

Greater Gallup Economic Development Corporation



Gallup, New Mexico

Building a Strong Foundation Based on Transportation

August 31, 2021 | Transportation Revenue Infrastructure Subcommittee

Greater Gallup Economic Development Corporation

- **501(c)3 non-profit organization**
 - City of Gallup
 - McKinley County
- **7-member Board of Directors**
 - All Private Sector
 - 250+ yrs. cumulative business experience
- **Professional staffing**
 - Only EDO in NM w/ 2 Certified Economic Developers (CEcD)

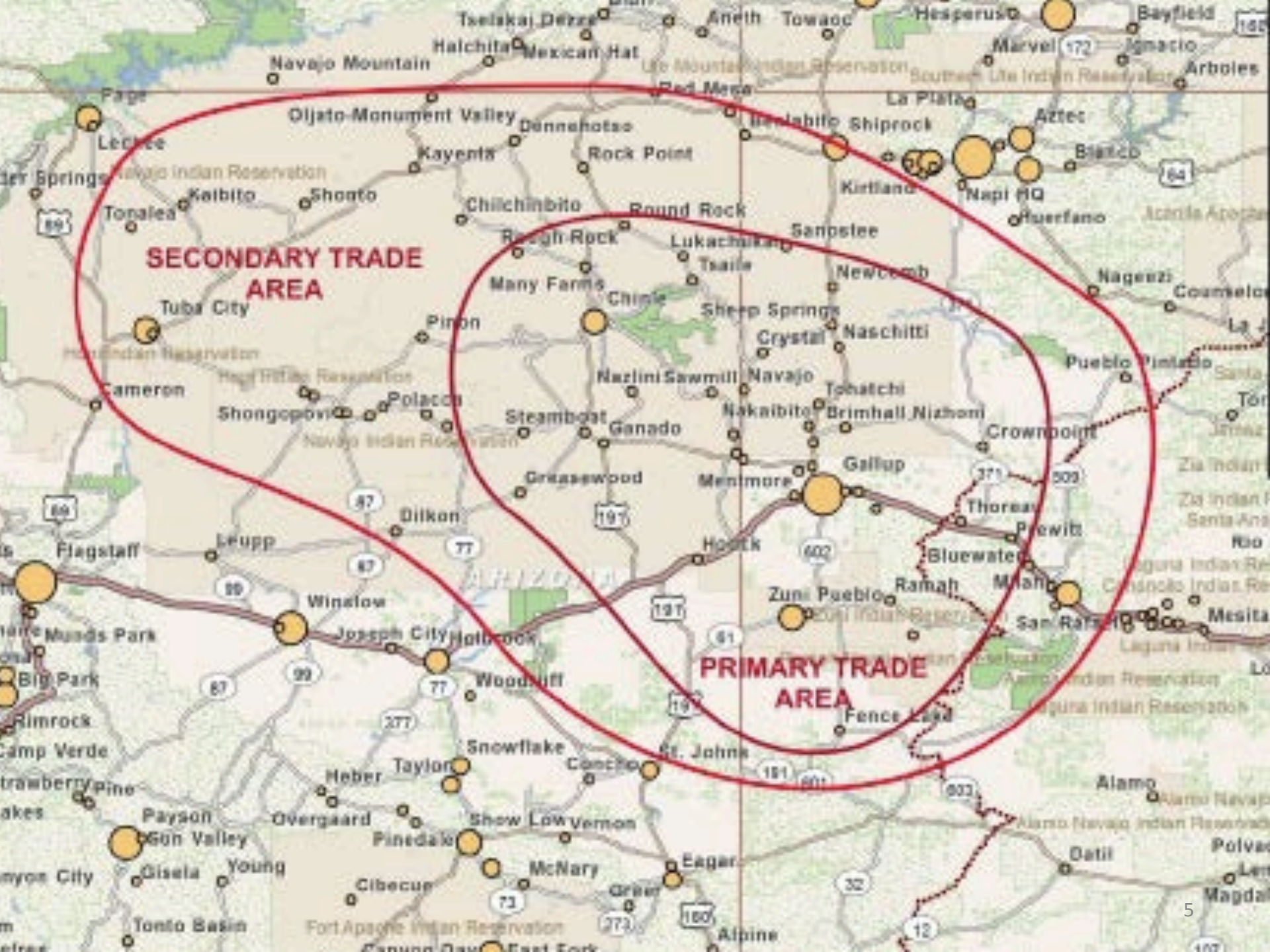
What is Economic Development?

Economic Development is a **program, group of policies, or set of activities** that seek to improve the economic well-being and quality of life for a community by creating and/or retaining jobs that facilitate growth and provide a stable tax base.

International Economic Development Council

Mission Statement

Drive economic growth through building on local assets
and strategic partnering to target attraction and
recruitment of business and industrial employers
that provide economic base jobs
in the Gallup-McKinley County area.



SECONDARY TRADE AREA

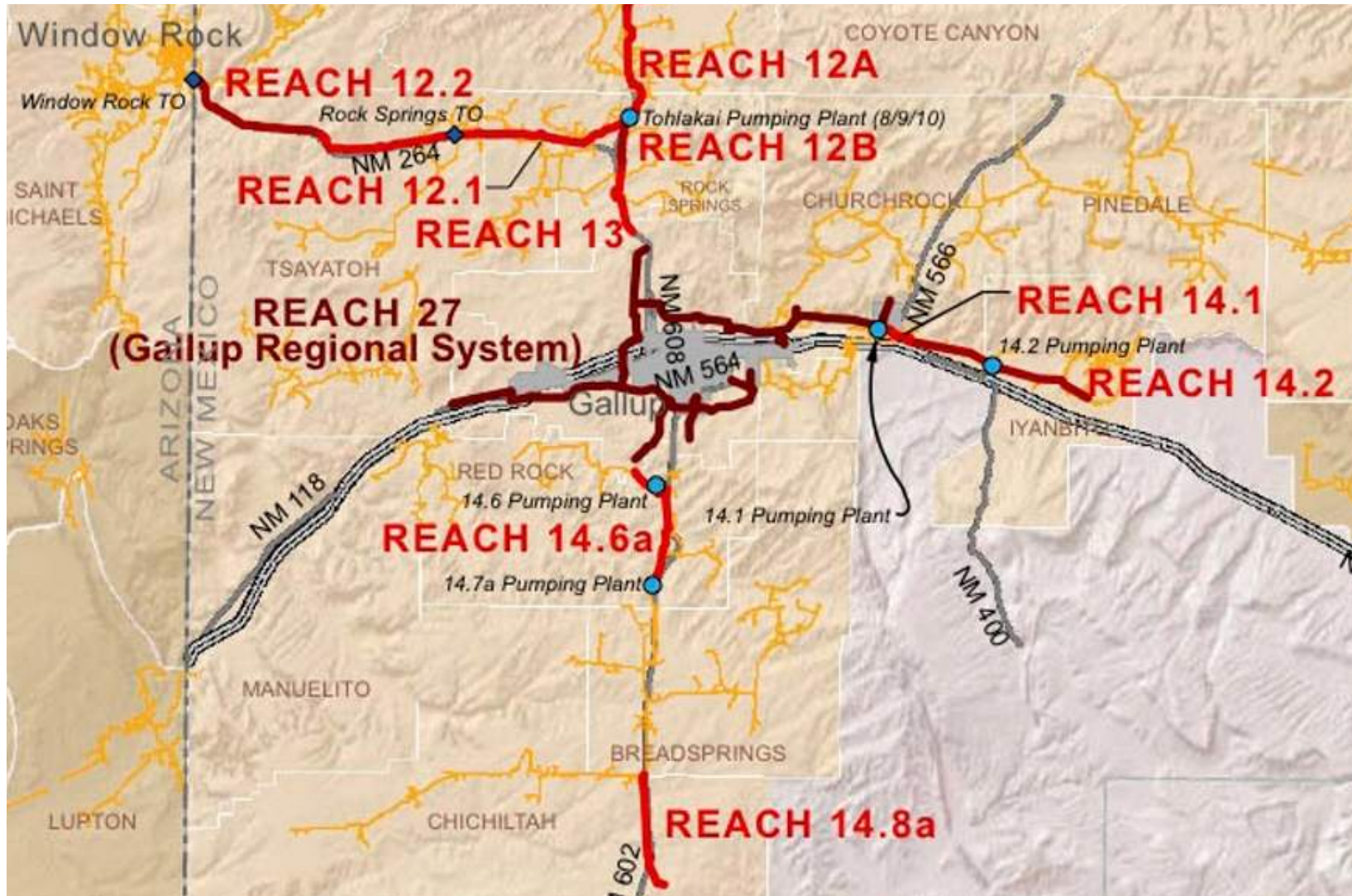
PRIMARY TRADE AREA

***GGEDC is taking advantage
of existing infrastructure assets
to develop new economic base generators
for McKinley County***

Navajo Gallup Water Supply Project



Navajo Gallup Water Supply Project



Navajo Gallup Water Supply Project



Transportation Assets

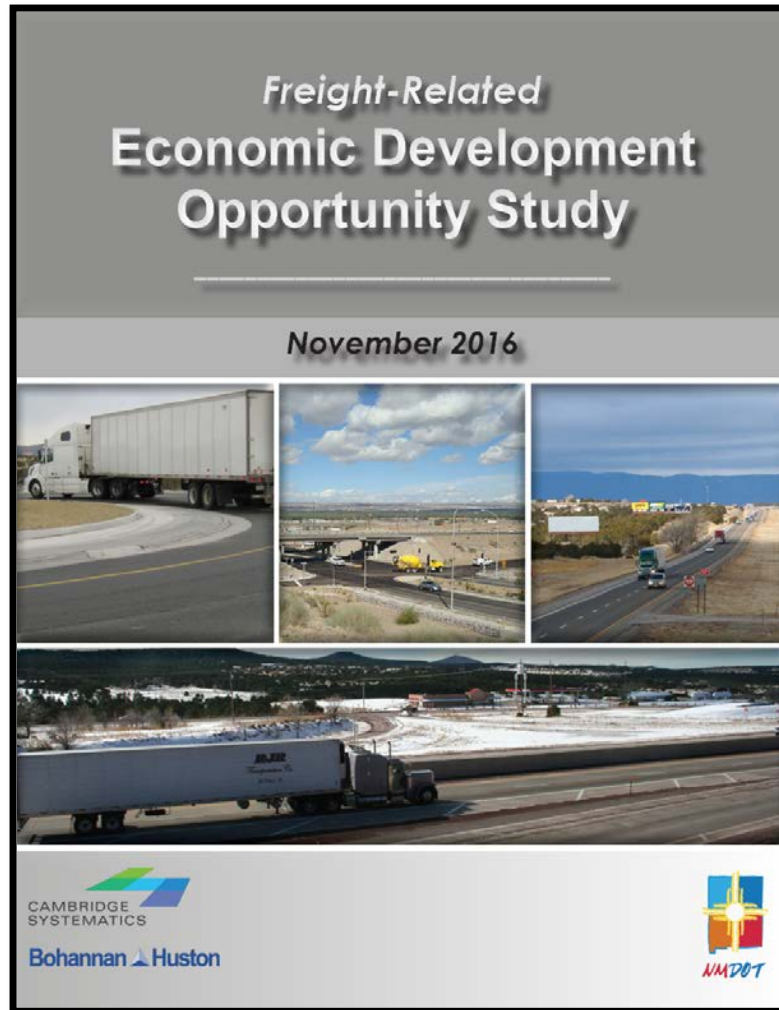


Why Focus on Transportation?

