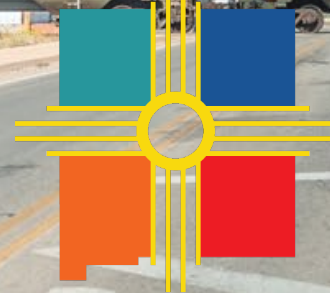


2045 New Mexico Freight Plan

Freight Advisory Committee

Meeting #2

July 15, 2022



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Agenda

Overview and Purpose of Meeting

2045 New Mexico Freight Plan Goals

Review of Draft Goals

- Initial Survey Results

New Mexico Freight System Needs

- Review of National Highway Freight Network
- Truck Bottlenecks
- Truck Parking
- Roadway Safety
- International Ports of Entry

Questions & Next Steps

NMDOT Freight Planning Program Manager

Joseph Moriarty

Freight and Technical Planning Supervisor
Multimodal Planning and Programs Bureau
Planning Division

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Joseph.Moriarty@state.nm.us



Who's Involved?

Planning Team

Joe Moriarty,
Freight Planning
Program
Manager

Jason Coffey
HSIP/Technical &
Freight Unit
Supervisor

Rosa Kozub,
Multimodal
Planning &
Programs
Bureau Chief

High Street
Consulting Group
Team

Outreach Audiences

Freight
Advisory
Committee

MPOs and
RTPOs

Freight
Working
Group



What type of organization do you represent?

Academia
Airport
FHWA
Government/MPO/RTPO (non-NMDOT)
Logistics
Manufacturer
New Mexico DOT
Partner State
Private Consultant
Railroad
Trade Association
Tribal
Trucking Carrier
Other

Project Timeline



2045 New Mexico Freight Plan Goals



2045 New Mexico Freight Plan Goals



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.

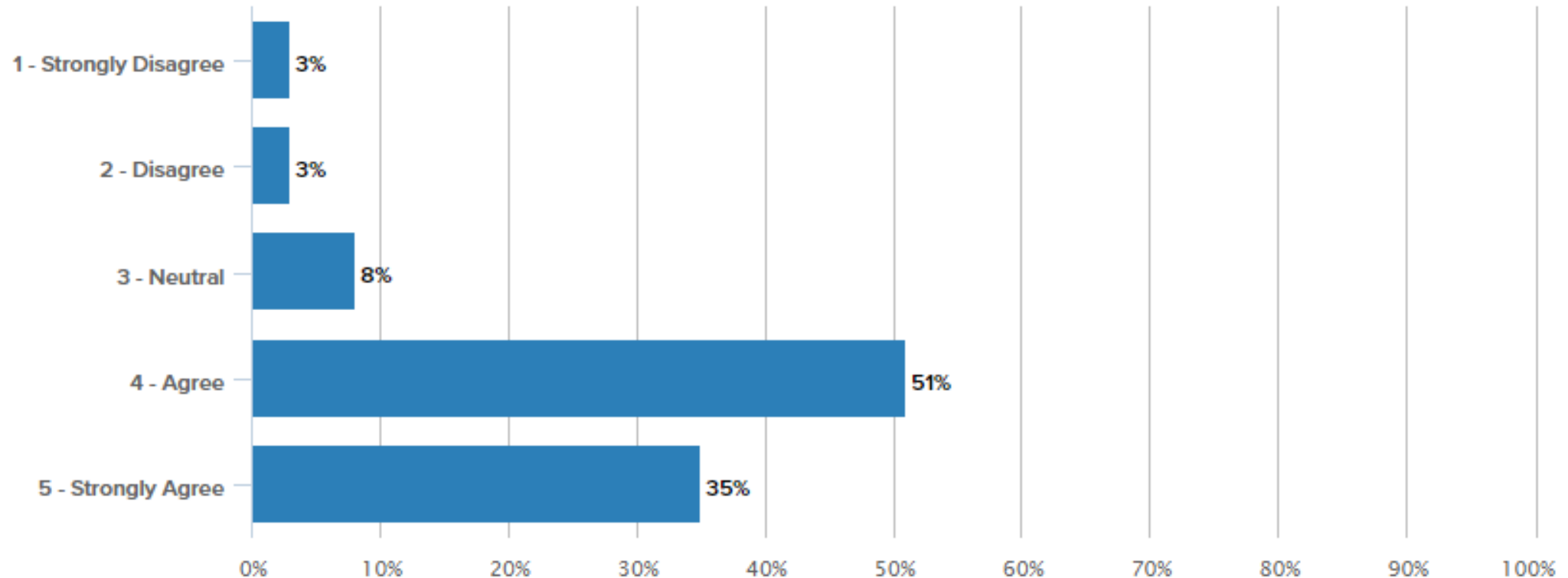


Program Delivery: Deliver **freight** transportation **projects** and programs through approaches and processes that improve resiliency, respect New Mexico's unique cultures, and promote fiscal and environmental stewardship.

FAC Goals Survey Preliminary Results

3. Please tell us how closely you think this set of goals represents the state's freight priorities.

Weighted Score ▼ 4.14
(N=37)



