



Meeting Minutes

Northern Pueblos Regional Transportation Planning Organization (NPRTPO)
Regular meeting hosted on August 3, 2022 (online).

NPRTPO Voting Members and Alternates

Name	Entity	Title	Present/Absent
Eric Ulibarri	Los Alamos County	Voting Member	Absent
Keith Wilson	Los Alamos County	Alternate	Present
Napoleon Garcia	Rio Arriba County	Voting Member	Absent
Cathy Martinez	Rio Arriba County	Alternate	Present
Robert Griego	Santa Fe County	Voting Member	Absent
Gary Brett Clavio	Santa Fe County	Alternate	Joined late
Candyce O'Donnell (Chair)	Taos County	Voting Member	Present
Jason Silva	Taos County	Alternate	Present
	City of Española	Voting Member	Absent
Elijah Mares	City of Española	Alternate	Absent
Patrick Nicholson	Village of Taos Ski Valley	Voting Member	Absent
Anthony Martinez	Village of Taos Ski Valley	Alternate	Absent
John Avila	Village of Taos Ski Valley	Alternate	Absent
French Espinoza	Town of Taos	Voting Member	Absent
Lynda Perry	Town of Taos	Alternate	Absent
Linda Calhoun	Town of Red River	Voting Member	Present
Georgiana Rael	Town of Red River	Alternate	Absent
Maggie Valdez	Village of Chama	Voting Member	Absent
Will Donohoe	Village of Chama	Alternate	Absent
Dominic Martinez	Village of Questa	Voting Member	Present
Jason Gonzalez	Village of Questa	Alternate	Absent
Paul Castillo	Jicarilla Apache Nation	Voting Member	Absent
Kathryn Valdez	Jicarilla Apache Nation	Alternate	Present
Marcus Lopez	Pueblo of Nambé	Voting Member	Absent
Levi Valdez	Pueblo of Nambé	Alternate	Absent
Sylvia Armijo	Picuris Pueblo	Voting Member	Joined late
	Picuris Pueblo	Alternate	Absent
	Pueblo of San Ildefonso	Voting Member	Absent
Lillian Garcia	Pueblo of San Ildefonso	Alternate	Joined late
	Ohkay Owingeh	Voting Member	Absent
Sybil Cota	Ohkay Owingeh	Alternate	Present
Suzette Shije	Pueblo of Santa Clara	Voting Member	Present
	Pueblo of Santa Clara	Alternate	Absent
Vernon Lujan (Vice Chair)	Pueblo of Taos	Voting Member	Present
Reva Suazo	Pueblo of Taos	Alternate	Absent
Randy Vigil	Pueblo of Pojoaque	Voting Member	Absent
Janay Chavarria	Pueblo of Pojoaque	Alternate	Absent
Anthony Mortillaro	NCRTD	Voting Member	Joined late
Bryce Gibson	NCRTD	Alternate	Present



NCNMEDD/NPRTPO Staff

Paul Sittig Transportation Planner
Kyla Danforth Transportation Intern

NMDOT Staff

Ron Shutiva Tribal Liaison
Neala Krueger Urban & Regional Planning Supervisor
James Mexia District 5 Technical Support Engineer
Amanda Niño District 5 Local Government Road Fund Coordinator
Paul Montoya Program Director, Secretary’s Office of Special Projects

Guests

Jolena Palau FHWA office of Tribal Transportation, Tribal Coordinator
Diahann Jacques City of Española, Grants Manager
Joe Fernandez Taos County
Debra Baca Taos County

I. Call Meeting to Order

Chair Candyce O’Donnell, Taos County, called the meeting to order at 10:11 AM.

II. Pledge of Allegiance

Chair O’Donnell called on Keith Wilson, Los Alamos County, to lead the pledge of allegiance.

III. Opening Prayer

Chair O’Donnell asked Ron Shutiva, NMDOT Tribal Liaison, to lead the opening prayer.

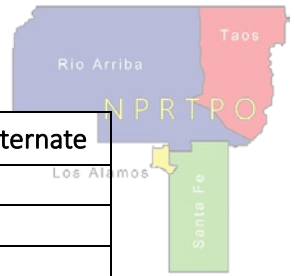
IV. Welcome and Introductions/Public Comments:

Chair O’Donnell welcomed everyone and asked for introductions from Paul Montoya, Program Director of NMDOT Secretary’s Office of Special Projects, and Diahann Jacques, City of Española Grants Manager. Chair O’Donnell told Ms. Jacques that we are sincerely sorry for their loss. Ms. Jacques thanked the Chair for the condolences, said the City has suffered a great loss and is feeling a great impact without Mohammad Hussain. Jolena Palau, FHWA Office of Tribal Transportation, Tribal Coordinator for FHWA Agreement Tribes in New Mexico, introduced herself, as did Neala Krueger, NMDOT Planning Bureau, who noted that John Neunuebel is no longer with NMDOT, so Ms. Krueger is the acting liaison to NPRTPO. There were no public comments.

V. Roll Call:

Chair O’Donnell called on Paul Sittig, NCNMEDD, to conduct the roll call.

Name	Entity	Voting Member or Alternate
Keith Wilson	Los Alamos County	Alternate
Cathy Martinez	Rio Arriba County	Alternate



Name	Entity	Voting Member or Alternate
Candyce O'Donnell, Chair	Taos County	Voting Member
Linda Calhoun	Town of Red River	Voting Member
Dominic Martinez	Village of Questa	Voting Member
Kathryn Valdez	Jicarilla Apache Nation	Alternate
Lillian Garcia	Pueblo of San Ildefonso	Alternate
Sybil Cota	Ohkay Owingeh	Alternate
Suzette Shije	Pueblo of Santa Clara	Voting Member
Vernon Lujan, Vice Chair	Pueblo of Taos	Voting Member
Bryce Gibson	North Central RTD	Alternate

Mr. Sittig confirmed that there was a quorum for the meeting.

VI. Approval of the Agenda:

Chair O'Donnell asked for a motion to approve the agenda.

Dominic Martinez, Village of Questa, made a motion to approve the agenda as presented. Seconded by Keith Wilson, Los Alamos County. Chair O'Donnell asked for a roll call vote.

