



# **The New Mexico 2045 Plan**

**Vision, Goals & Objectives Report**  
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## TABLE OF CONTENTS

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>1-1</b>
<b>2.</b>	<b>EXISTING STRATEGIC FRAMEWORKS.....</b>	<b>2-1</b>
2.1.	Agency Strategic Direction.....	2-1
2.2.	New Mexico 2040 Plan .....	2-1
2.3.	Other NMDOT Plans.....	2-2
<b>3.</b>	<b>NEW FRAMEWORK CONSIDERATIONS .....</b>	<b>3-1</b>
3.1.	National Surface Transportation Goal Areas .....	3-1
3.2.	Steering Committee Input .....	3-2
3.3.	Public engagement .....	3-2
3.3.1.	Public input .....	3-2
<b>4.</b>	<b>PROPOSED 2045 PLAN VISION, GOALS, AND OBJECTIVES .....</b>	<b>4-1</b>
4.1.	Plan Vision.....	4-1
4.2.	Goals & Objectives .....	4-1



## 1. INTRODUCTION

The New Mexico Department of Transportation (NMDOT) is currently updating its Long-Range Statewide Transportation Plan (LRSTP), which will lead to adoption of the *New Mexico 2045 Plan*. The updated LRSTP, and the planning process used to develop it, will satisfy federal planning requirements, create a new 25-year transportation vision for New Mexico, and provide NMDOT with information, guidance, and direction to support strategic decision-making through:

- Identifying trends and issues affecting transportation in New Mexico;
- Improving understanding of transportation system conditions, needs, resources, and gaps;
- Engaging partners, stakeholders and the public in transportation planning;
- Creating a new vision for transportation in New Mexico;
- Helping the NMDOT respond to the Governor’s Climate Change Executive Order;
- Establishing policy to guide investment decisions; and
- Providing mechanisms for tracking performance and plan implementation.

NMDOT’s Planning Division is coordinating the update which will build on the current LRSTP. The plan update entails two phases. Phase 1 (completed) provided baseline research/analysis about trends, issues, system needs, and available resources, and a new strategic framework for the update. Phase II (underway) will include scenario analysis to explore the performance implications of different investment strategies, direction on the allocation of resources, input for establishing a more performance-based project selection process, and a road map for plan implementation.

The strategic framework for an LRSTP – the vision, goals, and objectives – both provides a big picture foundation to support plan development activities and establishes direction that can help guide NMDOT’s investment decision-making after the plan is adopted. This report describes the proposed revised strategic framework for the *New Mexico 2045 Plan* and documents the background and context that informed its development.



## 2. EXISTING STRATEGIC FRAMEWORKS

Like many state DOTs, the NMDOT conducts several activities that include strategic planning and visioning elements. The results of these efforts, which include the agency's overall strategic direction, the current LRSTP, and other modal and topical plans, provide an important starting point for developing the vision, goals, and objectives for the *New Mexico 2045 Plan*. The following section documents these existing strategic frameworks.

### 2.1. AGENCY STRATEGIC DIRECTION

As stated on the NMDOT's website, the NMDOT recognizes that multimodal transportation choices invigorate the economy, connect people in small towns and cities, and facilitate transportation of goods and people to other states and nations. NMDOT thus focuses on improving all transportation modes including transit, rail, aviation, active transportation, and highways. In addition, NMDOT is strongly committed to traffic safety, environmental excellence, and complete planning, design and engineering services. Key elements of the agency's strategic direction include:

- **Agency Vision** – Set the standard for a safe, reliable and efficient transportation system.
- **Mission** – Provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico.
- **Core Values** – safety, accountability, customer service, integrity, teamwork, and communication.