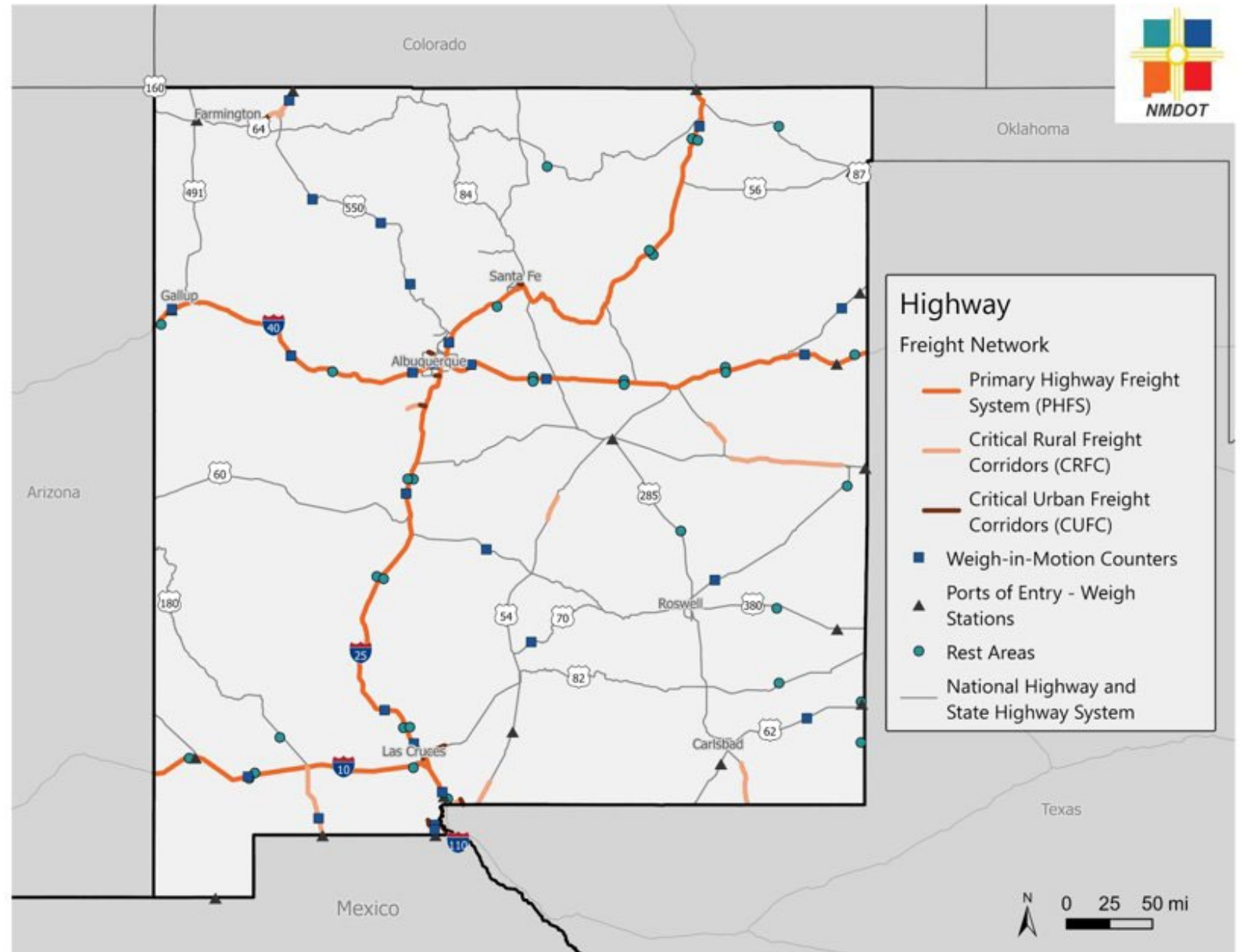
New Mexico Freight System Needs



National Highway Freight Network

*Bipartisan Infrastructure Law expands eligible mileage for Critical Freight Corridors:

- 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



What criteria should NMDOT use to identify the critical freight network in New Mexico?

Access to multimodal or intermodal facilities

Percent of truck traffic on a corridor

Volume of commodities moved in a year

Value of commodities moved in a year

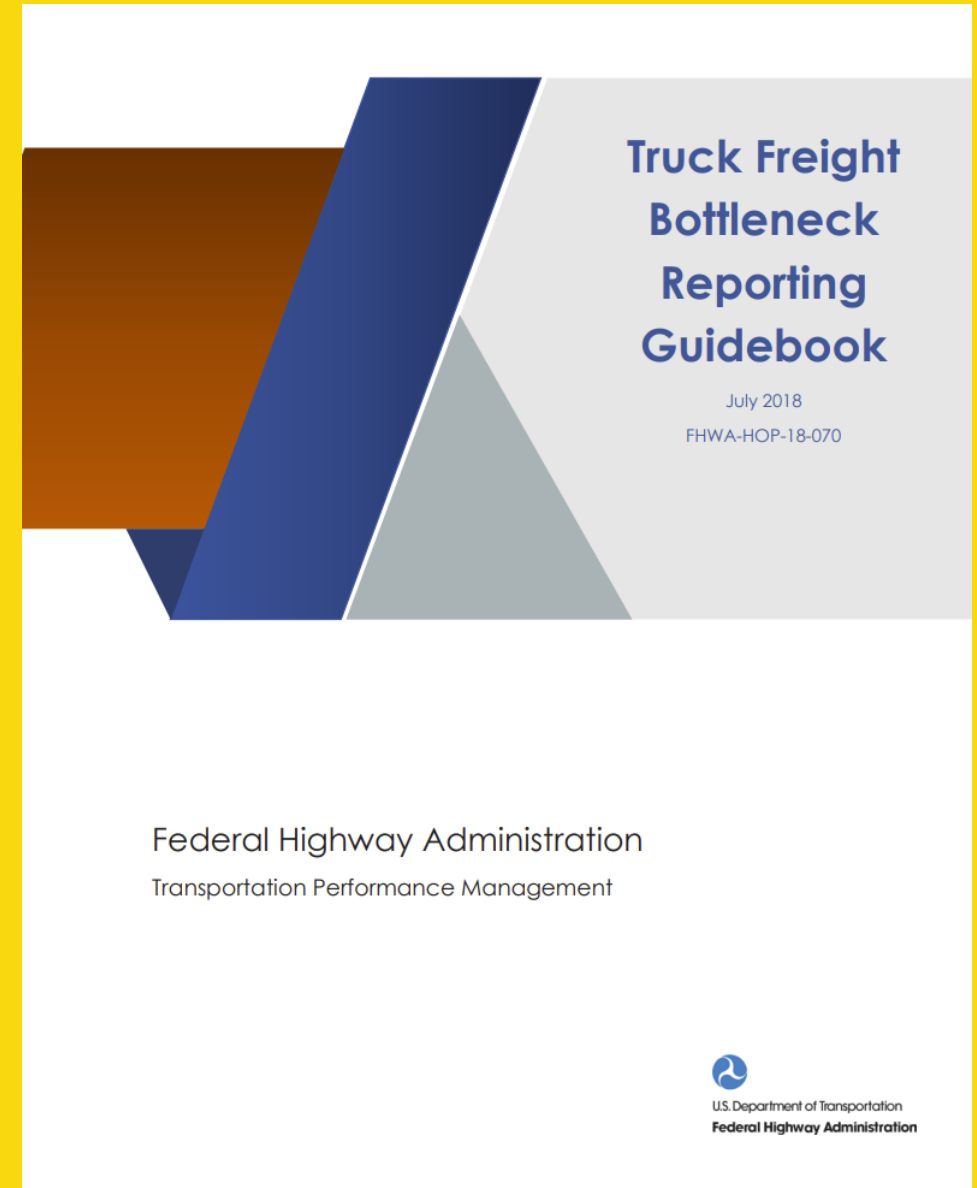
Other - please use the chat box to provide details

What is a truck freight bottleneck?