Roll Call Vote:

Name	Entity	Vote
Keith Wilson	Los Alamos County	Yes
Cathy Martinez	Rio Arriba County	Yes
Candyce O'Donnell, Chair	Taos County	Yes
Linda Calhoun	Town of Red River	Yes
Dominic Martinez	Village of Questa	Yes
Kathryn Valdez	Jicarilla Apache Nation	Yes
Lillian Garcia	Pueblo of San Ildefonso	Yes
Sybil Cota	Ohkay Owingeh	Yes
Suzette Shije	Pueblo of Santa Clara	Yes
Vernon Lujan, Vice Chair	Pueblo of Taos	Yes
Bryce Gibson	North Central RTD	Yes

The motion passed unanimously with all members present.

VII. Approval of the Minutes: July 6, 2022, Regular Meeting (online)

Chair O'Donnell presented the July 6, 2022, meeting minutes for review and comment. Hearing no comments, she asked for a motion to approve the minutes as presented.

Motion to approve made by Keith Wilson, Los Alamos County. Second by Lillian Garcia, Pueblo of San Ildefonso.



Roll Call Vote:

Name	Entity	Vote
Keith Wilson	Los Alamos County	Yes
Cathy Martinez	Rio Arriba County	Yes
Candyce O’Donnell, Chair	Taos County	Yes
Linda Calhoun	Town of Red River	Yes
Dominic Martinez	Village of Questa	Yes
Kathryn Valdez	Jicarilla Apache Nation	Yes
Lillian Garcia	Pueblo of San Ildefonso	Yes
Sybil Cota	Ohkay Owingeh	Yes
Suzette Shije	Pueblo of Santa Clara	Yes
Vernon Lujan, Vice Chair	Pueblo of Taos	Abstain
Bryce Gibson	North Central RTD	Yes

The motion passed unanimously with all members present, with the exception of Vernon Lujan, Pueblo of Taos, who did not respond to the roll call vote.

VIII. Federal Agency Updates

Chair O’Donnell noted that “Federal Agency Updates” is now a standing item on the agenda, giving federal partners a chance to provide updates. Jolena Palau, FHWA Office of Tribal Transportation, Tribal Coordinator for FHWA Agreement Tribes in New Mexico, said that two Tribes in the Northern Pueblos region, Santa Clara Pueblo and Ohkay Owingeh, are FHWA Program Agreement tribes, and the other Tribes work with BIA. She noted that FHWA and BIA work together to support Tribal transportation needs and projects.

Chair O’Donnell asked how a Tribe could enter into an FHWA Program Agreement, and Ms. Palau said they would need a clean single audit for the last three years and need to prove that they have procedures in place to run their own transportation program. The program agreement between FHWA and the Tribes outline the responsibilities for each party. This can include a level of technical support from FHWA, and Ms. Palau noted that she has bi-monthly meetings with the Tribes she supports to ensure projects and programs are following applicable requirements. Ms. Palau noted that the BIA has a similar system in place, and she noted that more information can be found on the [FHWA Office of Tribal Transportation website](#).

IX. Presentation: Update on NMDOT NEVI Plan (Paul Montoya, NMDOT)

Paul Montoya, Programs Director in the NMDOT Secretary’s Office of Special Projects, presented an overview of the [NMDOT National Electric Vehicle Inventory \(NEVI\) Plan](#), starting with NMDOT EV Funding:

- 2021 Regular Session



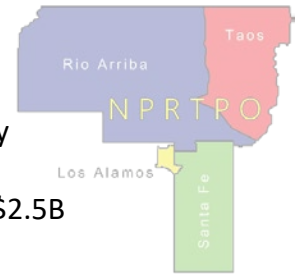
- \$250K budget request approved
- \$1.2M appropriation (transfer)
- 2021 Special Session
 - \$10M American Rescue Plan Act (ARPA) funds from governor/legislature
- 2022 Session
 - \$387K appropriation (transfer)
- Federal Bipartisan Infrastructure Law (BIL)
 - \$38.387M NEVI Formula program (over 5 years, FFY 2022-2026)
- Fall of 2022 Notice of Funding Opportunities (NOFOs) Discretionary Grant Program for Charging and Fueling Infrastructure (Community Grant, TBA)
 - Funds available to local and Tribal public agencies and private companies

NMDOT Strategies:

- NMDOT Facilities – install EV charging infrastructure at NMDOT District locations
 - Specifically in District 1 (Deming), 2 (Roswell), and 4 (Las Vegas)
 - Four public-facing chargers per location, charging at a cost to the user
- **Alternative Fuel Corridors, tied to NEVI Plan**
 - NMDOT had submitted on July 13, 2022, NM was the first state to submit their state plan to FHWA
 - The focus is to electrify the Interstates (I-10, I-25, I-40) first
 - De-designate prior Alt. Fuel Corridors to ensure NMDOT can achieve federally required infrastructure (4 fast chargers that can charge simultaneously) and location frequency (every 50 miles on a corridor)
- **All Regions, Public & Private**
 - Following build-out of the Interstates in New Mexico, NMDOT will extend the EV charging network to other high-use, high-demand areas
 - This and the federal funding available to T/LPAs and private companies will develop EV chargers to support economic development
- **Building up EV chargers along Alternative Fuel Corridors (AFCs)**
 - Interstates – 997 miles – 20 EV charging sites needed – NMDOT’s focus
 - State Highways – 404 miles – 9 EV charging sites needed – de-designating
 - U.S. Highways – 729 miles – 15 EV charging sites needed – de-designating
 - EV Chargers cost around \$75K each, not including site development costs

Funding opportunities:

- **Formula programs (to states)** – number of years, national funding levels
 - National Highway Performance Program (NHPP) – 4-year, \$148B
 - Surface Transportation Block Grant (STBG) – 4-year, \$72B
 - Congestion Mitigation Air Quality Imp. (CMAQ) – 4-year, \$13.2B
 - [Carbon Reductio Program](#) (New in BIL) – 4-year, \$6.42B
 - NEVI Formula Program – available until expended, \$5B
- **Discretionary Programs (nationally competitive grants)**
 - [Rebuilding American Infra. w/Sustainability & Equity \(RAISE\)](#) – 4y, \$1.5B
 - [Infrastructure for Rebuilding America \(INFRA\)](#) – 4-year, \$7.25B