- 7,000 trucks every day on I-40
- 120 trains a day thru Gallup
- 137-year relationship with BNSF Railway
 - Heritage Community Award (2015)
 - Premier Sites Program (2016)

Trucking

Economic Development Opportunity Study



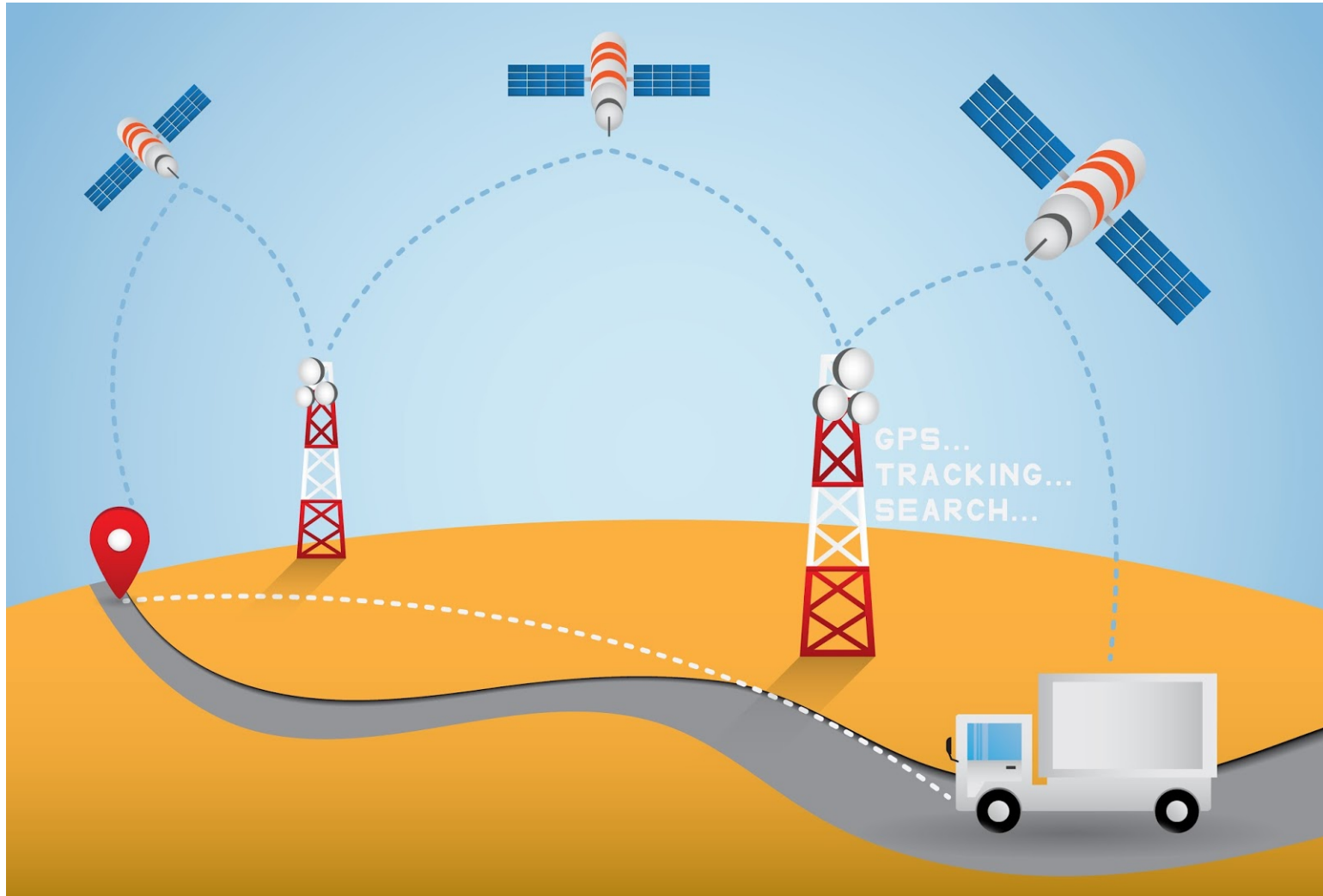
Hours of Service

11-hour driving rule – a driver may *drive* up to 11 hours total before he is required to take a 10-hour break. The 11-hour clock only ticks while the truck is actually being driven.

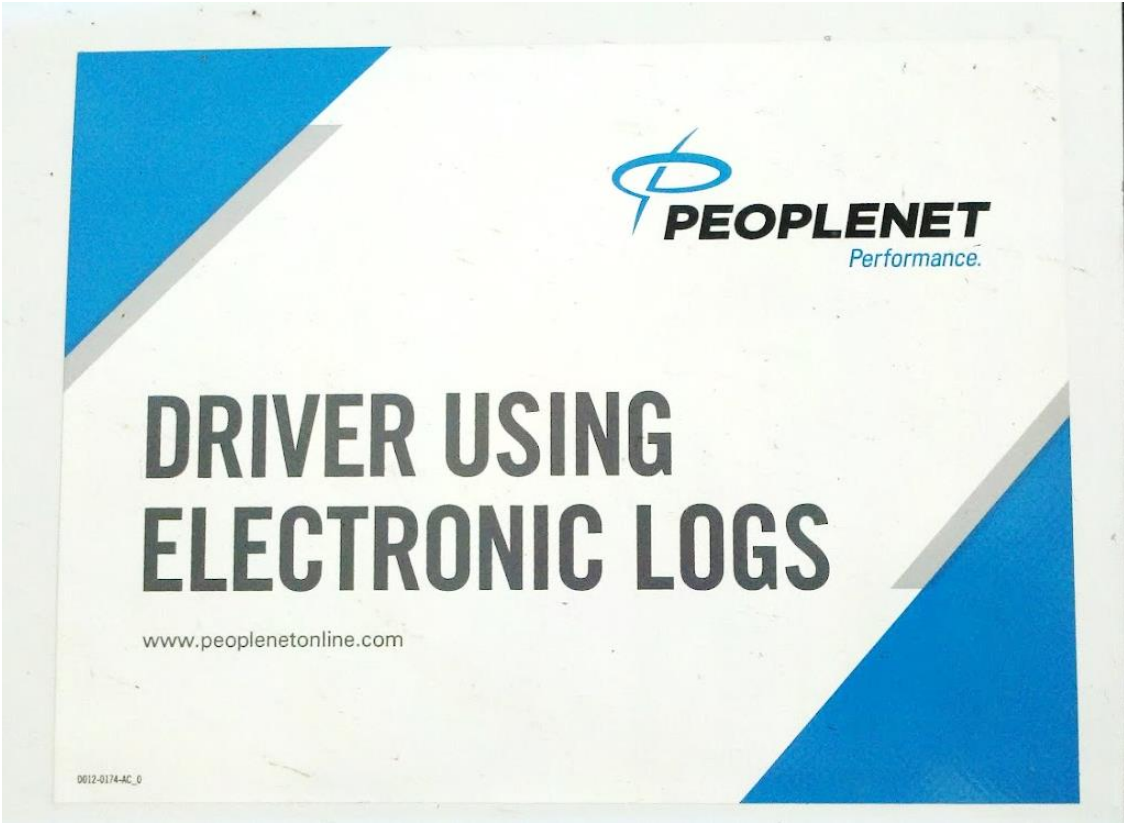
14-hour on duty shift rule – as soon as a driver changes his status to On Duty or Driving to start his day, a 14-hour clock starts ticking. This clock DOES NOT STOP ticking, even if the driver switches to Off Duty or Sleeper Berth. Once the 14 hours is up, the driver must take a 10-hour break before driving any more.

70-hour in 8 days rule - Total time spent Driving *and* On Duty cannot exceed 70 hours in any 8-day period. To completely reset the 70-hour clock requires a 34-hour restart.