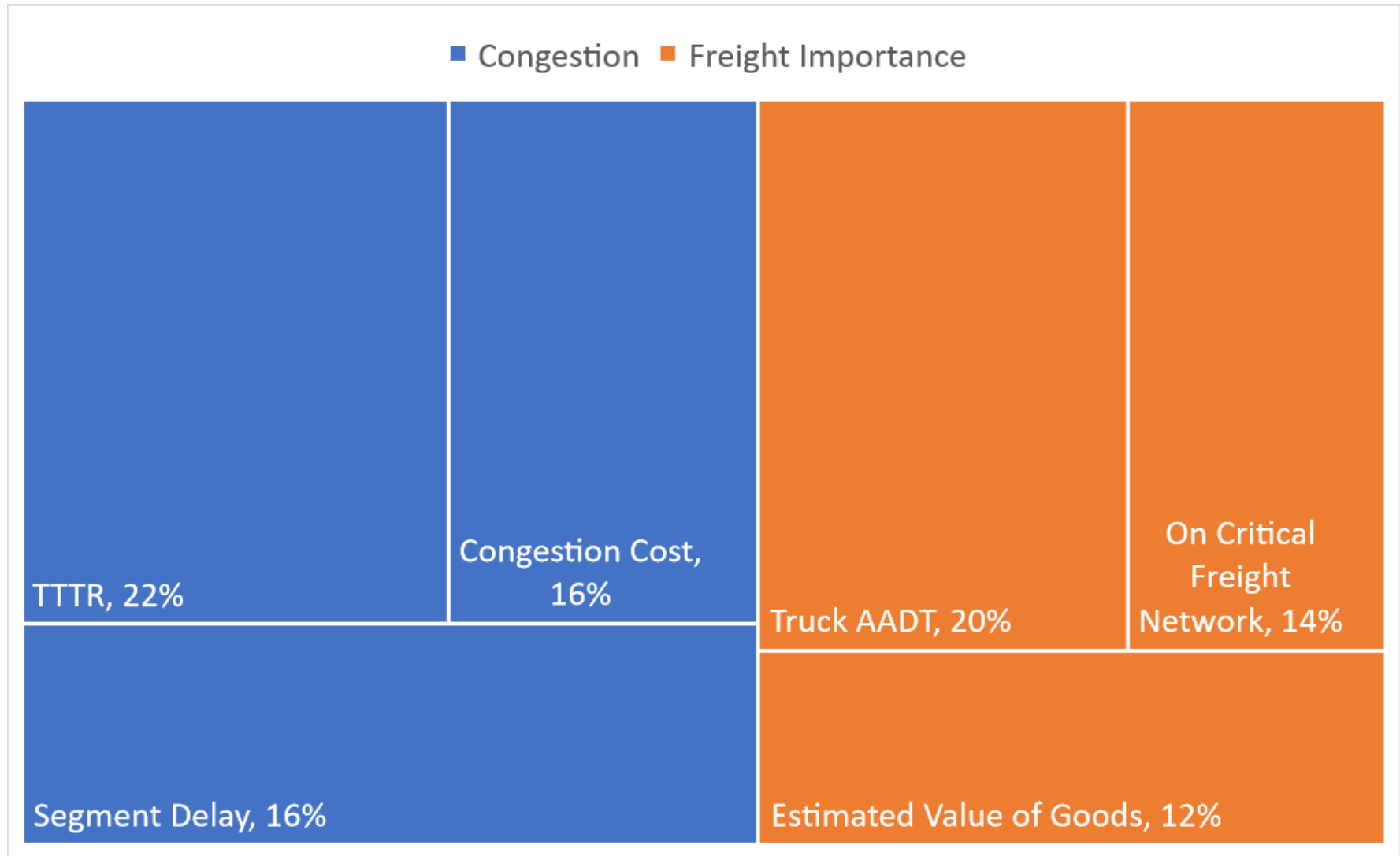
“Any highway segment identified by a State DOT to have constraints that significantly affect freight mobility and reliability.”
Regulatory Citation: 23 CFR 490.101

2 Types:

- Congestion Bottleneck
- Restriction Bottleneck



Bottleneck Criteria



Bottleneck Needs

Rank	Name	Average Bottleneck Score
1	Southbound Pete V Domenici Blvd	37.24
2	NM-502 Westbound	34.57
3	NM-502 Eastbound	34.57
4	South 2nd St	31.10
5	West Amador Ave	28.47
6	I-40 Westbound from Exit 126 to Exit 117	25.40
7	I-25 Southbound	24.92
8	E Sante Fe Ave (Exiting Southbound I-40)	21.91
9	I-40 Westbound from Exit 160 to 159B	21.36
10	Northbound Pete V Domenici Blvd	21.27
11	E Sante Fe Ave (Entering Southbound I-40)	21.23

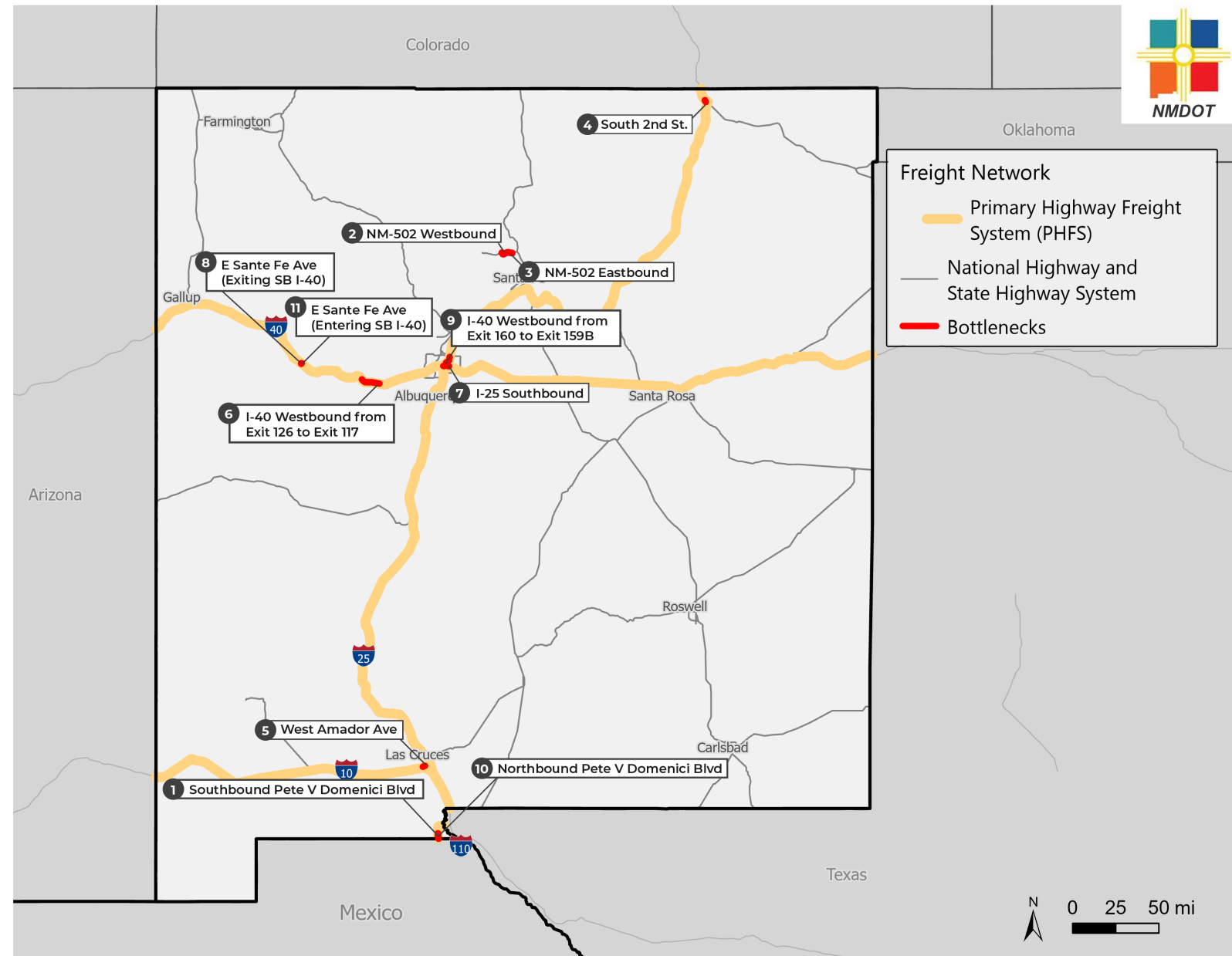
The top 11 bottlenecks were ranked based on Average Bottleneck Score within the entire corridor.