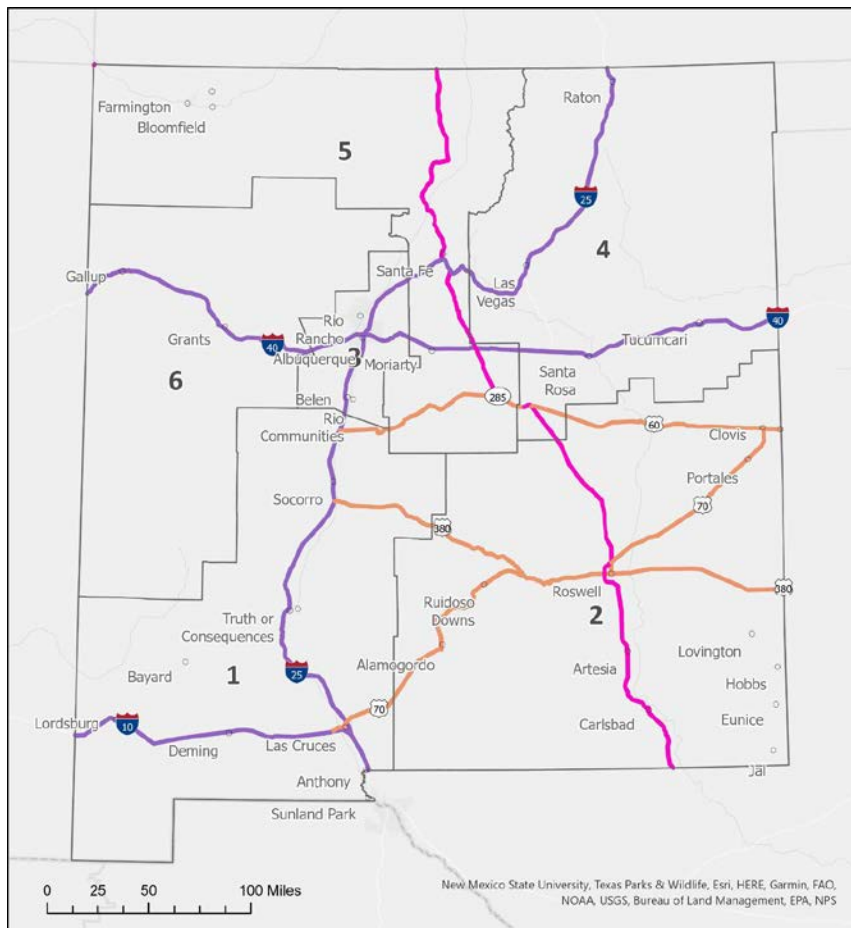


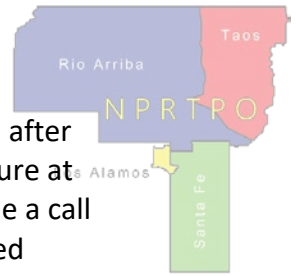
- Advanced Transportation and Technologies & Innovative Mobility Deployment – available until expended, \$900M
- Grant Program for Charging and Fueling Infrastructure – 4-year, \$2.5B
- [Rural Surface Transportation Grant](#) – 4-year, \$2B
- **Other Programs & Financing**
 - Federal Lands and Tribal Transportation Program (FLTTP) - \$4y, \$500M
 - State Infrastructure Banks (SIBS) – loan/varies
 - Transportation Inf. Financing & Innovation Act (TIFIA) – Loan, \$75B

Key Targets:

- **Public Engagement** – six virtual community meetings, one per NMDOT District
 - Lots of good input and feedback from smaller communities, rural areas
- **Condition Analysis** – site planning with an engineering firm, evaluating 20 sites along the Interstate corridors, including electrical availability
- **Statewide Strategy** – focusing on the Interstates, then considering regions
- **Equity Considerations** – making sure the entire state is looked at

New Mexico Alternative Fueling Corridors (Rounds 1 - 6)





Mr. Montoya noted that approximately \$6 million of APRA funding is remaining, after using some ARPA funds and capital outlay to start construction of EV infrastructure at District offices. The goal of the remaining \$6 million is to develop a policy to issue a call for projects in rural New Mexico, not the Interstates. Mr. Montoya also suggested members look at the federal Joint Office of Energy and Transportation website, [Drive Electric.gov](https://www.driveelectric.gov), and shared his email address, Paul.Montoya@state.nm.us.

Chair O'Donnell asked Mr. Montoya about the Grant Program for Charging and Fueling Infrastructure, to confirm the 80/20 federal/local split and when the call for applications would be open. Mr. Montoya confirmed the split and said the call would likely be open in Fall 2022, and a NOFO should be put out by the Joint Office of Energy and Transportation with more details.

Chair O'Donnell noted that no members of Northern Pueblos RTPO applied for RAISE or INFRA due to the application vagueness and challenges with meeting criteria. She asked how NMDOT would make the \$6M of ARPA available for communities to develop EV charging, and Mr. Montoya noted that of the \$10M ARPA funding allocated to NMDOT for EV charging, of which \$4M was allocated for EV charging at the three District locations. NMDOT is developing criteria to support rural communities, with more points awarded for sites located farther from Albuquerque, Santa Fe, and Las Cruces. A call for projects will be issued, with advertising in papers in the rural communities, and the application on the NMDOT website. None of these funds will be used along the Interstates. Chair O'Donnell asked if there were two funding sources for local communities per this presentation, the nationally competitive program that will be announced, and NMDOT's distribution of ARPA funds that will be announced, and Mr. Montoya confirmed this is correct.

Mr. Sittig asked Mr. Montoya if communities should work with their utility companies or co-ops to prepare applications, and Mr. Montoya said that was the case. He clarified that NMDOT is looking to install DC Fast Chargers, which are 600kW, with four 150kW ports. All this information will be in the call for projects. Mr. Sittig noted that FHWA has another call for Alternative Fuel Corridor nominations, yet NMDOT is looking to de-designate corridors. Mr. Sittig asked if this de-designation is to focus NEVI funding on corridors where NMDOT can achieve the required 50 miles between charging stations, and Mr. Montoya confirmed this to be true. He noted that once the 20 chargers are installed on the Interstates, NMDOT will look to develop other corridors that could meet the 50-mile charging station frequency maximum, with NEVI requirement for four DC Fast Chargers per site.

Vice Chair Lujan, Taos Pueblo, asked Mr. Montoya if two adjacent communities applied for funding for EV Chargers from NMDOT, such as the Town of Taos and Taos Pueblo, would the Town be preferred over the Pueblo? Mr. Montoya said both the Pueblo and Town could be awarded, whereas the cities of Santa Fe and Albuquerque are not likely to be awarded by NMDOT with ARPA funding, as the goal is to support smaller, more rural communities for economic development, like Pie Town. Vice Chair Lujan suggested the slogan "get a pie and a charge" for Pie Town.