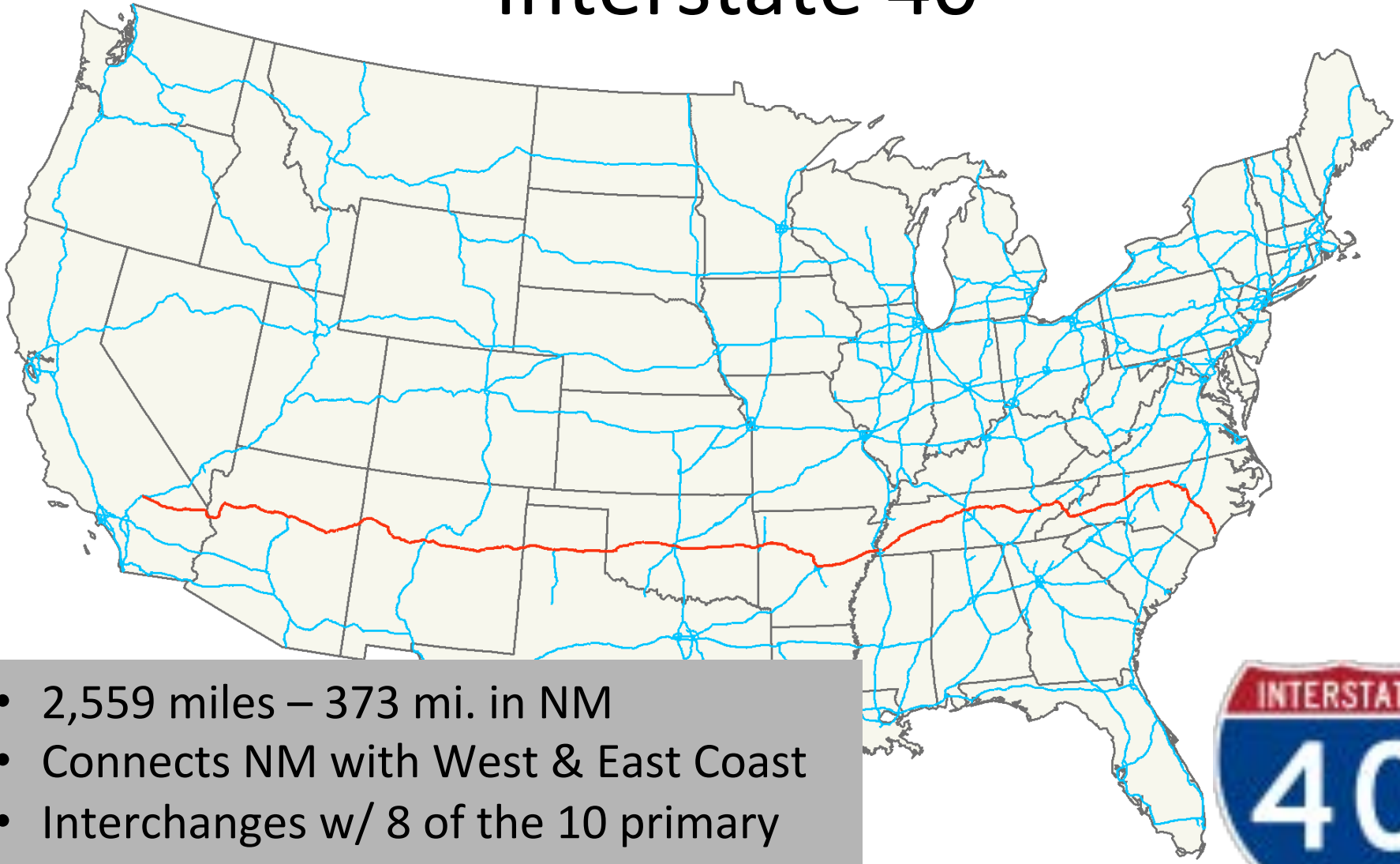
Electronic Logging Devices



Electronic Logging Devices

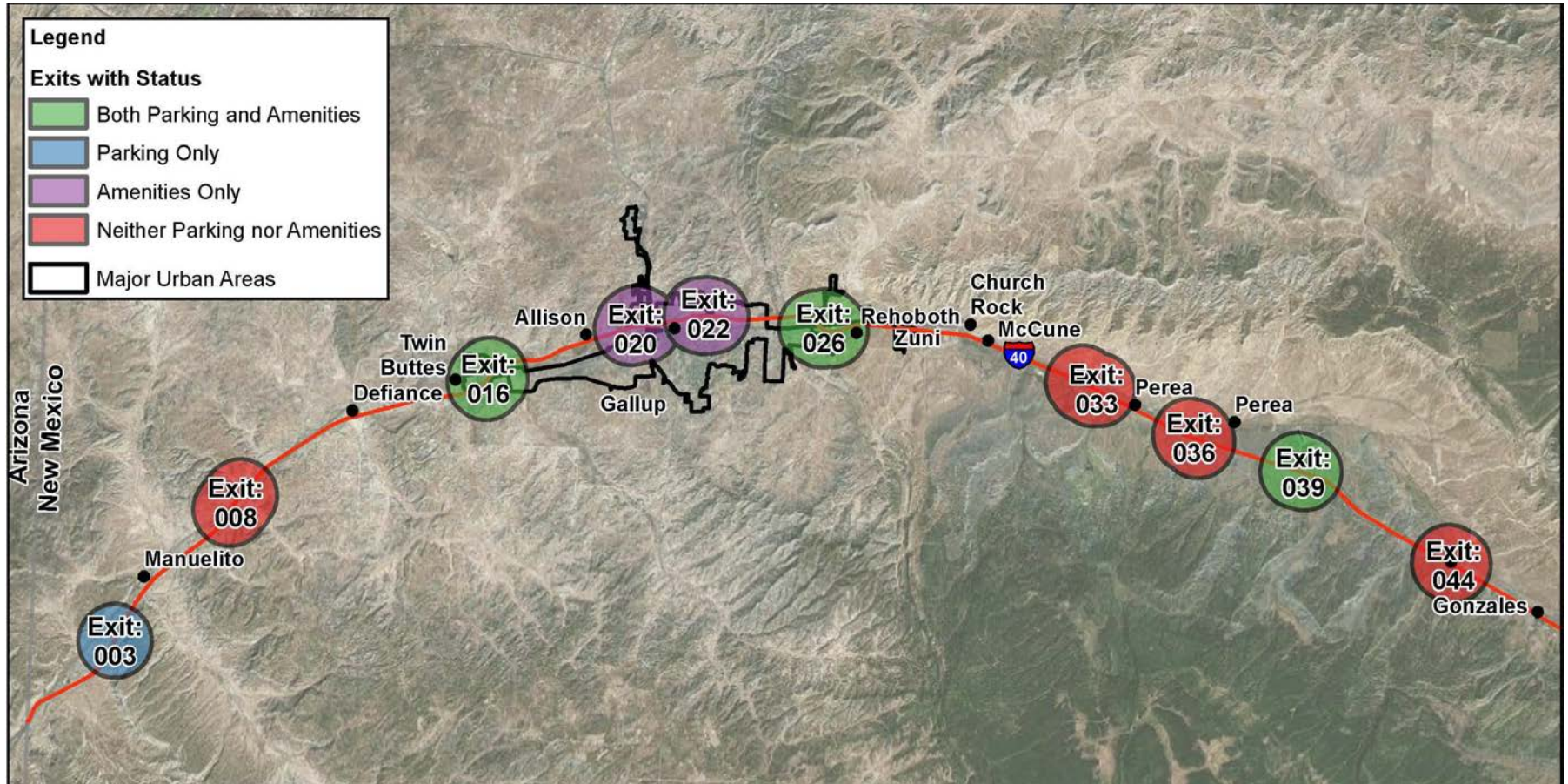


Interstate 40



- 2,559 miles – 373 mi. in NM
- Connects NM with West & East Coast
- Interchanges w/ 8 of the 10 primary north-south interchanges