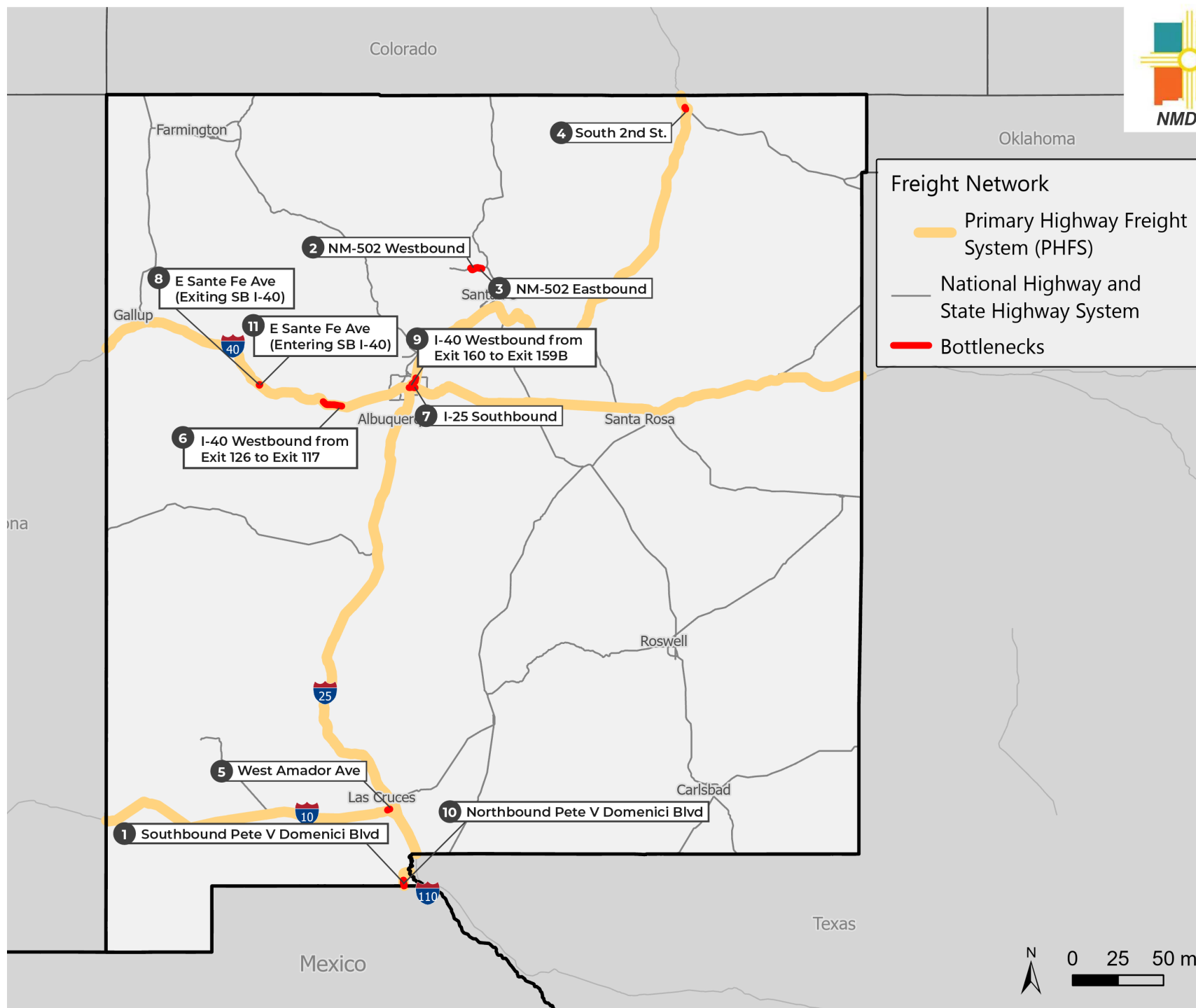
Bottleneck Score = Congestion Score + Freight Importance Score

Bottleneck

Bottlenecks were defined as segments that scored at or greater than **20 points**.

Bottleneck segments were combined into a full corridor if there consisted of nearby segments that scored at or greater than **20 points** and are **within 1 mile**.





**Do you agree that the locations presented are truck freight
bottlenecks in New Mexico?**

Yes

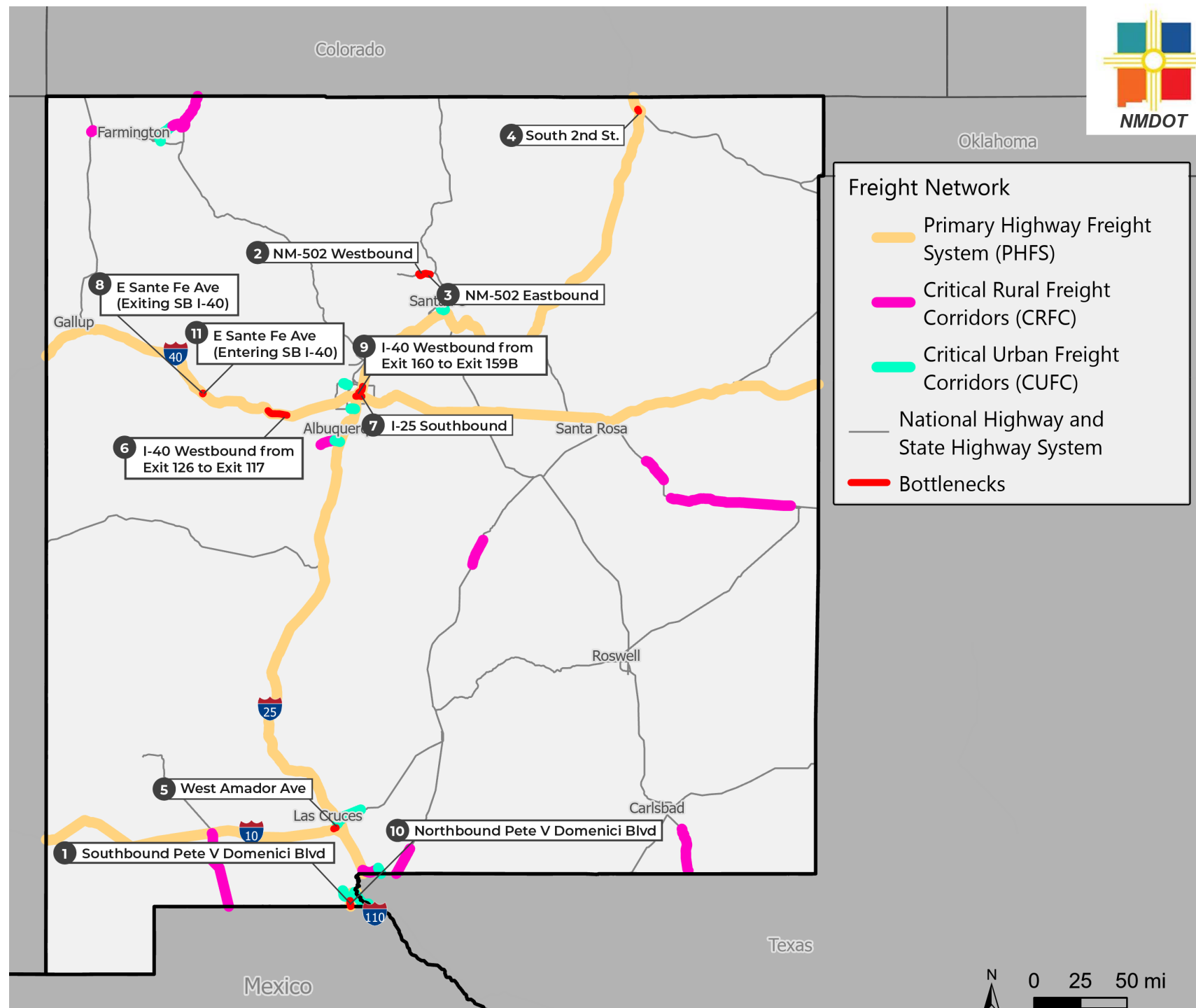
No

Bottleneck Needs

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Bottleneck Score = Congestion Score + Freight Importance Score