Chair O'Donnell asked whether fast charging wore out EV batteries more quickly than slower charging. Mr. Montoya said that NMDOT's goal is to deploy chargers that can charge at different rates, depending on the vehicle to charge. He noted that the EV charging stations that are to be funded with the ARPA funding managed by NMDOT would need to include different charging adapters, too. Chair O'Donnell noted that while there are about 12 charging stations in Taos County, but none in Taos Pueblo, where it would be an economic incentive for people to stop in the Pueblo. This could also benefit Picuris Pueblo, as well as the City of Española, which does not have an EV charging station, either. Diahann Jacques, City of Española, confirmed that there are no chargers in Española, but this is a priority for the City.

Chair O'Donnell asked whether the Sipapu Ski & Summer Resort would be eligible to receive federal funding to install EV chargers, as they are not a government entity. Mr. Montoya confirmed that the federal discretionary grant for EV Charging Infrastructure will be open to private entities, as well as Tribal and local public agencies, and he noted that the NOFO will have additional details.

Suzette Shije, Pueblo of Santa Clara, noted that the Pueblo submitted a response to NMDOT's survey regarding the NMDOT NEVI Plan, and asked whether this would increase Santa Clara Pueblo's chance of receiving NMDOT-managed ARPA funding. Mr. Montoya said that their survey response brought the Pueblo's interest to NMDOT's attention, though this would not exclude or preclude other entities who had not responded to the survey. Ms. Shije noted that Santa Clara Pueblo is considering EV charging at the travel center in the heart of Española, and the Pueblo will coordinate with the City.

X. Presentation: Update on NMDOT State Freight Plan (RTPO Planner)

Paul Sittig presented an overview of the discussion at the NMDOT Freight Advisory Committee's second meeting, held on July 15, 2022. Mr. Sittig noted that Joe Moriarty, NMDOT Freight Planning Program Manager, wasn't available to attend this meeting, but he could share NPRTRPO members' feedback and comments with Mr. Moriarty, or members could reach out to Mr. Moriarty directly. Mr. Sittig stated that the meeting was a way to distribute information to the FAC, as well as get input and feedback from the members.

Mr. Sittig presented an overview of FAC Meeting #2 attendees, consisting of 13 MPO, RTPO, or other government agencies (non-NMDOT), 12 were from NMDOT, 2 from railroads, one from FHWA, one from a Tribal agency, and two other entities. Mr. Sittig noted that NMDOT would be reaching out to New Mexico Trucking Association directly to get their input and feedback.

On the schedule, Mr. Sittig noted that the FAC Meeting #2 is about the half-way point for this year-long effort that started in Fall 2021. The draft State Freight Plan is being drafted, and the next FAC meeting is tentatively scheduled for mid-to-late September. The public comment period on the plan will be in mid-to-late Fall, with the goal of



delivering the final plan to FHWA mid-October, and the final approval is expected by November 30, 2022, five years after the State Freight Plan was last updated in 2017.

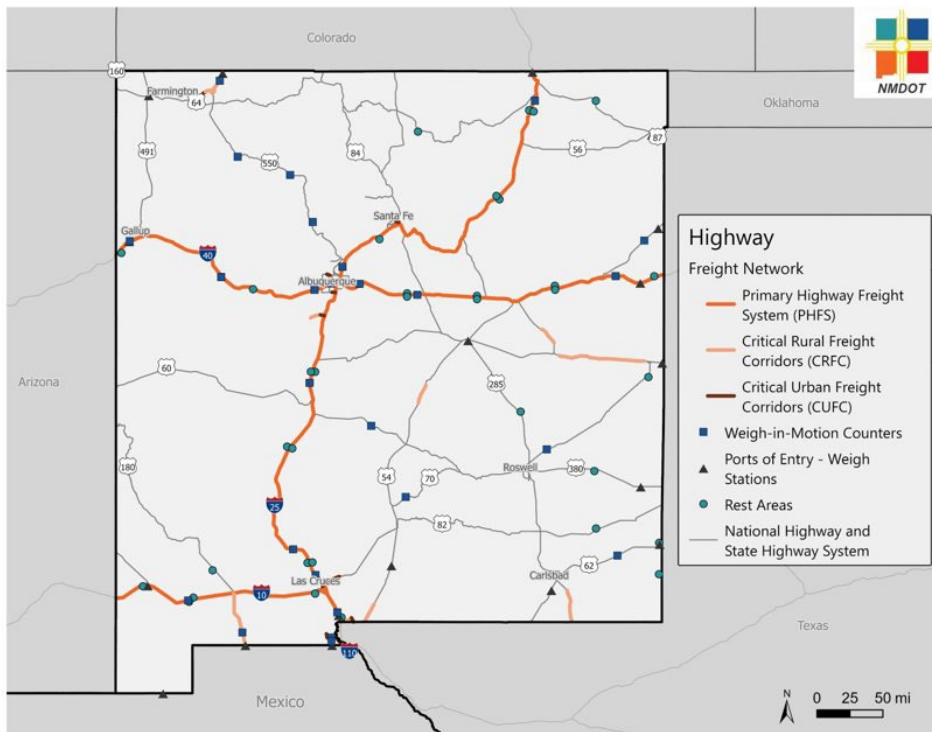
Mr. Sittig noted that the 2045 New Mexico Freight Plan Goals mirror those of the New Mexico 2045 Plan, NMDOT’s Long-Range Statewide Transportation Plan (LRSTP) that was recently adopted. Those goals follow, with the freight-specific focuses:

- **Safety:** Improve safety and **security** for all transportation system users.
- **Asset Management:** Optimize spending to cost effectively preserve our transportation assets in the best possible condition over the long term.
- **Mobility & Accessibility:** Efficiently and equitably invest in infrastructure and technology to provide reliable **movement of goods**, improve **intermodal connectivity**, **provide access to the freight transportation system**, foster economic growth, and minimize **freight** transportation’s contribution to climate change.
- **Program Delivery:** Deliver **freight transportation projects** and programs through approaches and processes that improve resiliency, respect New Mexico’s unique cultures, and promote fiscal and environmental stewardship.