Gallup, NM identified as viable location

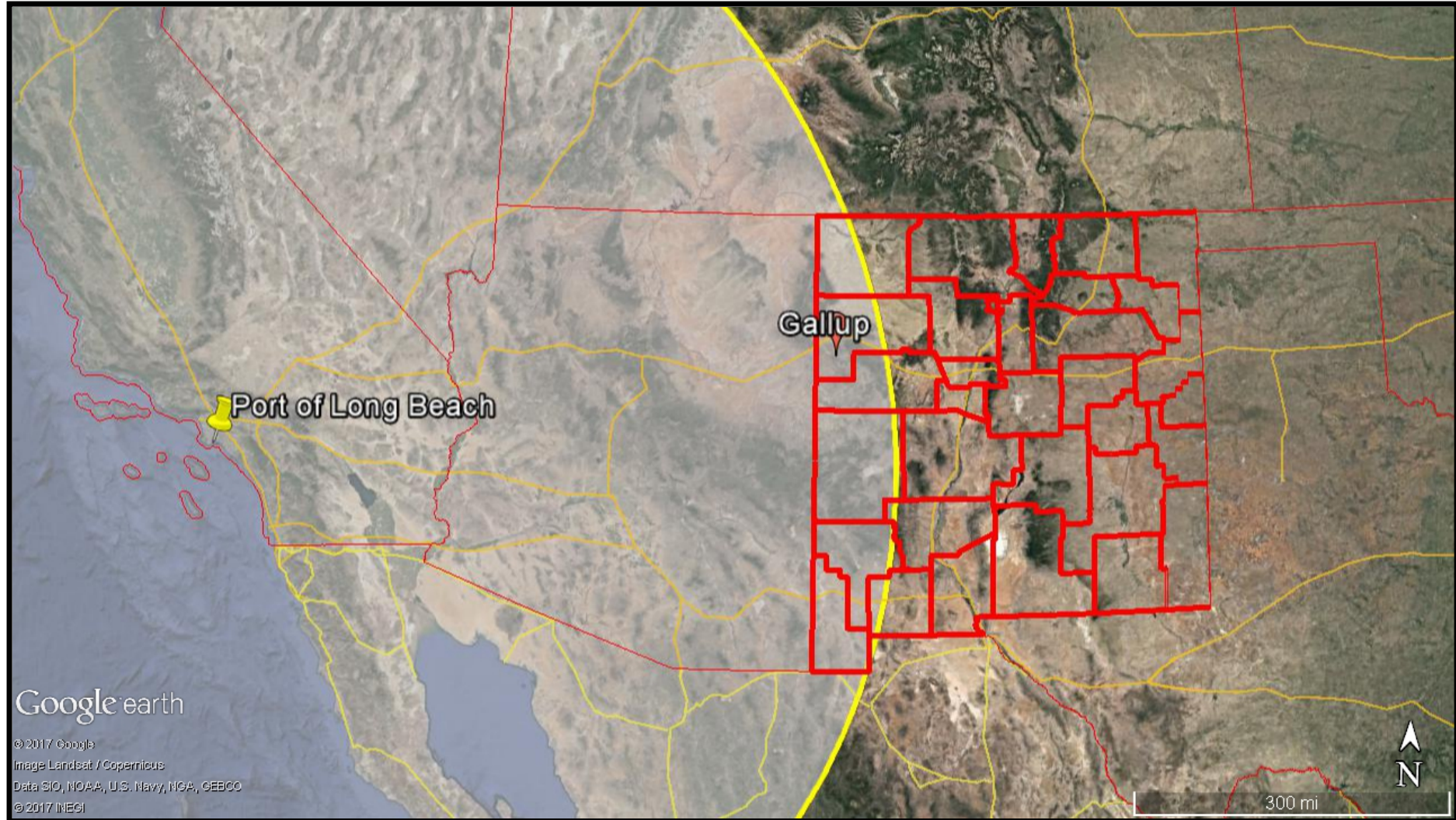


Go West or East from Gallup

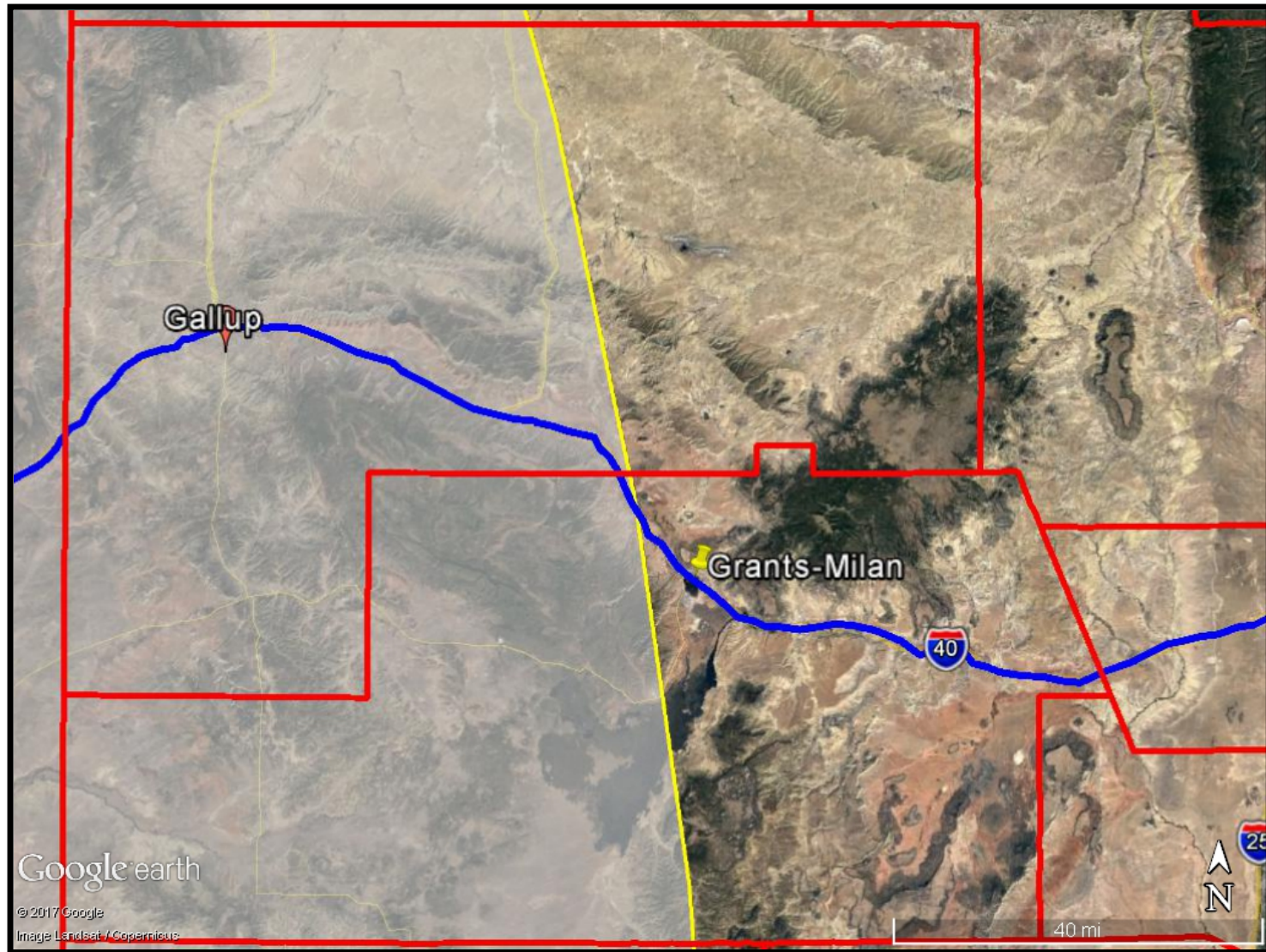


GLP – LBC | 666 miles | 9h 40min
GLP – OKC | 670 miles | 9h 47min

11-Hour Drive Window



11-Hour window in NM



GALLUP SUPER CENTER – SOUTHEAST AERIAL VIEW RENDERING



Amenities



JOGGING/BIKING TRAIL (ON-SITE) 1.5 MILES



INDOOR/OUTDOOR POOL AREA



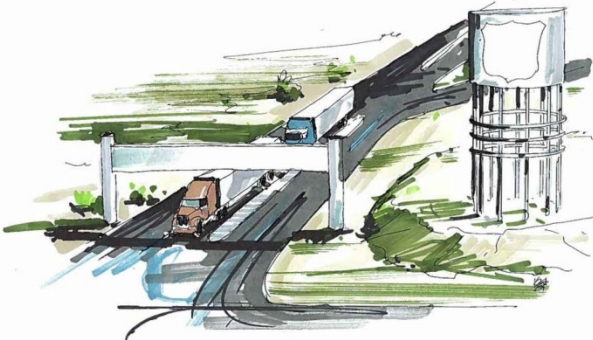
HOTEL PORTE COCHERE ENTRY



OUTDOOR PORTAL @ FOOD COURT

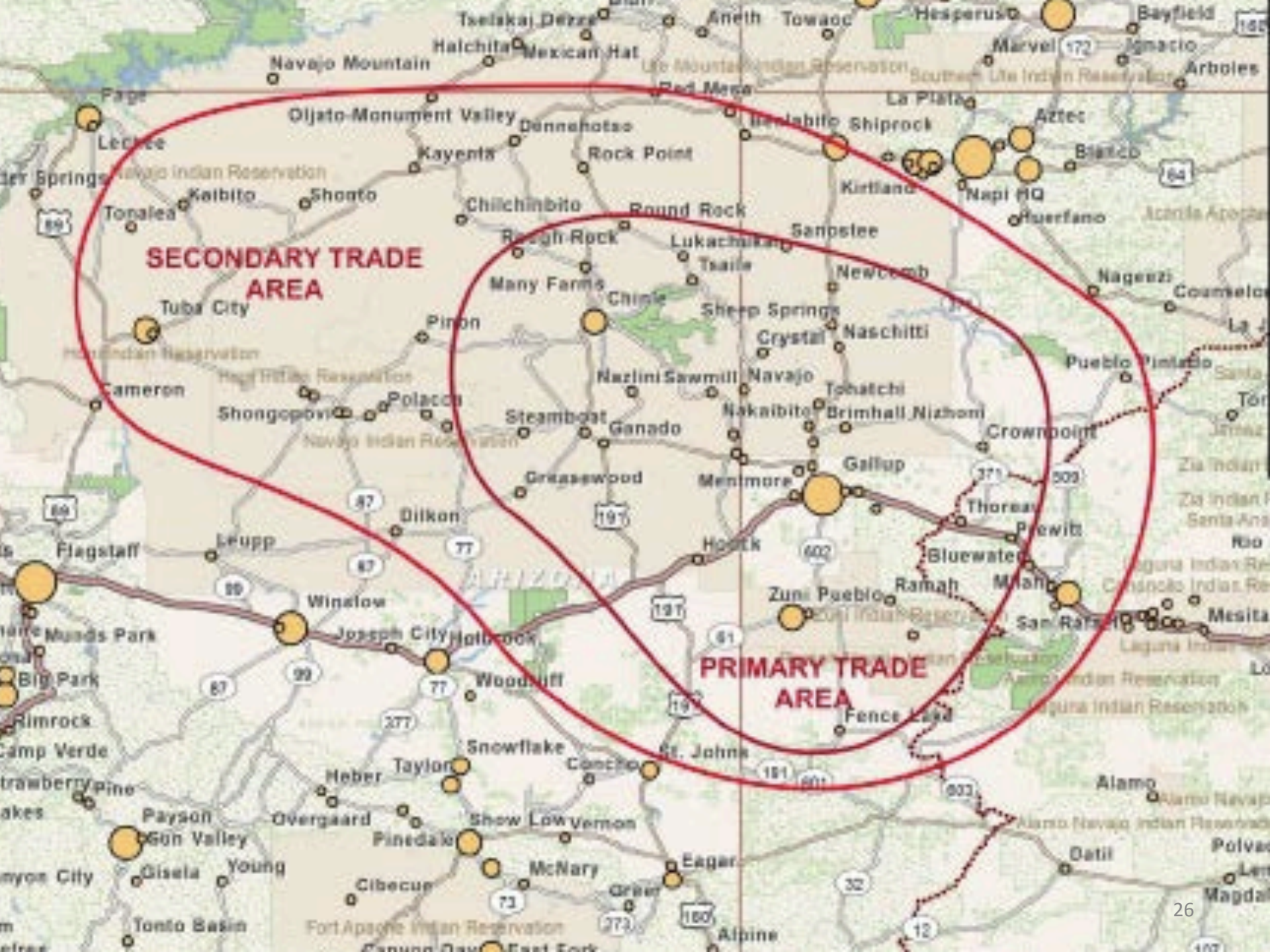