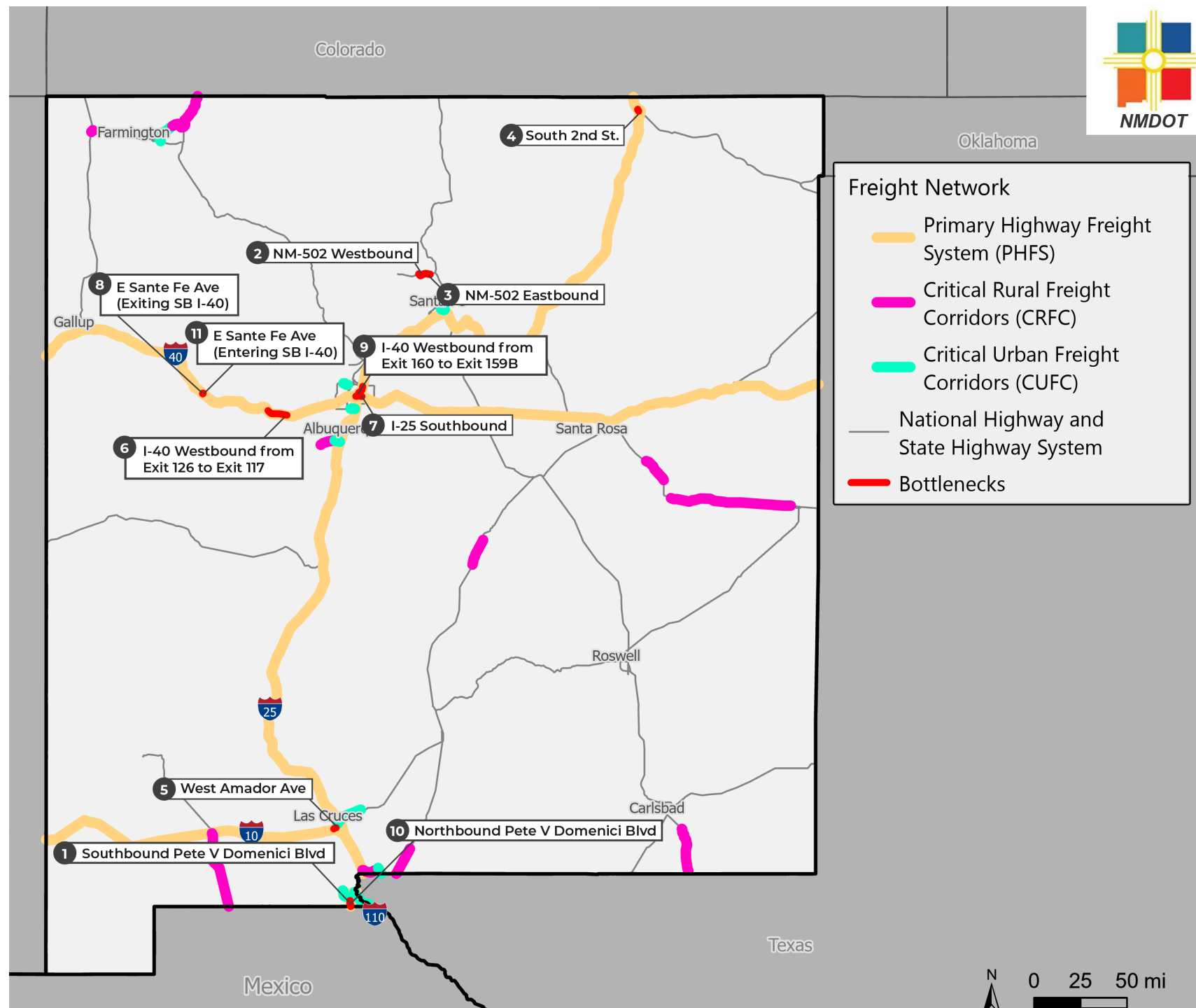
In your opinion, which of the locations (if any) are not truck freight bottlenecks in New Mexico?

Bottleneck Needs

Rank	Name	Average Bottleneck Score
1	Southbound Pete V Domenici Blvd	37.24
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The top 11 bottlenecks were ranked based on Average Bottleneck Score within the entire corridor.

Bottleneck Score = Congestion Score + Freight Importance Score

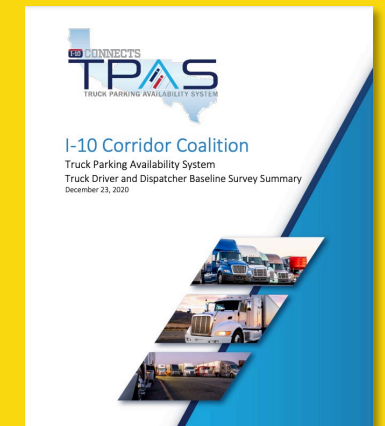
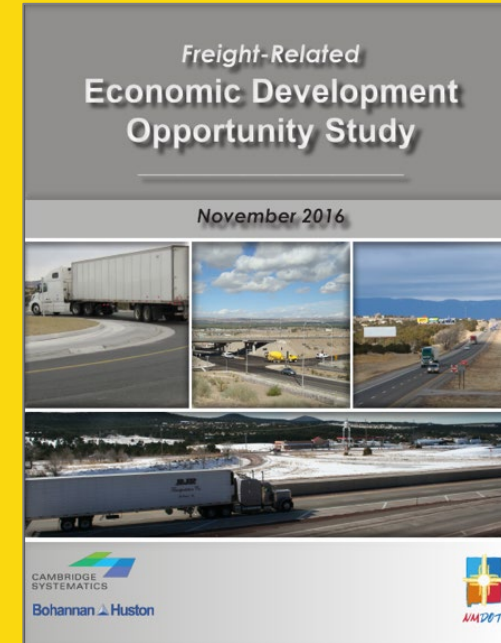


In your opinion, what locations (if any) are truck freight bottlenecks not shown on the map or list?