86% of the FAC members in attendance agreed or strongly agreed with the goals,

Mr. Sittig presented the NM Freight System Needs, starting with the National Highway Freight Network, which includes increased mileage for Critical Urban and Rural Freight Corridors (CUFCs & CRFCs) from what was previously allowed under the FAST Act:

- CRFC: **600 miles** or 25% of PHFS mileage in state whichever is greater
- CUFC: 150 miles or **30% of PHFS mileage** in state whichever is greater





The previously designated Critical Freight Corridor segments were previously designated to support NMDOT freight-focused projects to free up funding for other state projects.

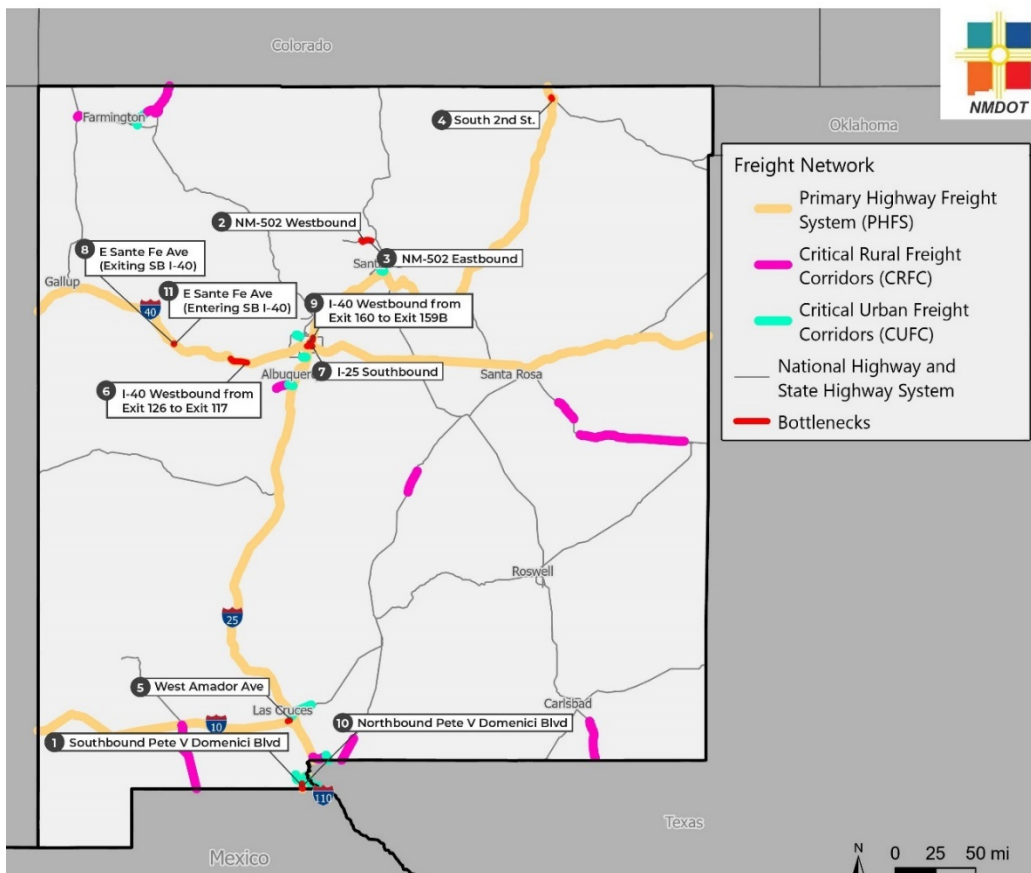
When asked to identify the critical freight network in New Mexico, members responded:

- Percent of truck traffic on a corridor (12 responded)
- Access to multimodal or intermodal facilities (8 responded)
- Volume of commodities moved in a year (6 responded)
- Other (2 responded)

Truck bottlenecks evaluations were presented as weighted by NMDOT:

- Congestion, 54% – split into
 - Truck Travel Time Reliability (TTTR), 22%
 - Congestion Cost, 16%
 - Segment Delay, 16%
- Freight Importance, 46% – split into
 - Truck Annual Average Daily Traffic (AADT), 20%
 - On Critical Freight Network, 14%
 - Estimated Value of Goods, 12%

This produced a list of top 11 Bottleneck Needs





Ranked by average bottleneck scores within the entire corridor:

1. Southbound Pete V Domenici Blvd (Santa Teresa POE) – 37.24 ABS
2. NM-502 Westbound (Los Alamos) – 34.57 ABS
3. NM-502 Eastbound (Los Alamos) – 34.57 ABS
4. South 2nd St (Raton) – 31.10 average bottleneck score
5. West Amador Ave (Las Cruces) – 28.47 ABS
6. I-40 Westbound from Exit 126 to Exit 117 (ABQ West) – 25.40 ABS
7. I-25 Southbound (Albuquerque at Big I) – 24.92 ABS
8. E Santa Fe Ave (Exiting Southbound I-40) (Grants) – 21.91 ABS
9. I-40 Westbound from Exit 160 to 159B (ABQ, Big I) – 21.36 ABS
10. Northbound Pete V Domenici Blvd (Santa Teresa POE) – 21.27 ABS
11. E Santa Fe Ave (Entering Southbound I-40) (Grants) – 21.23 ABS

Of the FAC attendees, 18 supported the bottlenecks as presented, while 2 did not. An attendee asked why NM-502 was ranked so highly on the list of bottlenecks, and another noted there are other locations in the Las Cruces MPO that could be considered bottlenecks.

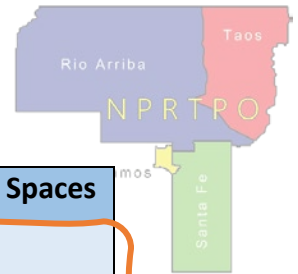
Attendees identified possible locations of other bottlenecks:

- I-40 East of ABQ
- US 491/ I-40 Interchange
- US 70 Corridor and I-25/I-10 in Las Cruces
- I-40 locations without frontage roads
- Intersection of 550 and 528 in Bernalillo
- NM 209 between Clovis and Grady
- NM 209 between Clovis and Melrose
- Intersection of NM 128 and NM 18
- Intersection of NM 31 and NM 128
- Are border patrol check points considered bottlenecks?