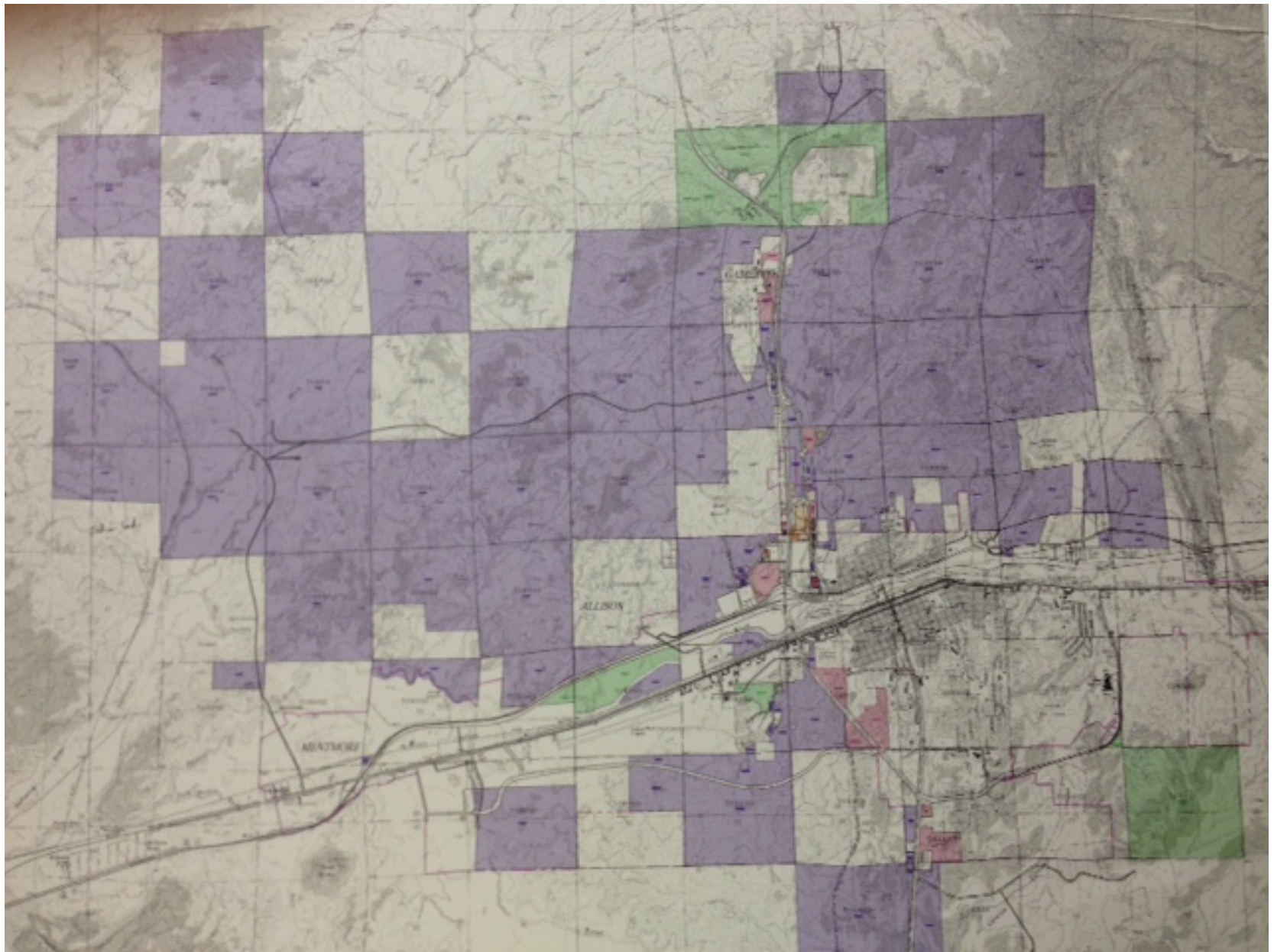
7TH FLOOR RESTAURANT / LOUNGE @ HOTEL



ENTRY @ TRUCK FUELING CENTER

Land



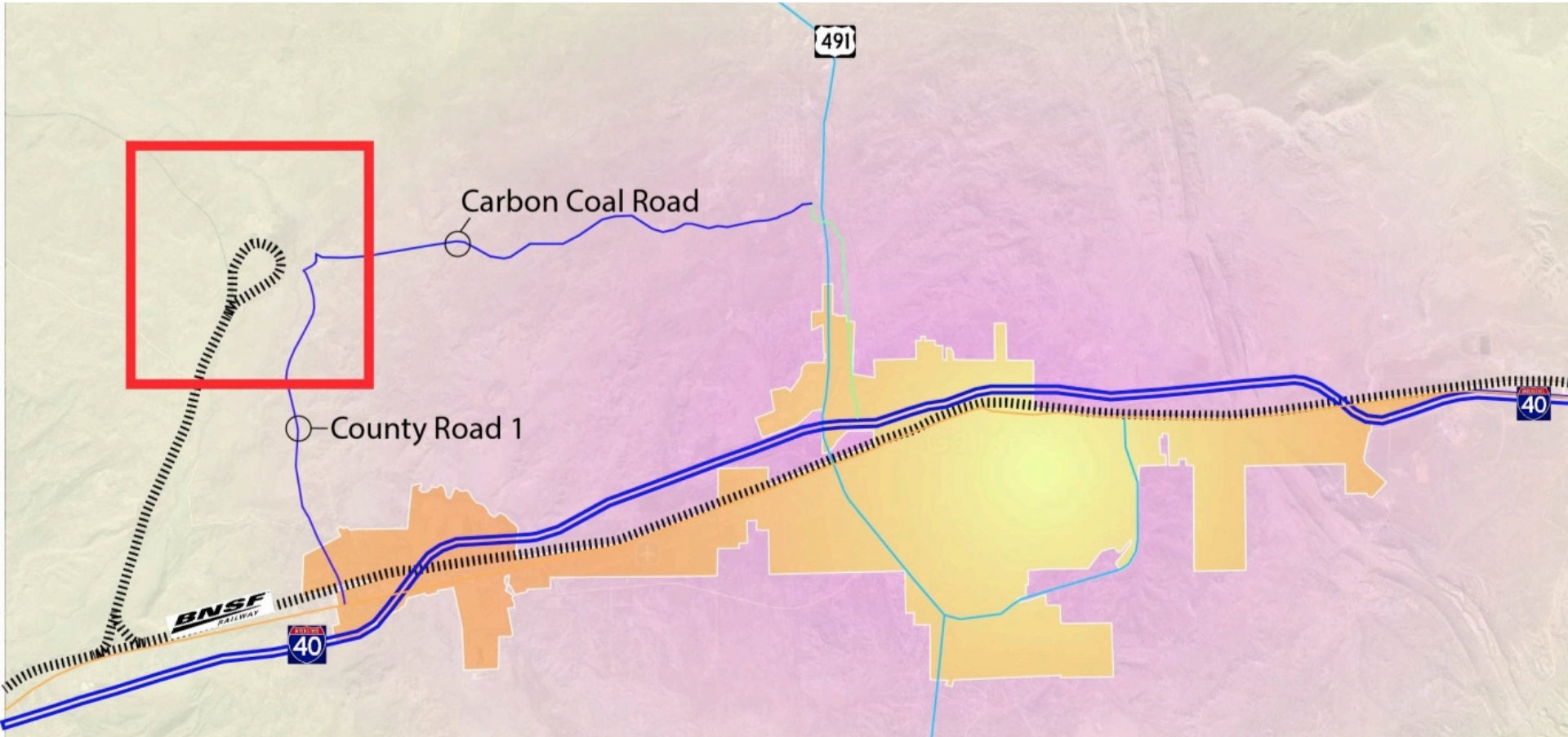


Rail

Growth will concentrate in Megapolitans



Energy Logistics Park



Rail Master Plan



11,000 feet of new rail





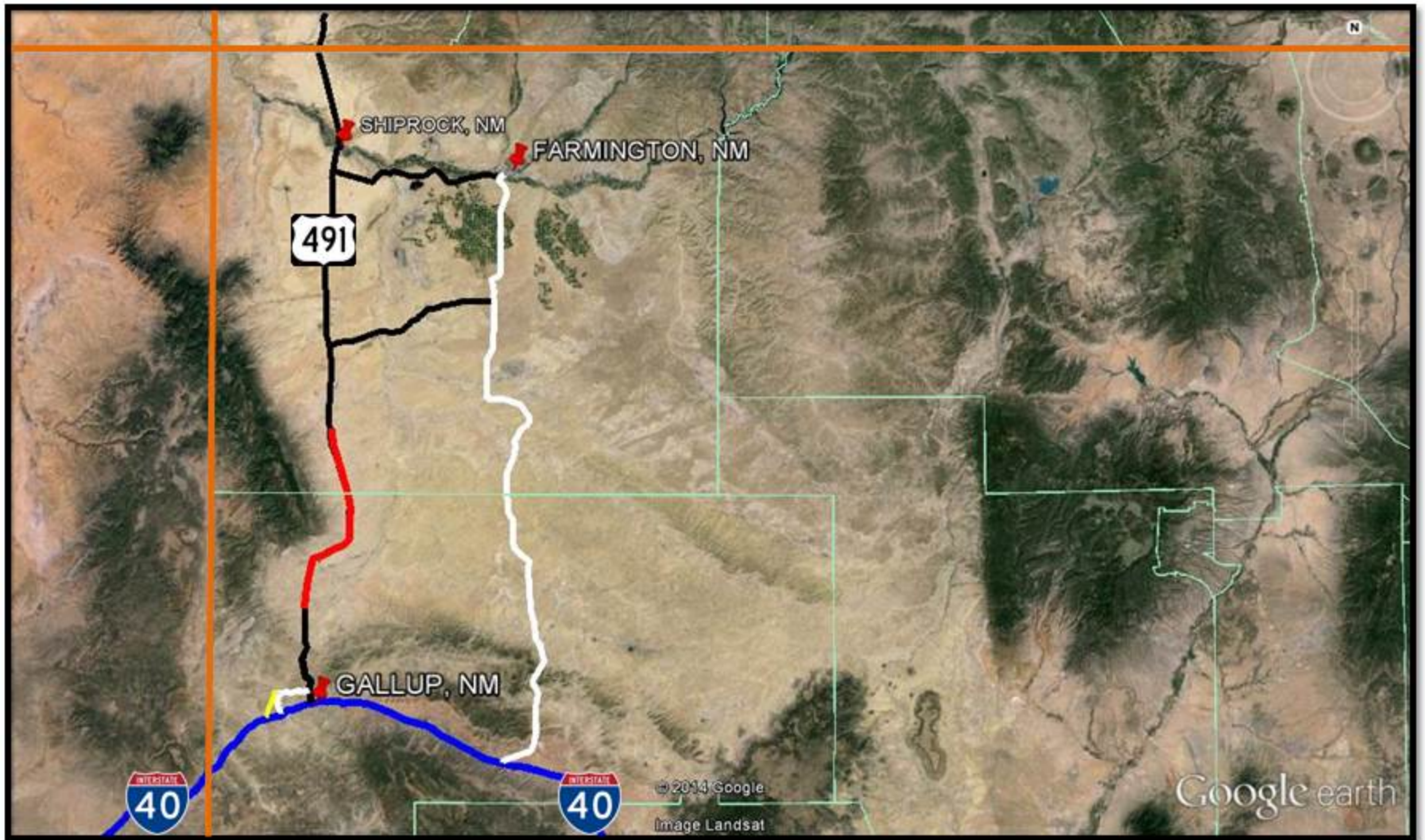
Gallup Energy Logistics Park

Gallup, New Mexico



Transloading



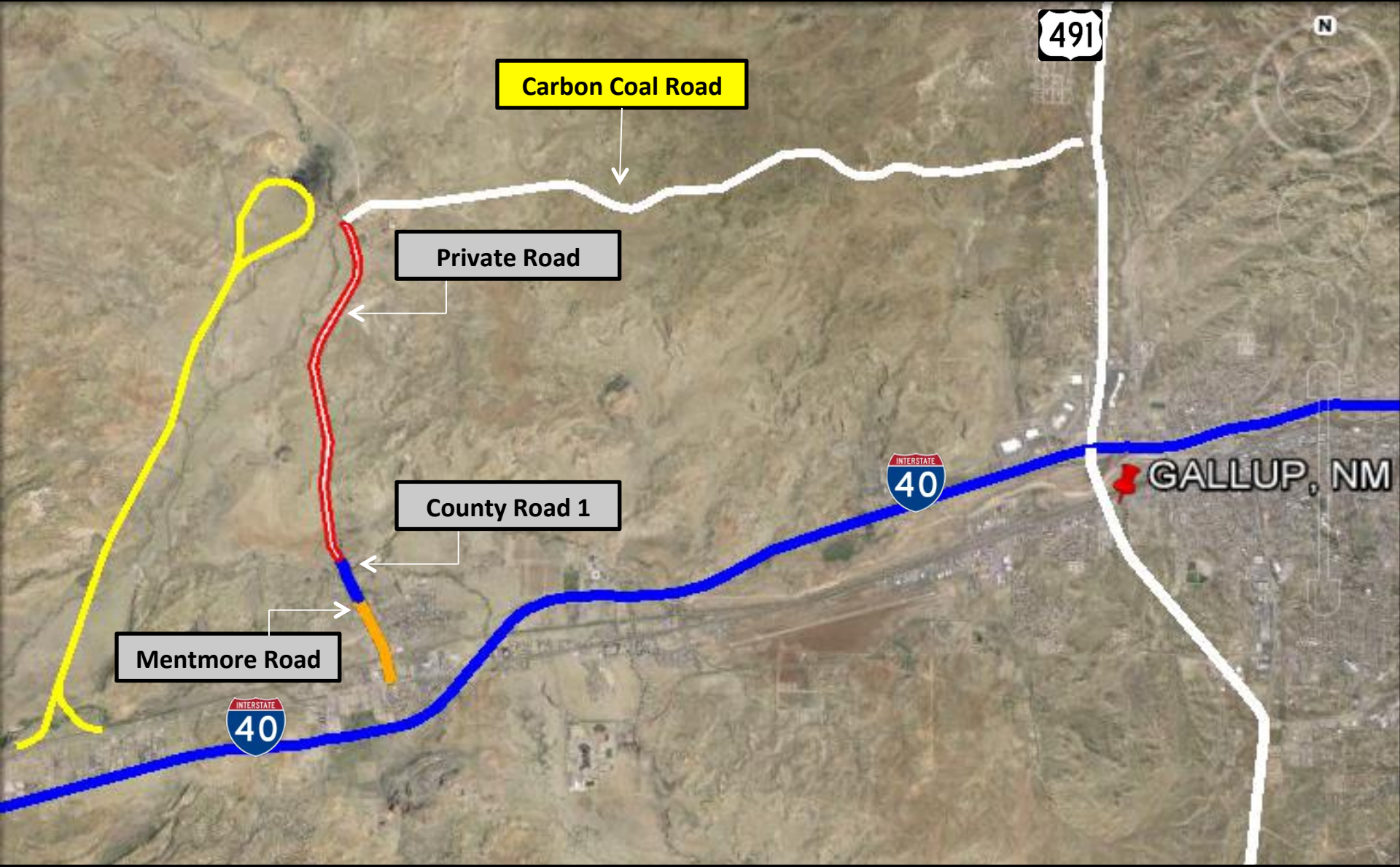


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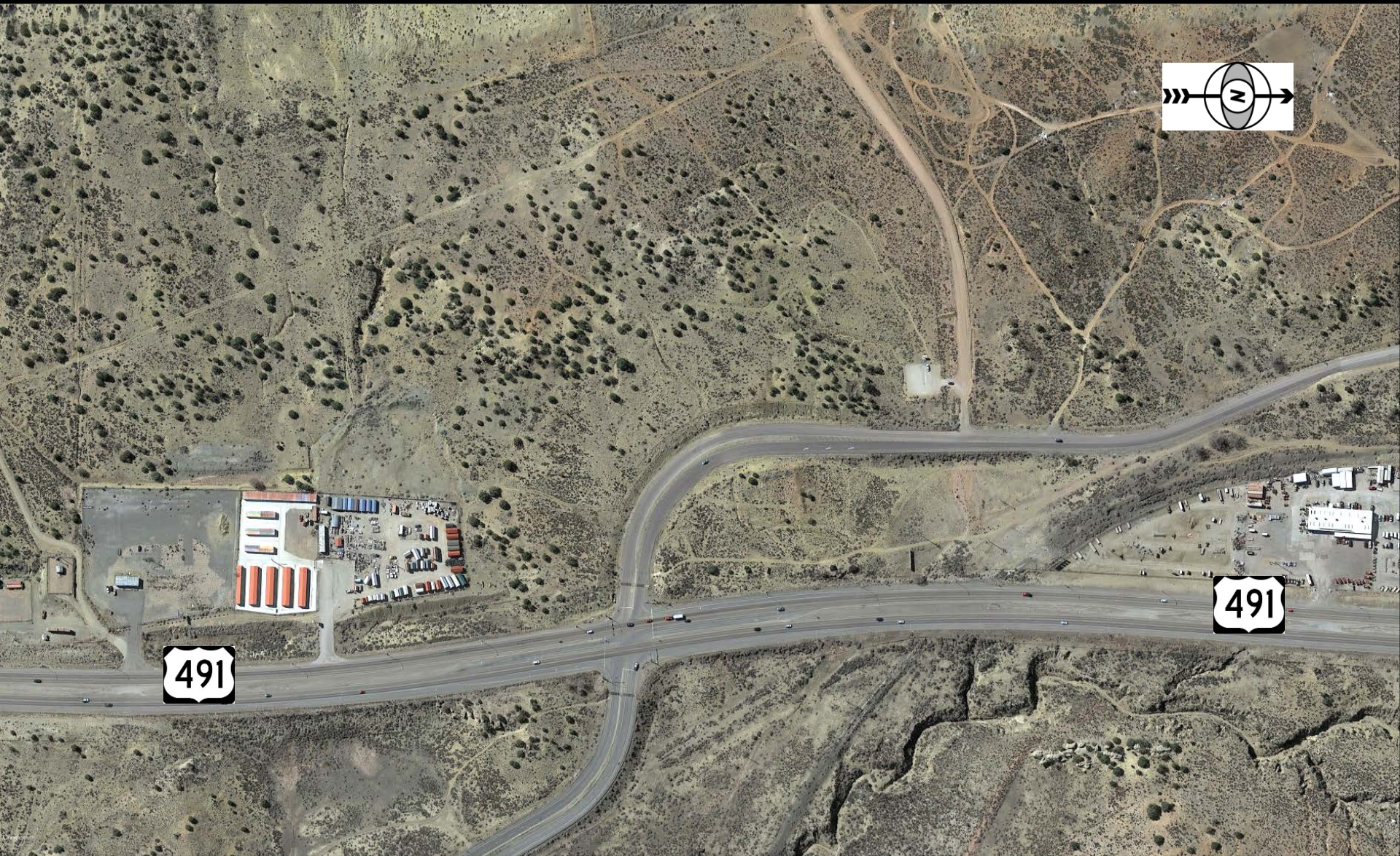