Truck Parking

Data & Methods

- 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



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

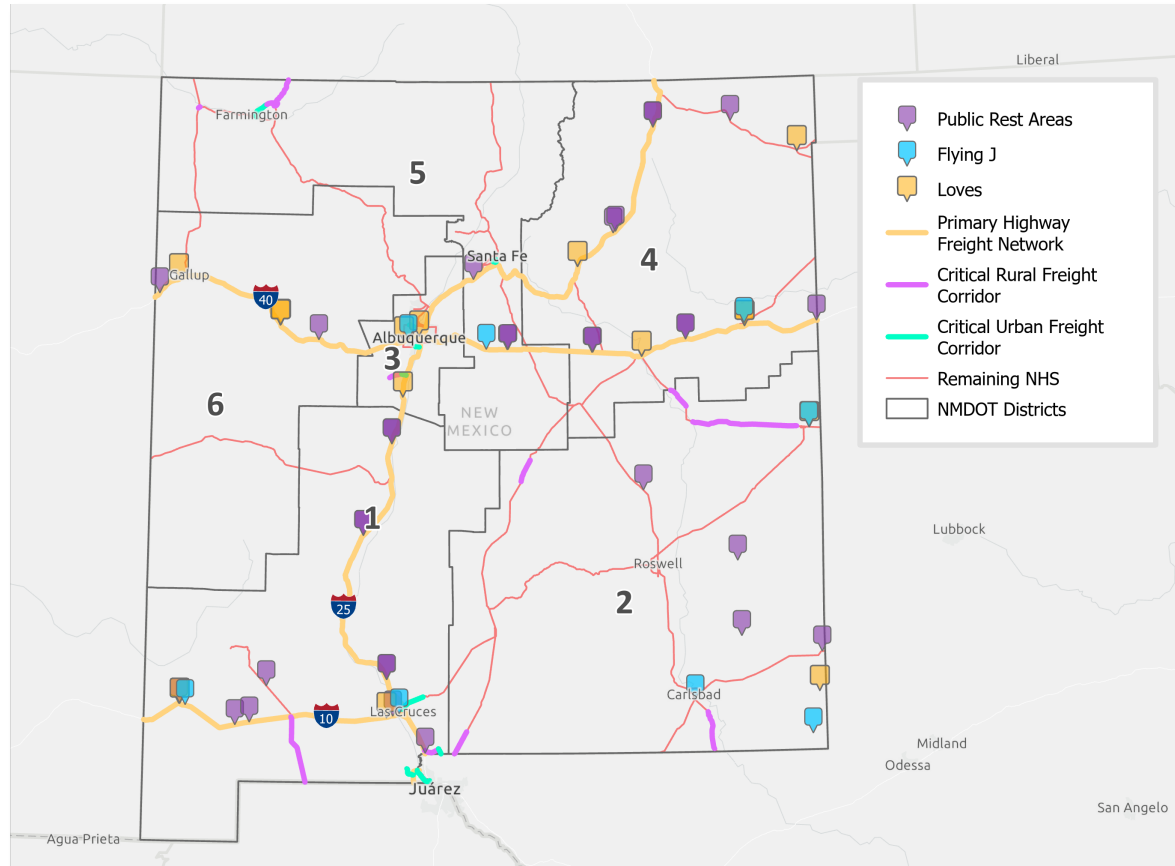
Sources: Jason's Law 2019 Truck Parking Survey, Love's and Pilot/Flying J websites, Trucker Path, American Truck Parking