Mr. Sittig continued, presenting the Truck Parking Data and Methods from NMDOT:

- 2016 Economic Development Opportunity Study
- Public: 2019 Jason's Law Survey data
- Private: 2022 Love's and Pilot/Flying J; crowdsourced location data
- 2020 Truck Driver and Dispatcher Baseline Survey (I-10 Corridor Coalition)
- 2019 NMDOT District rest area utilization data (Jason's Law)
- 2040 New Mexico Freight Plan, 2045 Long-range Statewide Transportation Plan, regional Metropolitan Transportation Plans
- News and current events

NMDOT summarized the truck parking inventory for the state, as seen in the following table. Mr. Sittig noted that NMDOT provides a fraction of the truck parking spaces in the state, in part because the state has to consider truck parking improvements beside other construction and maintenance projects.



NMDOT's Truck Parking Estimated Inventory:

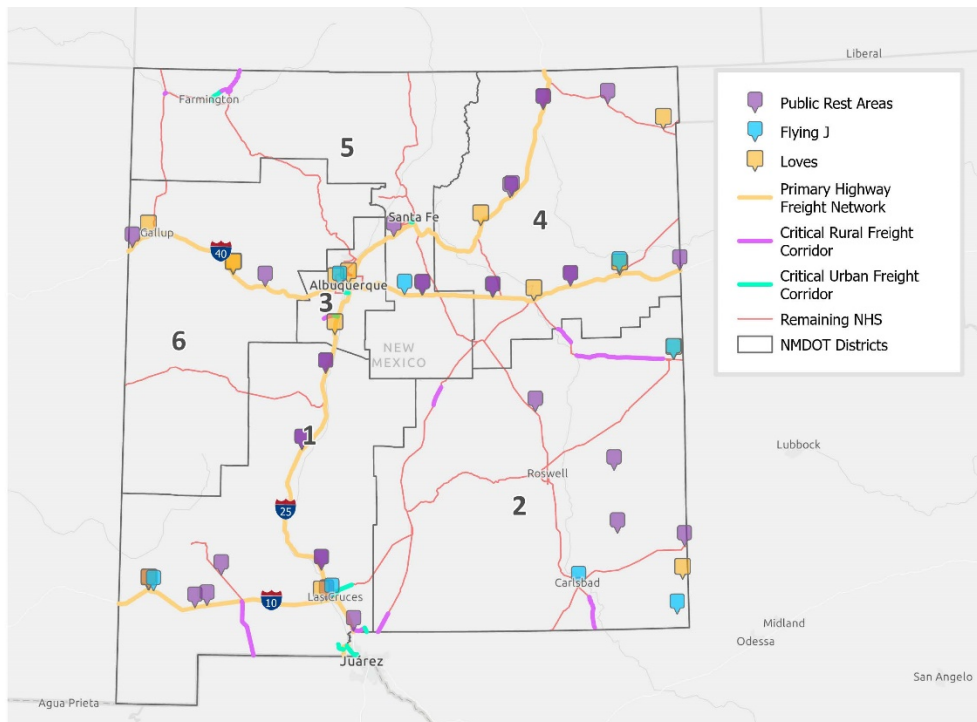
Facility	Number of Facilities	Number of Parking Spaces
Public Rest Areas	31	344
Loves	15	775
Pilot/Flying J	11	1,226
Walmart	12	89
Other Types	52	1,239
Total	121	3,673

Sources: Jason's Law 2019 Truck Parking Survey, Love's and Pilot/Flying J websites, Trucker Path, American Truck Parking

~ 2,345 spaces at verified locations

Mr. Sittig presented two maps of truck parking, noting that neither confirmed nor crowdsourced locations present much truck parking in the Northern Pueblos region. He noted that this is something the NPRTPO members could discuss as an area to improve or address, and stated that Gallup, NM, has seen truck parking as an area for possible economic development, to capitalize on locations where truckers must stop for extended periods.

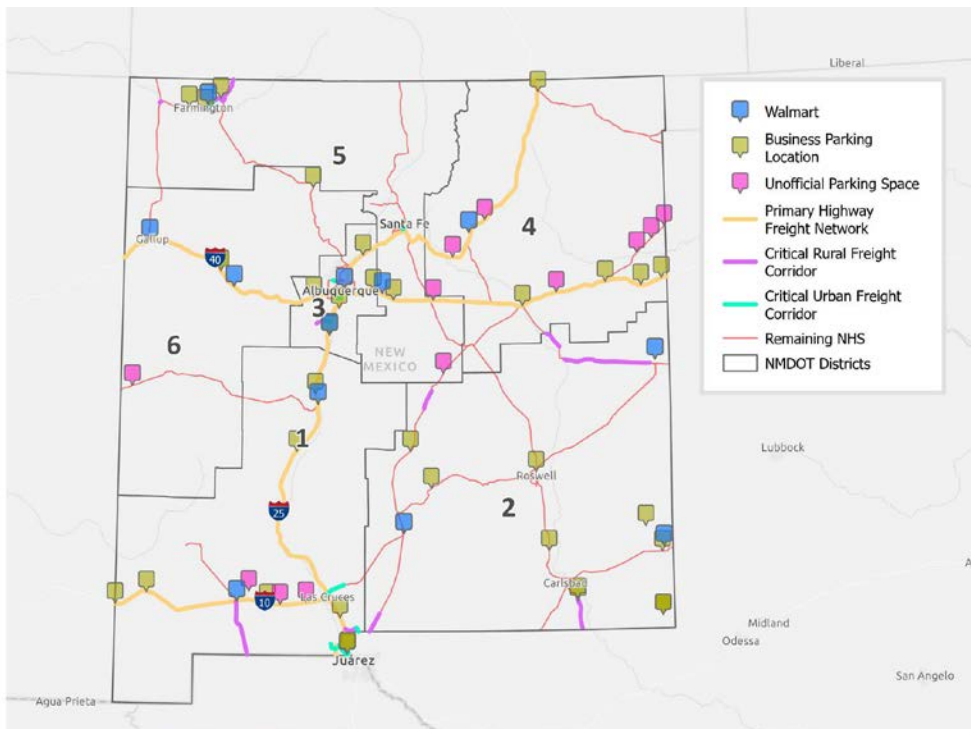
Confirmed Locations



Sources: Jason's Law 2019 Truck Parking Survey, Love's and Pilot/Flying J websites



Crowdsourced Locations



Source: Trucker Path and American Truck Parking

Truck Parking Needs, where more truck parking may be needed:

- Almost every public rest area along 1-10 and I-25 in District 1
- Both public rest areas along I-40 in District 6 and the I-40 rest area in District 5
- US 285 rest area in District 2
- Crowdsourced “Informal parking areas” along I-40, I-25, and US 54 in District 4
- According to the 2020 *Truck Driver and Dispatcher Baseline Survey*, truck parking along New Mexico’s stretch of I-10 is not sufficient to meet demand:
 - ~40% of survey respondents say that parking at public rest areas is never or rarely available
 - ~29% report that parking at private locations is never or rarely available.