Regional Transportation Corridors Northwest New Mexico

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Gallup Energy Logistics Park Transportation Corridors



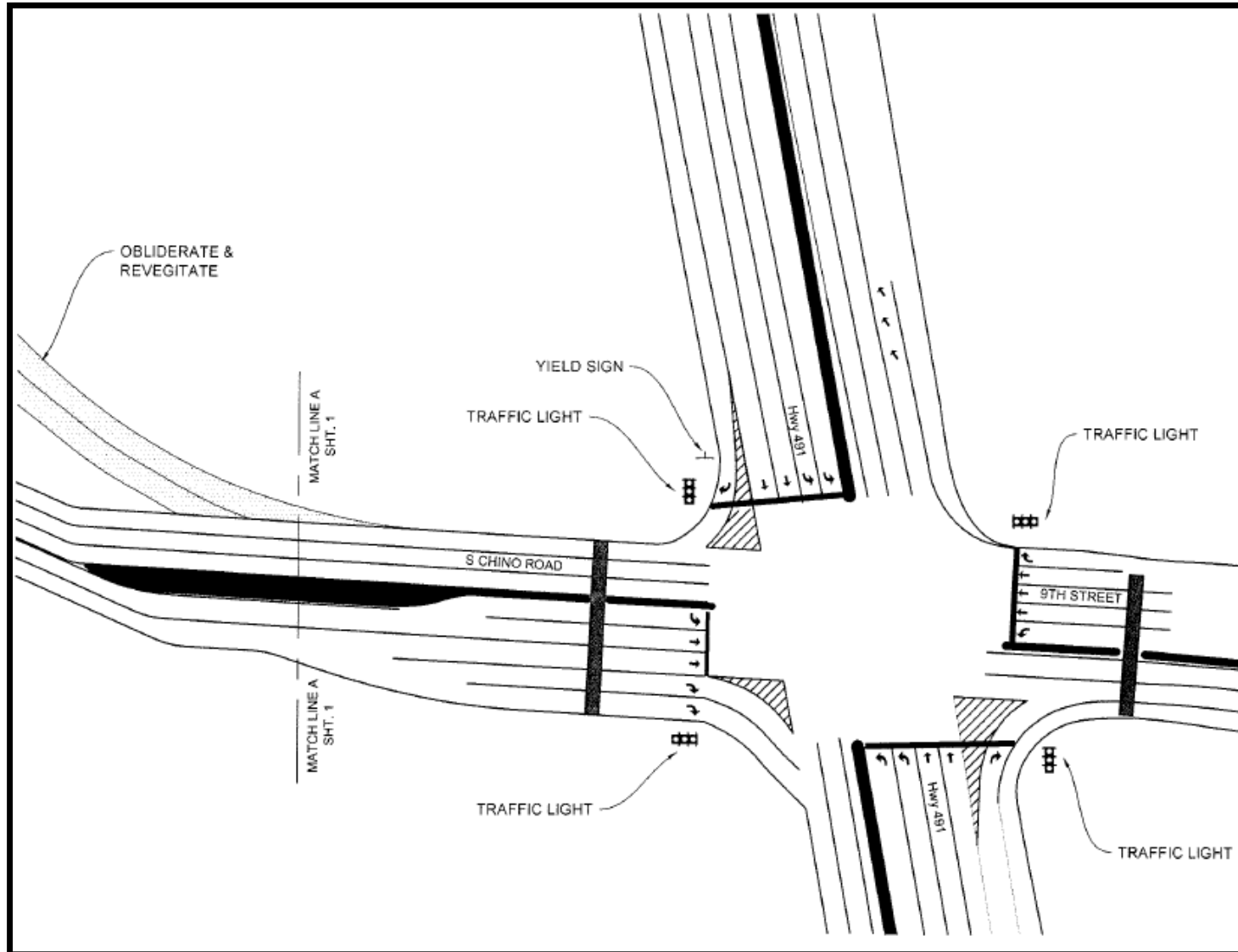
US Hwy 491/ 9th Street/ Chino Loop Road Existing Alignment



US Hwy 491/ 9th Street/ Chino Loop Road Proposed Alignment



US 491 Intersection Improvements



PROJECT CONCEPTS—SOUTH CHINO LOOP



South Chino Loop will be realigned to connect with Carbon Coal Road approximately 575 feet west of the Carbon Coal/US 491 intersection.