### 2.2. NEW MEXICO 2040 PLAN

The current LRSTP (*New Mexico 2040 Plan*), adopted in September 2015, established a vision for New Mexico's transportation system, along with five goal areas. These include:

- **System Vision** – A safe and sustainable multimodal transportation system that supports a robust economy, fosters healthy communities, and protects New Mexico's environment and cultures.
- **Goal 1** – Operate with transparency and accountability
- **Goal 2** – Improve safety for all system users



- **Goal 3** – Preserve and maintain our transportation assets for the long term
- **Goal 4** – Provide multimodal access and connectivity for community prosperity
- **Goal 5** – Respect New Mexico’s cultures, environment, history, and quality of life

For each of these five goal areas, NMDOT identified numerous strategies and performance metrics focused on three key elements of the department’s vision: supporting a robust economy; fostering healthy communities; and protecting New Mexico’s environment and unique cultural heritage. These strategies and measures can be viewed in the summary section of the current LRSTP ([New Mexico 2040 Plan](#)).

### 2.3. OTHER NMDOT PLANS

While the vision and goals of the current LRSTP serve as the primary foundation for defining a new set of vision, goals, and objectives, other recent NMDOT plans also provide strategic elements that should be considered as the *New Mexico 2045 Plan* is developed. These include:

- **Performance Measures Target Reports (2019)** – Respond to federal transportation performance management program requirements including target setting and performance reporting.
- **Transportation Asset Management Plan (TAMP) (2019)** – Provides a framework to assess the condition of pavements and bridges on the state’s Interstates and National Highway System; includes ten-year projections for asset conditions and defines asset performance targets.
- **New Mexico Freight Plan (2015, updated in 2017)** – Developed in conjunction with the New Mexico 2040 Plan, the freight plan aligns freight-related policies, strategies, and performance measures with the 2040 Plan goals.
- **Strategic Highway Safety Plan (2016)** – Identifies a New Mexico safety vision consistent with the current LRSTP, and provides associated statewide safety goals, objectives, actions, and strategies.
- **New Mexico Bike Plan (2018)** – Establishes a vision for the state’s bicycle network and bicycle goals that are consistent with the vision and goals of the current LRSTP.



### 3. NEW FRAMEWORK CONSIDERATIONS

In addition to building from existing NMDOT plans, the new strategic framework for the *New Mexico 2045 Plan* also considers both national transportation performance management guidance and inputs from the Plan Steering Committee.

#### 3.1. NATIONAL SURFACE TRANSPORTATION GOAL AREAS

The Moving Ahead for Progress in the 21st Century (MAP-21) Act, enacted in 2012, established a federal performance-based program that included the identification of national goal areas. The legislation and subsequent guidance from the Federal Highway Administration (FHWA) require states to align their planning activities and investment decision-making processes with national goal areas. While LRSTP goals do not need to mirror the national goals, they should be consistent with them. These national goal areas include:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



## 3.2. STEERING COMMITTEE INPUT

As part of the *New Mexico 2045 Plan* kickoff meeting (held in August 2019), Plan Steering Committee members commented on the vision and goals in the current LRSTP, and identified appropriate refinements. The following is a summary of the input generated from this discussion:

- **Vision** – Committee members noted that the vision statement could be more succinct, directly address safety, should reference resiliency and future conditions, and incorporate growth considerations.
- **Goals** – Committee members expressed the need for the set of plan goals to better acknowledge the importance of technology deployment, addressing resiliency, and tying NMDOT activities to performance, optimization, and efficiency. Members also noted that goals did not directly mention mobility, operations, and economic growth.
- **Other Considerations** – The current LSRSTP did not include objectives for each goal area.

## 3.3. PUBLIC ENGAGEMENT

NMDOT hosted four virtual stakeholder workshops in July 2020 to gather public input on the *New Mexico 2045 Plan*, vision, goals, and objectives. The goals of the workshops were to provide context on the trends and issues influencing the plan, background on the plan process, and opportunities to gather stakeholder input to help guide the plan update.

Using PollEverywhere, participants were given the opportunity to provide input on the most impactful trends that may influence New Mexico's future transportation system and their region, their concerns regarding COVID-19's impact on individuals and the region, the projected future needs of the New Mexico transportation system, and potential future scenarios and investment priorities.

Participants also provided input via PollEverywhere on the draft goals and objectives of the *New Mexico 2045 Plan*; the results from that portion of the workshops are summarized below.