Sources: Jason’s Law 2019 Truck Parking Survey, 2016 Truck Driver Parking & Services Preferences Needs Survey, 2020 Truck Driver and Dispatcher Baseline Survey, crowdsourced data from Trucker Path and American Truck Parking

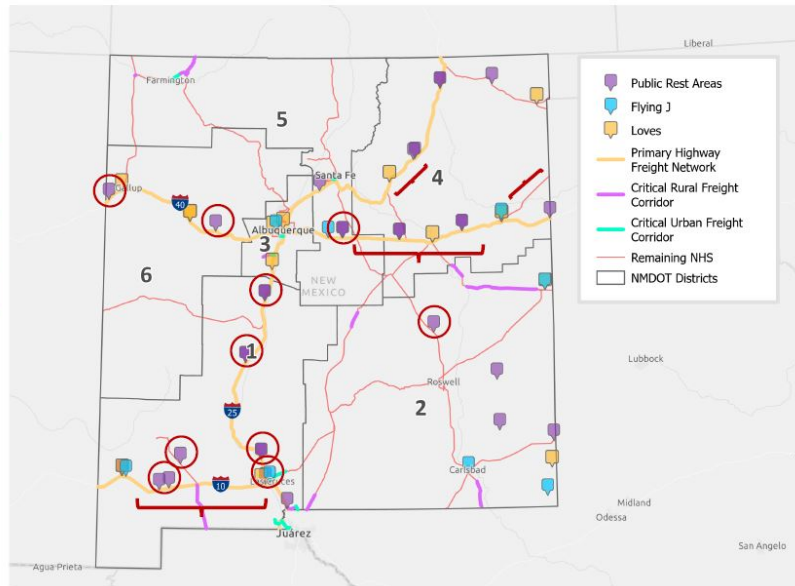
Mr. Sittig noted that the truck parking shortage is not a unique issue to New Mexico and is not a new issue, displaying the following map.

Sources: Jason’s Law 2019 Truck Parking Survey, 2016 Truck Driver Parking & Services Preferences Needs Survey, 2020 Truck Driver and Dispatcher Baseline Survey, crowdsourced data from Trucker Path and American Truck Parking



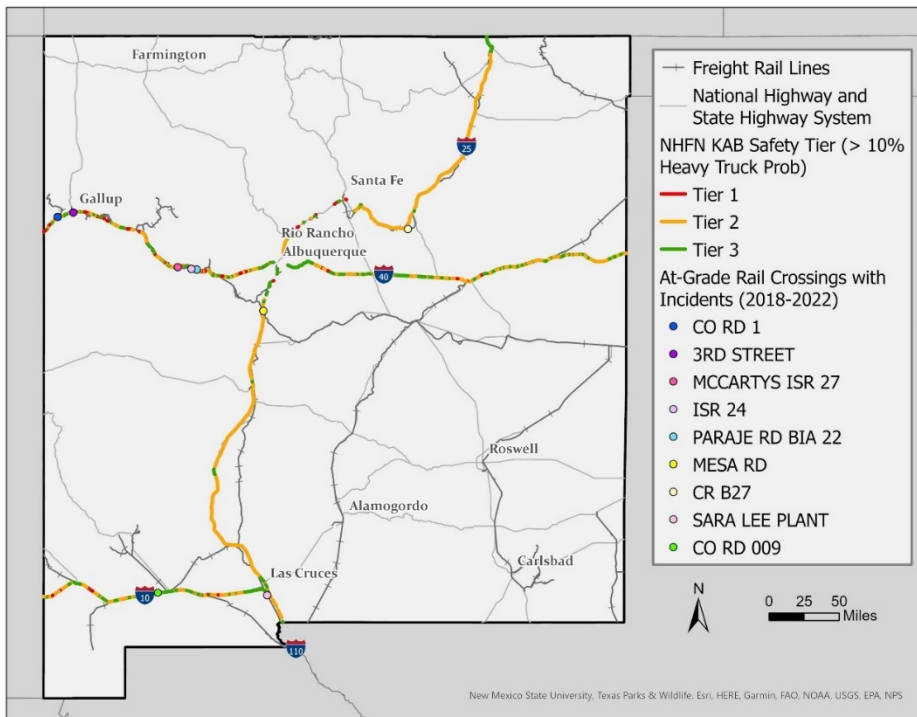
Truck Parking Needs

- Public Rest Area with Potential Parking Need
- Stretch of Roadway with Potential Parking Need



Mr. Sittig presented NMDOT’s map of Safety Needs, noting that this map presented tiers of safety concerns based on the “KAB” scale, where K represents fatal crashes, A is incapacitating injuries, and B is non-incapacitating injuries, focusing on the interstates, as such, not representing many road miles in the Northern Pueblos region.

Safety Needs Map





What other safety and/or security needs exist on the NM freight system?

- **Truck Parking**
 - Capacity at public parking areas
 - Parking on interchange ramps and along roadways
 - Aligning hours of service requirements with safe truck parking provisions
- **Driver Behavior**
 - Trucks only using driving lane
 - Distracted driving
- **Roadway Issues**
 - Tire shreds from blowouts
 - Eliminating unnecessary rail crossings/ upgrading rail crossings
 - Deteriorated road surfaces leading to vehicle control issues
 - Involve the NM Trucking Association in design-related input
- **Data Security**
 - Neighboring states need to share security and safety data and best practices
 - Cyber attacks on traffic control devices
- **Ports of Entry**
 - Enough port of entry and weigh stations to manage illegal freight

