0.00	2.02	1.98	McKinley	Gallup CCD	Gallup city
NM68M	N Riverside Dr, NM Highway 68	NA, 8543, 8548, 8549, 8550	5	1.05	14.81	13.75	Rio Arriba	South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP, NA, Los Luceros CDP, Velarde CDP
NM68P	N Riverside Dr	NA	5	0.00	0.02	0.02	Santa Fe	Santa Clara Pueblo CCD	Española city
NM68P	N Riverside Dr, NM Highway 68	NA, 5797	5	0.05	4.07	4.01	Santa Fe, Rio Arriba	Santa Clara Pueblo CCD, Santa Fe North CCD, South Rio Arriba CCD, Ohkay Owingeh CCD	Española city, Ohkay Owingeh CDP
NM68P	NM Highway 68, Paseo Del Pueblo Sur	NA, 6492, 6758, 6759, 6760, 6761, 8557, 3611, 6168, 6169, 3608, 3607, 3604, 3603	5	4.60	45.46	40.82	Rio Arriba, Taos	Ohkay Owingeh CCD, South Rio Arriba CCD, Dixon CCD, Peñasco CCD, Tres Piedras CCD, Taos CCD, Taos Pueblo CCD	Ohkay Owingeh CDP, NA, Velarde CDP, Dixon CDP, Ranchos de Taos CDP, Taos town
US180M	US Highway 180	NA	1	110.28	114.90	4.62	Grant	Silver City CCD	NA, Silver City town
US180M	US Highway 180	NA	1	161.51	163.68	2.17	Luna	Deming North CCD, Deming South CCD	Keeler Farm CDP, Deming city
US180P	US Highway 180, W US Highway 180	NA	1	109.06	111.84	2.78	Grant	Silver City CCD	NA, Silver City town
US180P	W US Highway 180, E 14th St, Silver Heights Blvd, E US	NA, 5340, 5339	1	111.85	114.90	3.05	Grant	Silver City CCD	Silver City town, NA

Route ID	Road Name	Structure #	District	From Measure	To Measure	Mileage	County	County Subdivision	Place
	Highway 180, E US Highway 180 Blvd, US Highway 180								
US180P	US Highway 180, Silver City Hwy Nw	NA, 8152, 2113, 2112, 2108, 2109, 2107, 2106	1	141.10	162.65	21.54	Grant, Luna	Bayard-Santa Rita CCD, Deming North CCD	NA, Old Town CDP, Keeler Farm CDP
US180P	Silver City Hwy Nw, N Silver City Hwy, N Gold Ave	NA	1	162.66	163.68	1.02	Luna	Deming North CCD, Deming South CCD	Deming city
US60M	US Highway 60	NA	2	386.00	386.20	0.20	Curry	Clovis CCD	Clovis city
US60M	US Highway 60	NA	2	386.30	392.00	5.70	Curry	Clovis CCD	Clovis city
US64M	US Highway 64	NA	4	348.70	360.39	11.66	Colfax	Raton CCD	NA
US64P	US Highway 64	NA	4	318.00	335.15	17.08	Colfax	Cimarron CCD, Springer CCD, Raton CCD	NA
US64P	US Highway 64	NA, 9004	4	335.15	343.25	8.10	Colfax	Raton CCD	NA
US70M	US Highway 70	NA	2	264.10	276.30	12.20	Lincoln	Ruidoso CCD, Hondo CCD	Ruidoso Downs city, NA
US70M	US Highway 70, W 2nd St, W 1st St, E 1st St, E 2nd St	NA	2	416.70	421.99	5.29	Roosevelt	Portales CCD	Portales city, NA
US70P	US Highway 70	NA, 8876	2	264.00	276.17	12.14	Lincoln	Ruidoso CCD, Hondo CCD	Ruidoso Downs city, NA
US70P	US Highway 70, W 2nd St	NA	2	418.10	421.10	3.00	Roosevelt	Dora CCD, Portales CCD	NA, Portales city
US84M	US Highway 84, S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate	NA	5	185.30	198.62	13.32	Santa Fe, Rio Arriba	Santa Fe North CCD, Santa Clara Pueblo CCD, South Rio Arriba CCD, Ohkay Owingeh CCD	El Valle de Arroyo Seco CDP, Sombrillo CDP, Española city, NA, San Jose CDP, Hernandez CDP, El Duende CDP, Chili CDP
US84P	US Highway 84, S Riverside Dr, E Santa Clara Bridge Rd, W Santa Clara Bridge Rd, Los Alamos Hwy, N Paseo De Onate	NA, 7516, 6440, 9168, 9169, 9170, 6644, 6645, 3625, 6646, 6647, 6481, 7576, 7577	5	185.30	210.44	24.99	Santa Fe, Rio Arriba	Santa Fe North CCD, Santa Clara Pueblo CCD, South Rio Arriba CCD, Ohkay Owingeh CCD, Rio Chama CCD	El Valle de Arroyo Seco CDP, Sombrillo CDP, Española city, NA, San Jose CDP, Hernandez CDP, El Duende CDP, Chili CDP
US84P	US Highway 84, US Highway 64	NA, 8229, 3648, 3649, 6244, 4051, 5683	5	210.46	255.72	45.22	Rio Arriba	Rio Chama CCD, Tierra Amarilla CCD	NA, Abiquiu CDP, Tierra Amarilla CDP

A Census County Division (CCD) is a statistical geographic entity established by the U.S. Census Bureau, and state and local governments. They are established for purposes of reporting statistics where Minor Civil Divisions (such as city and county boundaries) are insufficient for reporting statistical data. Source: U.S. Census Bureau (2018). "Census County Divisions (CCDs) and Equivalent Entities for the 2020 Census-Final Criteria." *Federal Register*. 83 FR 56285. Retrieved from https://www.federalregister.gov/documents/2018/11/13/2018-24566/census-county-divisions-ccds-and-equivalent-entities-for-the-2020-census-final-criteria.

The U.S. Census Bureau can designate unincorporated communities that are locally recognized by a specific name as Census Designated Places (CPD) based on submissions by tribal, state, and local governments. Source: U.S. Census Bureau (2023). "Census Designated Places." Retrieved from https://www.census.gov/programs-surveys/bas/information/cdp.html.