~ 2,345 spaces at verified locations

Truck Parking

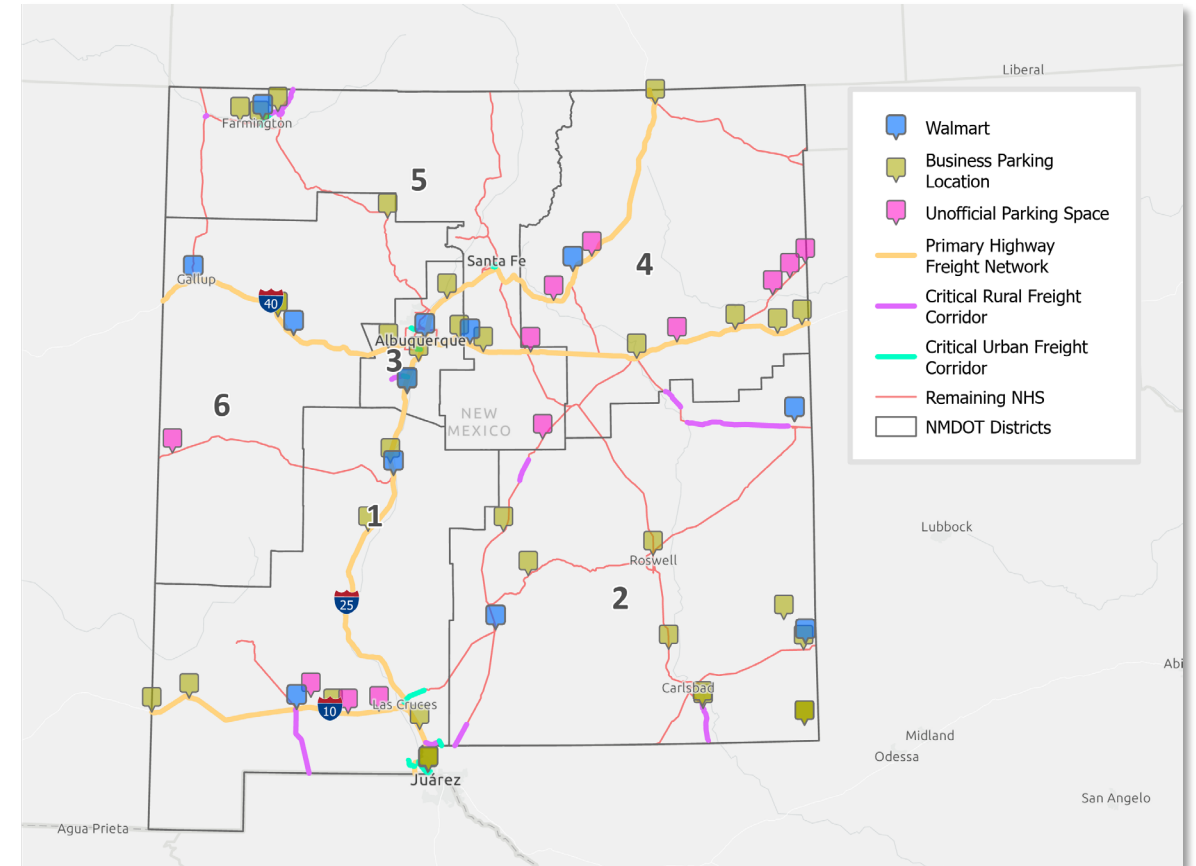
Estimated Inventory

Confirmed Locations



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

Crowdsourced Locations



Sources: 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





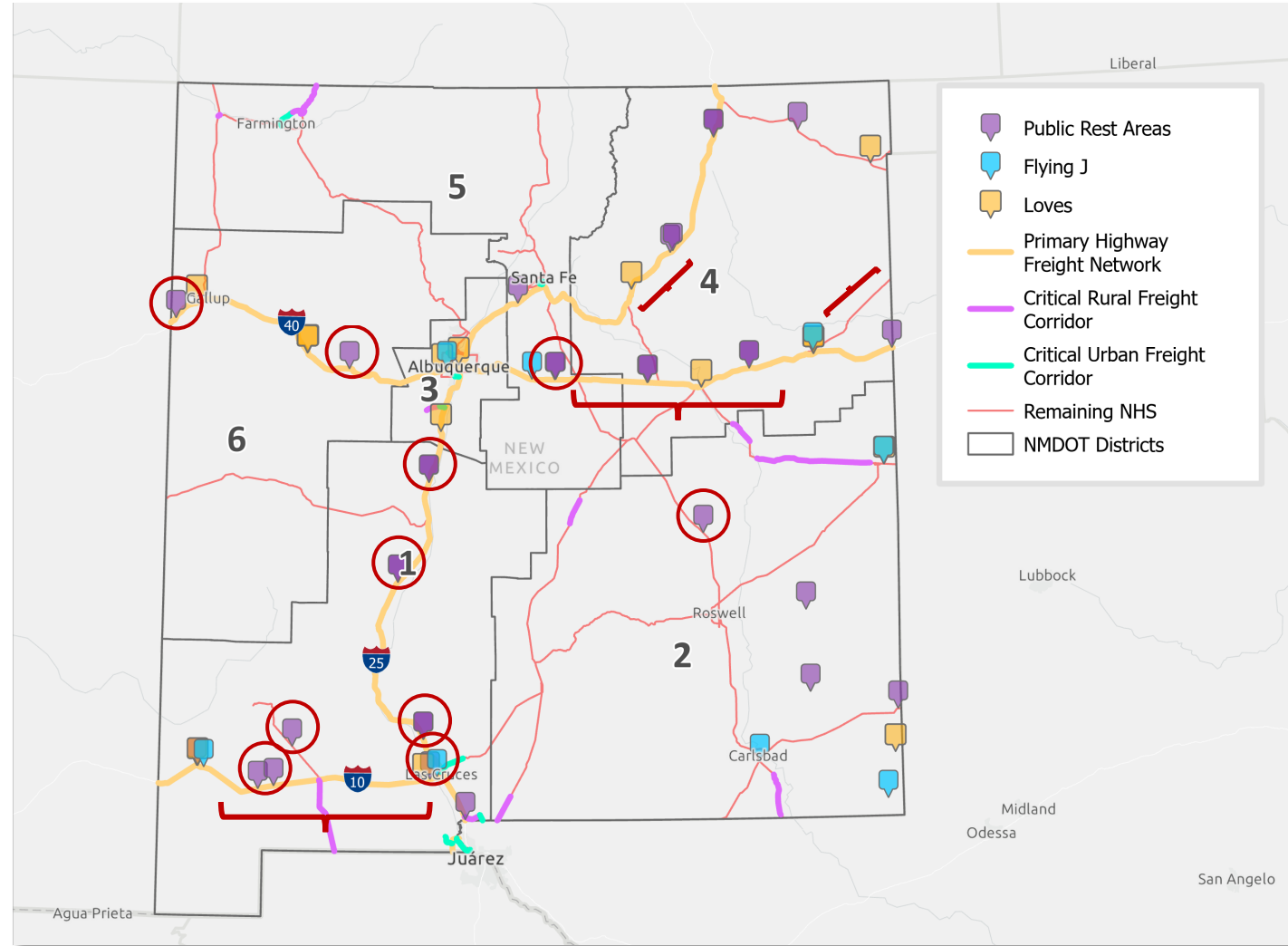
According to the *2020 Truck Driver and Dispatcher Baseline Survey*, truck parking along New Mexico’s stretch of I-10 is not sufficient to meet demand:

- ~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

Truck Parking Needs

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



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

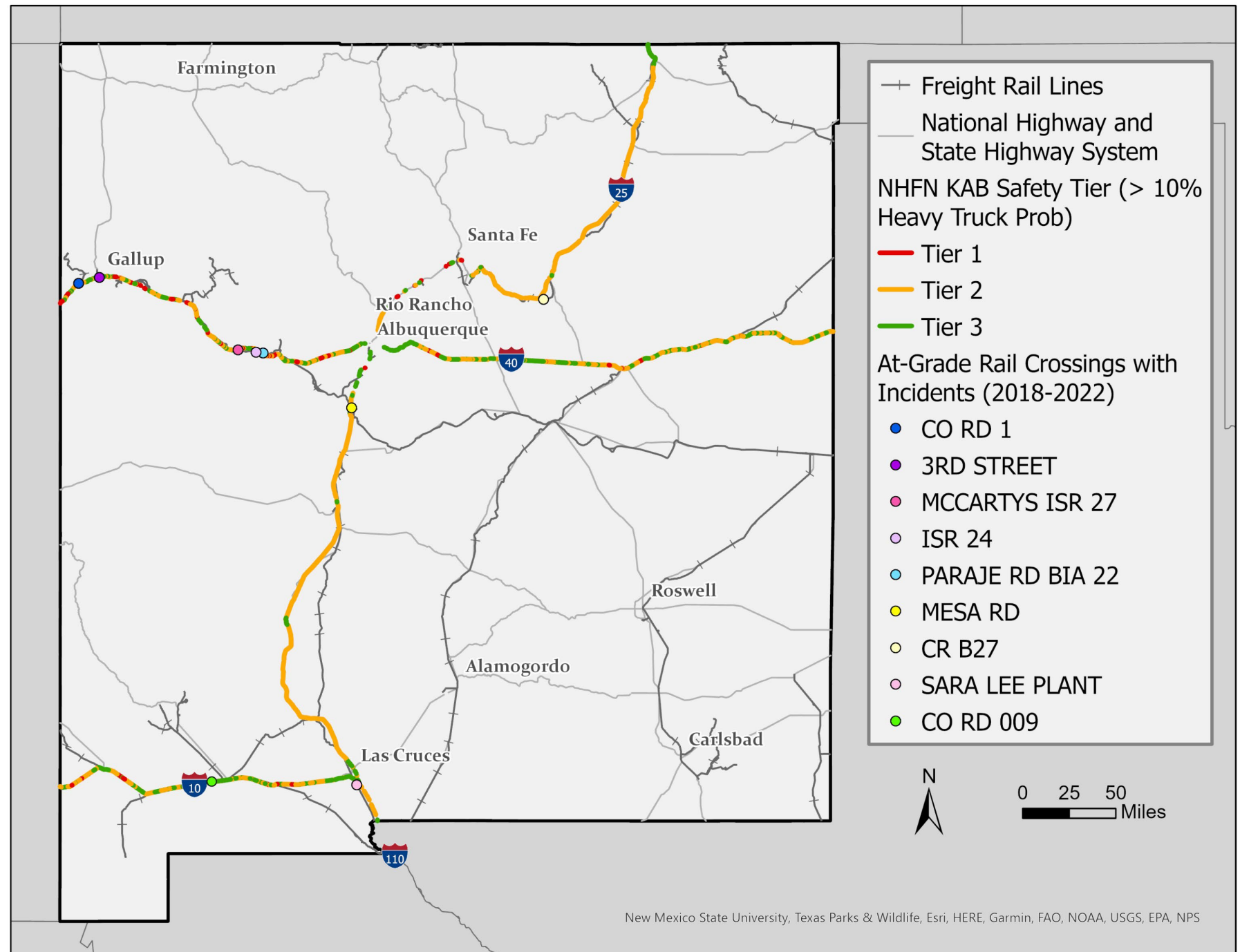
Do these truck parking needs still exist in New Mexico?

Yes

No

What areas or which route corridors experience higher demand than available truck parking in New Mexico?