South Chino Loop will be stop controlled for vehicles entering onto Carbon Coal Road from South Chino Loop

PROJECT CONCEPTS—US 491



The US 491/Carbon Coal Road/Ninth Street Intersection will include the following for each approach:

- 2 thru lanes
- 2 left-hand turn lanes
- 1 right-hand turn lane

US 491 and Ninth Street will both taper back to the existing conditions beyond the intersection.

Improvements will include new traffic signals and intersection lighting.

Old vs. New



4 lanes w/ turnouts and shoulders



Direct Connection



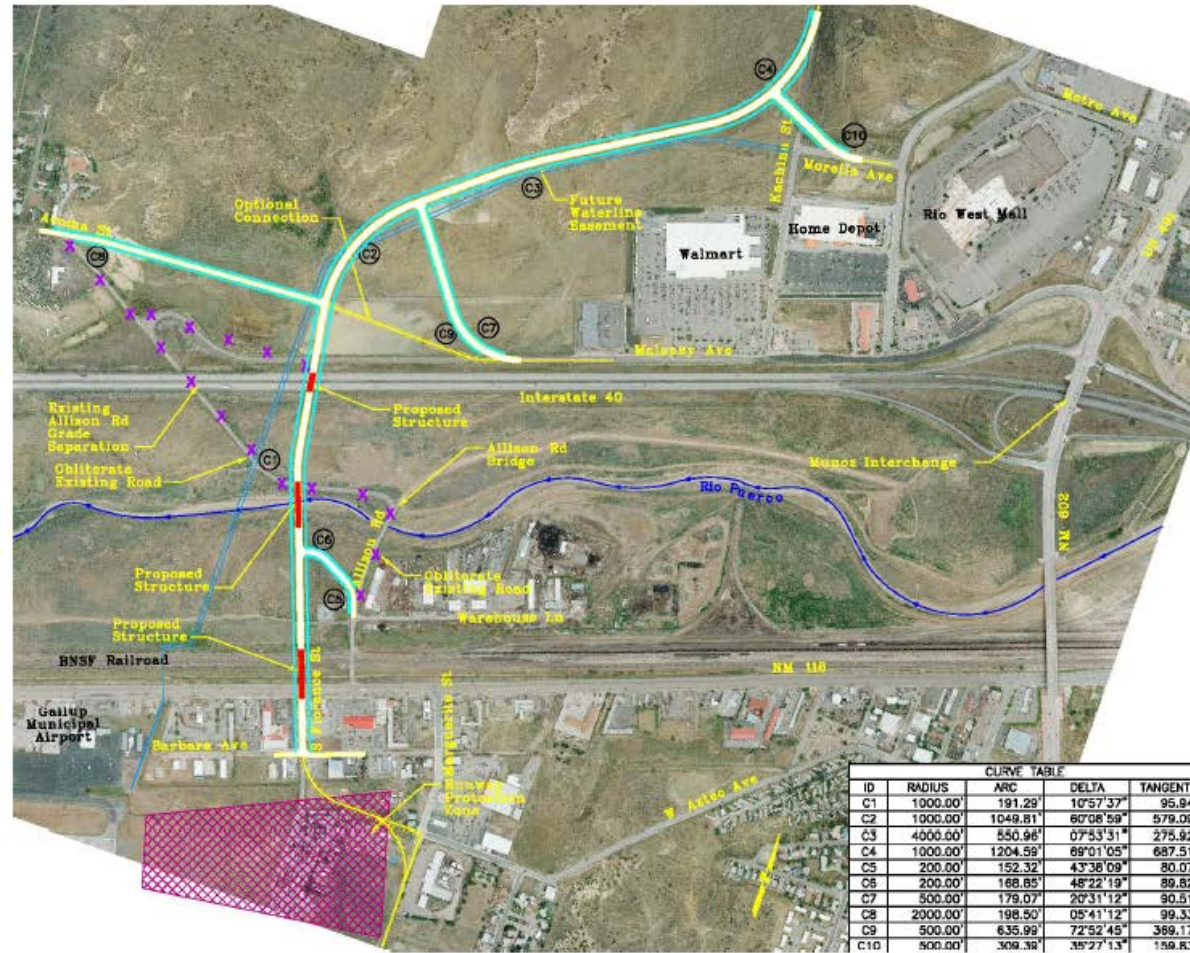
Connecting to US Hwy 491



Doubling Down

Interstate 40

Allison Interchange



Center Alignment Summary

Advantages:

- A reasonable connection can be made to Warehouse Lane.
- The alignment is perpendicular to NM 118, the BNSF Railroad tracks, and the Rio Puerco to minimize structure costs.
- Most of the alignment is constructed off of the existing alignment. The Allison Road underpass can be utilized while the I-40 overpass is constructed.
- Acoma Drive can be connected to Allison Road using the existing I-40 underpass which would require less construction than a road on the north side of I-40.
- Avoids impacting the mesas north of I-40.

Disadvantages:

- Impacts the mobile home park on Florence Street.
- There will be one business relocated on Marguerite Street to extend W. Aztec Avenue.
- There will be one business relocated on the southwest corner of Florence St. and Barbara Ave. because access cannot be provided.
- Access impacts to the America's Best Value Inn Restaurant and Blake's Restaurant at NM 118. The alignment is shorter than the West Alignment but longer than the East Alignment so it will have a medium construction cost and amount of right-of-way takes.

Allison Interchange



Allison Bridge – Phase I



Allison Bridge – Phase I



Allison Bridge – Phase I



Air Passenger & Autonomous Vehicles

Mobility Investment District

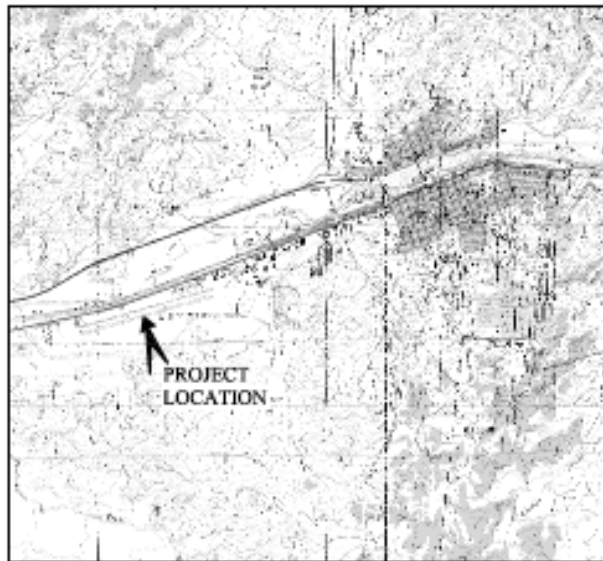


Gallup Municipal Airport Gallup, New Mexico

AIRPORT LAYOUT PLANS

PREPARED BY:
ARMSTRONG CONSULTANTS, INC.

A.C.I. PROJECT NO. 045691
A.I.P. PROJECT NO. 3-35-0019-017-2004
DATE: APRIL 29, 2005



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(E - EXISTING, F - FUTURE)

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GALLUP AIRPORT MOBILITY ZONE