### 3.3.1. PUBLIC INPUT

Representatives from the following regions and stakeholder groups participated in the stakeholder workshops:

- North and Northwest Regions



- Mid-Region, Northeast and Eastern Regions
- Southern Regions
- Tribes and Pueblos

Respondents indicated to what degree they agreed or disagreed that each goal and its associated objectives represented what needed to be achieved with New Mexico’s future transportation system. The percentage of people from each region or group who strongly agreed or agreed with each of the statements is summarized below:

Goal / Objectives	North & Northwest Regions	Mid-Region, Northeast & Eastern Regions	Southern Regions	Tribes & Pueblos
	% of respondents who AGREED or STRONGLY AGREED that the goal and objectives represented what they wanted to achieve with the future transportation system			
<b>Asset Management</b>	78%	79%	95%	100%
<b>Safety</b>	87%	93%	84%	75%
<b>Mobility and Accessibility</b>	95%	100%	57%	75%
<b>Program Delivery</b>	89%	100%	79%	100%

As shown in the table, a majority of respondents agreed that the draft goals and objectives provided a good framework for guiding future changes to and investments in the state’s transportation system. In several instances, 100 percent of respondents agreed and in only one instance did the percent who agreed or strongly agreed fall below 60 percent. In general, comments received from workshop participants related to making objectives more quantitative in nature (for progress tracking purposes), eliminating possible redundancies across objectives, and providing definition for more technical terms, such as ‘system resiliency vulnerabilities.’



## 4. PROPOSED 2045 PLAN VISION, GOALS, AND OBJECTIVES

Based on NMDOT’s existing strategic frameworks and consideration of both national goal areas and Plan Steering Committee input, the consultant team developed the following proposed vision and set of goals and objectives for the *New Mexico 2045 Plan*:

### 4.1. PLAN VISION

*“A safe, sustainable, and resilient multimodal transportation system that meets New Mexico’s current and future mobility and accessibility needs.”*

### 4.2. GOALS & OBJECTIVES

The consultant team proposes reducing the number of plan goal areas from five to four and recommends making minor revisions to the current LRSTP goal descriptions to both better align them with national goal areas and respond to Plan Steering Committee concerns. The team also recommends establishing objectives under each goal area that are consistent with the performance metrics NMDOT reports to FHWA. The following section documents the proposed revisions; it should be noted that some of the proposed objectives include undefined targets that will either determine or change to more directional language later in the plan development process.



**Asset Management** – *Optimize spending to cost effectively preserve our transportation assets in the best possible condition over the long term*

#### Asset Management Objectives

1. Maintain pavement in a state of good repair
2. Maintain bridges in a state of good repair
3. Assess and address system risks to improve resiliency
4. Support improvement in the state of good repair for transit assets throughout the state
5. Maintain applicable airport runways in the state



**Safety** – *Improve safety for all transportation system users*

Safety Objectives

1. Reduce the number of roadway fatalities\*
2. Reduce the number of roadway serious injuries\*
3. Reduce the number of nonmotorized fatalities and serious injuries
4. Reduce the number of fatalities and serious injuries in NM DOT roadway work zones
5. Invest in infrastructure and programs that improve pedestrian safety.

\*Aligns with the federal performance measures established in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and continued in the Fixing America’s Surface Transportation (FAST) Act.



**Mobility & Accessibility** – *Efficiently and equitably invest in infrastructure and technology to provide reliable multimodal access and connectivity, improve mobility, foster economic growth, and minimize transportation’s contribution to climate change*

Mobility and Accessibility Objectives

1. Improve mobility and accessibility in strategic corridors
2. Address bottlenecks identified in the *New Mexico Freight Plan*
3. Facilitate the transition of the fleet to elective vehicles and alternative fuels
4. Expand transportation choice through multimodal investments and complete streets design



**Program Delivery** – *Deliver transportation programs through approaches and processes that improve resiliency, respect New Mexico’s unique cultures, and promote fiscal and environmental stewardship*

Project Delivery Objectives

1. Deliver projects that adhere to local plans and respect New Mexico’s unique cultural resources and community context
2. Implement projects and programs that reduce negative impacts on the natural environment
3. Deliver projects on-time and within budget