Safety Needs



NMDOT 2021 Strategic Highway Safety Plan

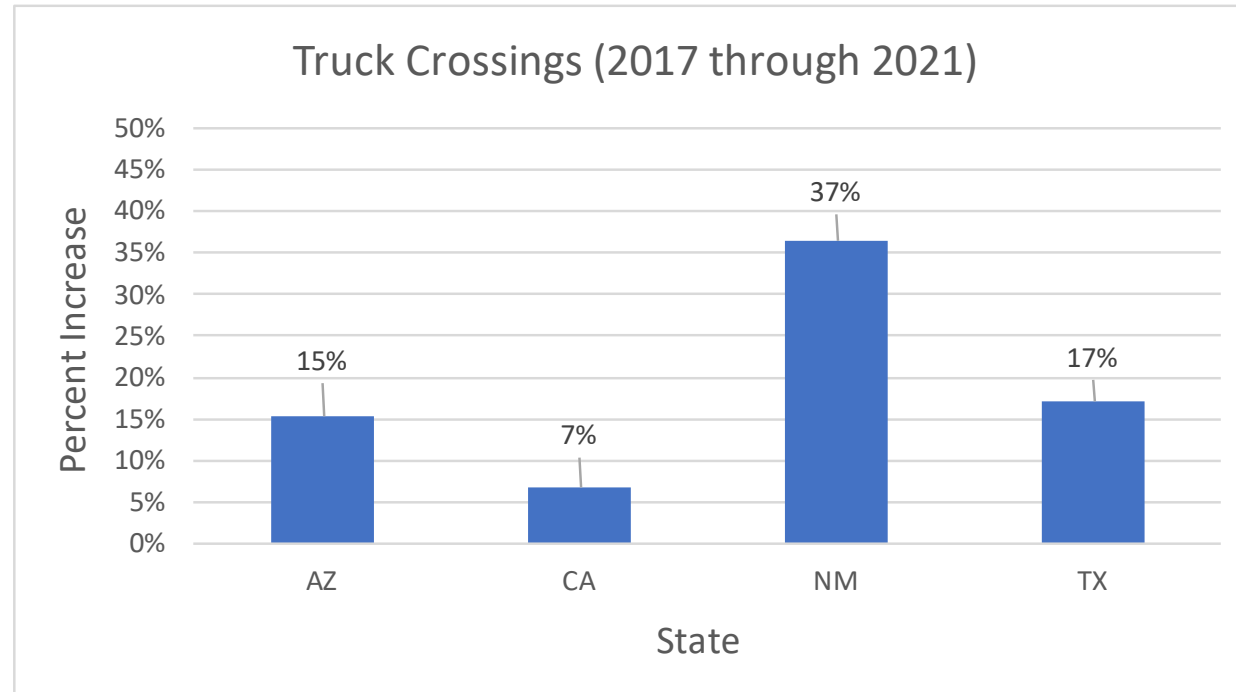
- Encourage trucking companies and other fleet operators to implement fatigue management programs for their drivers.
- Reduce fatigue-related crashes by installing additional parking spaces at public rest areas and promoting the installation of additional parking spaces at private rest areas.
- Promote 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.

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

International Ports of Entry



International Ports of Entry



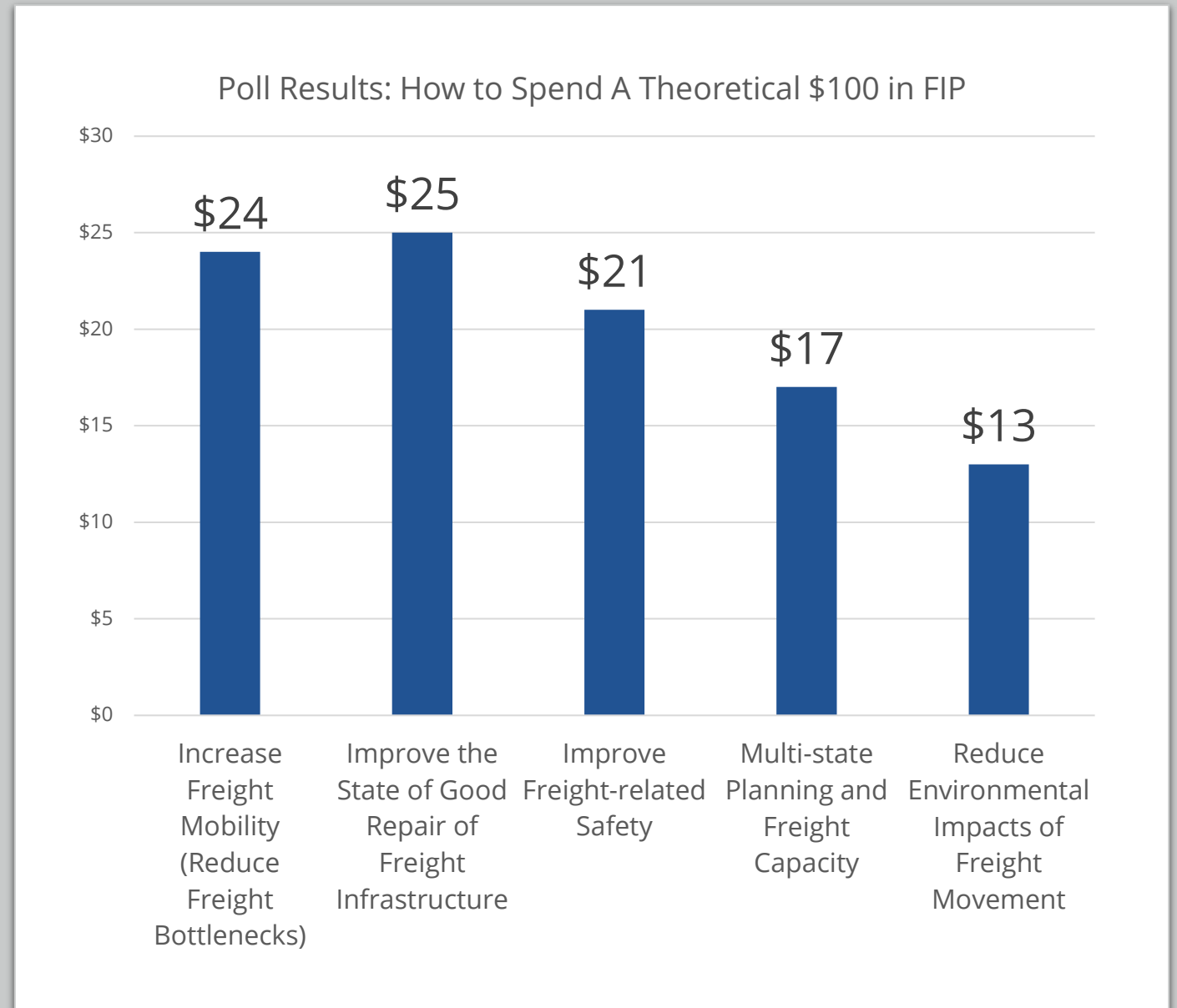
What issues or needs exist at the international ports of entry?

Next Steps



Freight Investment Plan (FIP)

- Beginning to formulate FIP based on FWG policy guidance and FAC identified needs and feedback.
- FIP is the mechanism to program National Highway Freight Program funds (~\$15m annually).



Project Timeline & Next Steps



Questions?

Joseph Moriarty

Freight and Technical Planning
Supervisor

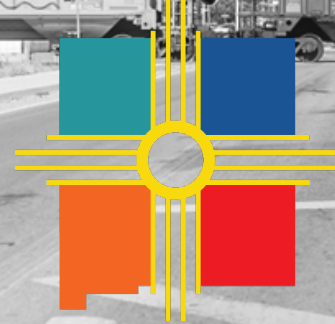
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Thank you for joining us!

<https://www.2045nmfreightplan.com/>



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