08/09/2021

Manufacturing Warehouse / Distribution

Spec Bldg - 90% Design



Foreign Trade Zone – Subzone Designation

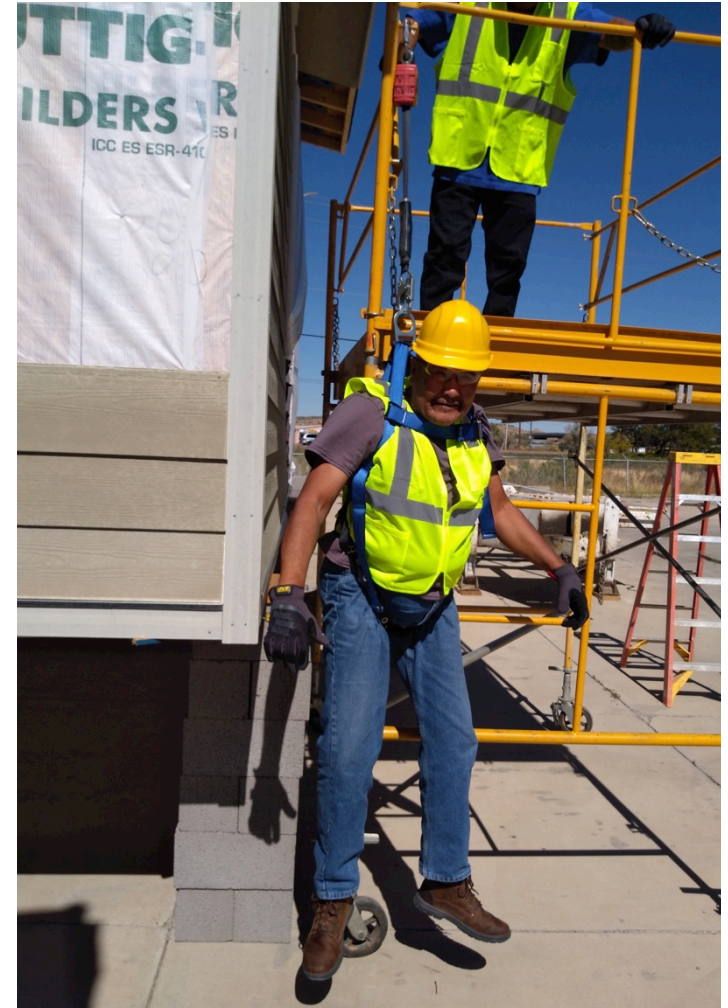
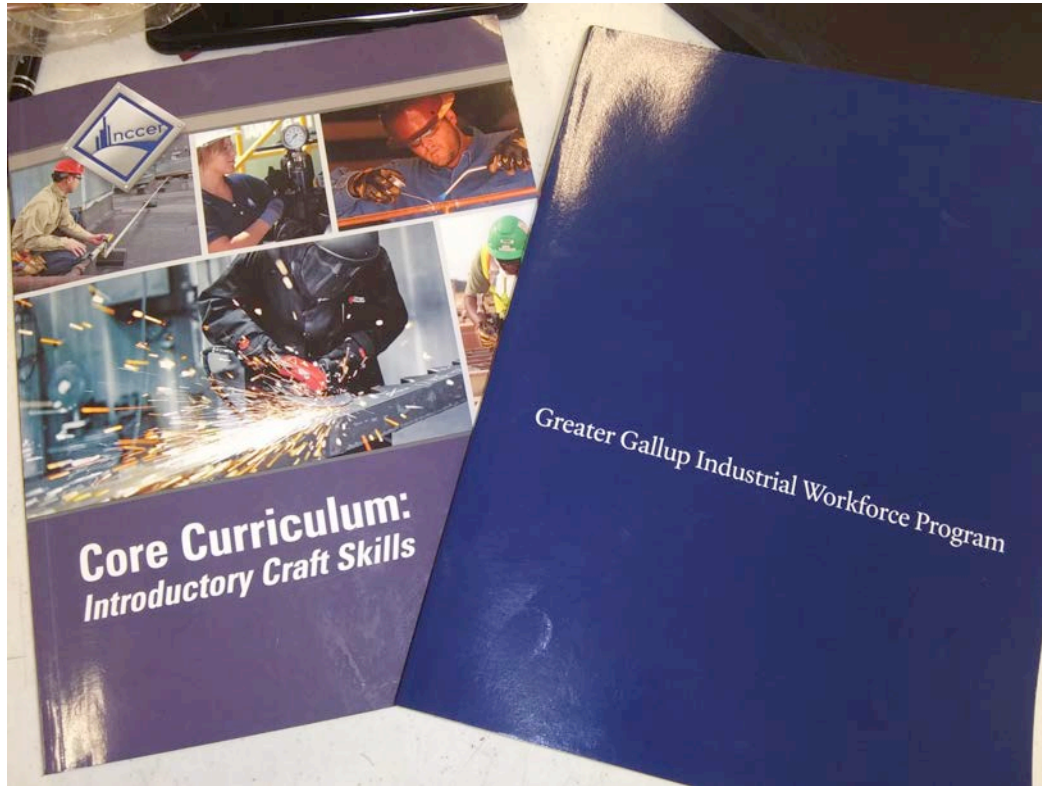


U.S. Customs and
Border Protection



Workforce

Industrial Workforce Program



Industrial Workforce Program



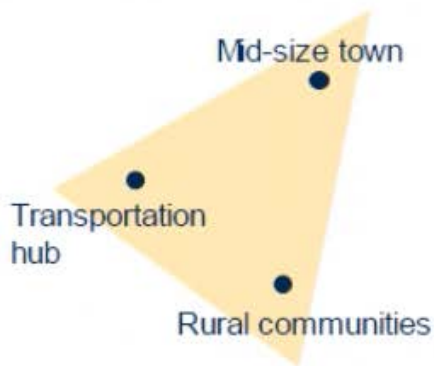
Greater Gallup Industrial Workforce 1st GRADUATING CLASS

Wrapping it all together

Example BBB Regional Clusters

Ag-tech Cluster (\$25M)

E.g. UAV, Food innovation

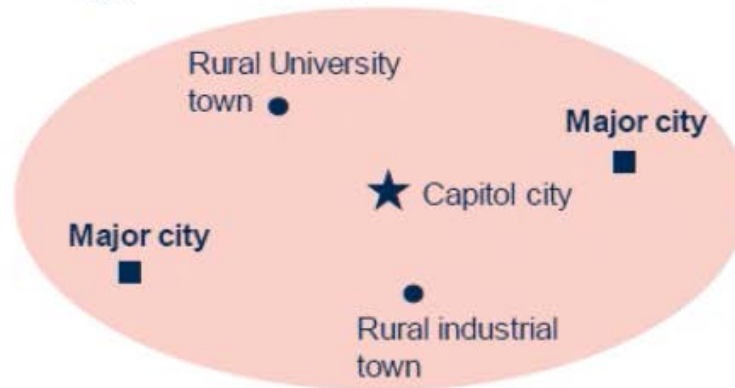


Projects in the region:

- 2 infrastructure projects
- 1 planning project
- 1 entrepreneurship project

Manufacturing Cluster (\$80M)

E.g., Automotive, Semiconductor



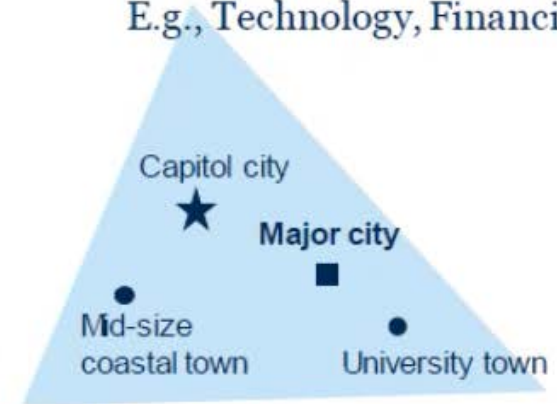
Projects in the region:

- 5 infrastructure projects
- 1 innovation project
- 1 entrepreneurship project
- 1 workforce project



Services Cluster (\$50M)

E.g., Technology, Financial



Projects in the region:

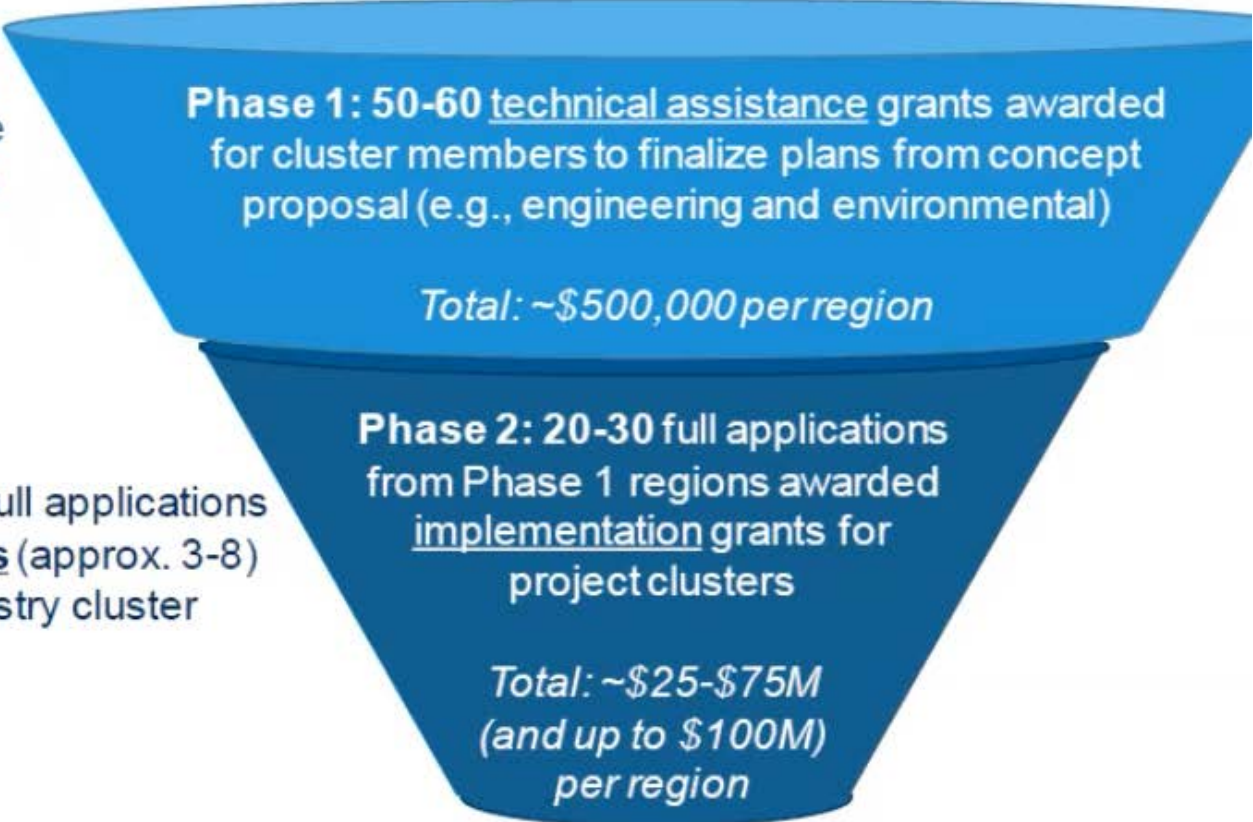
- 3 infrastructure projects
- 2 workforce projects
- 2 entrepreneurship projects



Two-Phased Process

Coalitions of applicants submit **concept proposals** that outline a regional collection of projects that facilitate the development and/or expansion of industry cluster/s

Phase 1 awardees submit full applications for a **collection of projects** (approx. 3-8) that support a regional industry cluster



Non-selected projects may be eligible for other EDA and federal funding. EDA will refer compelling projects to other agencies.



Timeline

1

• Phase 1 – October 2021

2

• Session – Jan/Feb 2022

3

• Phase 2 – March 2022

The Economic Importance of Transportation

A relation between the quantity and quality of transport infrastructure and the level of economic development is apparent. High density transport infrastructure and highly connected networks are commonly associated with high levels of development.

When transport systems are efficient, they provide economic and social opportunities and benefits that result in positive multipliers effects such as better accessibility to markets, employment and additional investments. When transport systems are deficient in terms of capacity or reliability, they can have an economic cost such as reduced or missed opportunities and lower quality of life.



www.GallupEDC.com