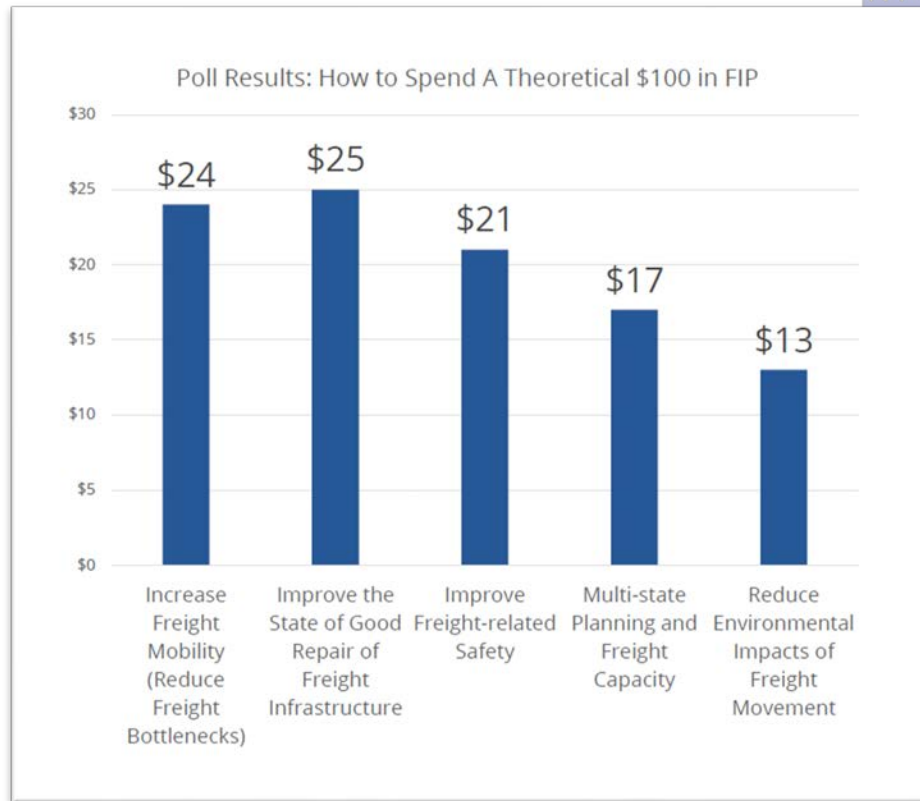
Mr. Sittig noted that NMDOT is carrying forward related elements from the NMDOT 2021 Strategic Highway Safety Plan:

- Encourage trucking companies and other fleet operators to implement fatigue management programs for their drivers.
- Reduce fatigue-related crashes by installing additional parking spaces at public rest areas and promoting the installation of additional parking spaces at private rest areas.
- Promote development and deployment of truck safety technologies, including driver distraction mitigation measures.
- Promulgate Share the Road information through print and electronic media.
- Develop public hotline to report erratic heavy vehicle operation.
- Improve work zone safety.

NMDOT also identified the Santa Teresa Port of Entry (POE) as a key location off I-10, between the ports of Los Angeles and Long Beach, 796 miles and about 12 hours west, and the Houston, 759 miles and about 11 hours drive time to the east, with the city of Chihuahua 21 miles or about 40 minutes of drive time to the south. Additionally, the NMDOT presentation noted that the percent increase of truck crossings at Santa Teresa POE increased 37 percent from 2017 to 2021, growing faster than Texas (17%), Arizona (15%), or California (7%) in that same period, due in part to the congestion at the other ports of entry, where the volumes of traffic are higher than in New Mexico.



Mr. Sittig noted that NMDOT’s next steps include developing a Freight Investment Plan (FIP), the mechanism to program National Highway Freight Program funds (~\$15m annually to NMDOT). NMDOT is beginning to formulate FIP based on FWG policy guidance and FAC identified needs and feedback.



Keith Wilson, Los Alamos County, asked how NM-502 was identified as a top bottleneck in the state. Mr. Sittig noted that the criteria to identify bottlenecks has changed from years past, and NMDOT will be sharing their data, which he will share with members when it is available.

XI. NMDOT Updates

District 5 – Amanda Niño, D5 Local Government Road Fund Coordinator, said she had no updates at this time.

Planning – no update at this time.

Tribal Liaison – Ron Shutiva noted that he completed his annual report for Indian Affairs Department as part of the Tribal Collaboration Act, and this will likely come out at the end of the year to summarize work completed by all state departments. District 5 will be coordinating with Mr. Shutiva and Tribal entities, such as a project in the Peñasco area, where Picuris Pueblo will be included during the plans, specifications and estimate (PS&E) development phase, the final stage of project planning and design.

LTAP Board – no update at this time.



XII. NPRTPO Planner/Program Manager Updates and Announcements

Mr. Sittig noted that NCNMEDD was recently awarded a highly competitive national grant, the EDA Good Jobs Challenge, for \$6.3 million over the next three years. This grant will help place workers into skilled trades and health care jobs within our region, including individuals graduating out of substance abuse recovery and the criminal justice system. NCNMEDD is the primary entity on this grant, with partners RDC (skilled trades) and Santa Fe Community College (health care) as major partners. We also partnered with the other higher education institutions in the region, recovery centers, and large employers, including Los Alamos National Labs (LANL). Mr. Sittig said he will share more updates on this effort when they are available.

Additionally, Mr. Sittig stated that NCNMEDD is developing a regional transit plan focused on seniors and disabled adults, covering Rio Arriba, Taos, Los Alamos, Santa Fe, and Mora Counties. The goal is to identify and address transportation gaps and needs in these counties. This effort is in the information-gathering phase, and they have received almost 200 survey responses to date, with focus groups to meet next week. The implementation phase will start in October 2022, and NCNMEDD will likely replicate this effort across the state, as the EDD managers senior centers through the Non-Metro Area Agency on Aging (NM AAA) for 32 of the 33 counties, excluding Bernalillo County.

NCNMEDD is supporting Mora County in their fire and flood recovery efforts as they hire more staff, with Christopher Madrid leading this work. Mr. Madrid was unable to join the NPRTPO meeting today due to his work in Mora County.

NCNMEDD is also staffing up to support planning and project work in our member counties and municipalities, including for NPRTPO Tribal and local public agencies.

Finally, NCNMEDD has a Request for Qualifications (RFQ) open now for professional engineering support and would appreciate any engineers or firms that NPRTPO members might suggest to support project planning and scoping efforts for Tribal and local public agencies.

XIII. Member Input on Training and Presentations for NPRTPO

Chair O'Donnell

- A. Upcoming meeting locations and topics
 - Sept. 7** – online; updated Regional Transportation Plan draft, and alternative bidding and project management
 - Oct. 5** – hybrid online/in person? Election of officers, adoption of bylaws and Open Meeting Act resolution, and adoption of final RTP
- B. Other items from NPRTPO members or the public

No additional items were raised.

XII. Adjourn

Chair O'Donnell adjourned the meeting at 11:39 AM.