



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

Government To Government Unit  
Asset Management & Planning Division

# New Mexico DOT: Freight Planning Update

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New Mexico Finance Authority  
Oversight Committee Meeting  
December 1, 2016

## New Mexico State Freight Plan

- Freight Plan started in 2014, adopted September '15
- Updating now to comply with new regulations, to be able to utilize freight-specific federal funding
- Will include fiscally constrained list of projects
- Focused on Interstates, NM-136 from Santa Teresa



## I-10 Freight Corridor Coalition

- Texas, New Mexico, Arizona, California DOTs working together
- Purpose: coordinate truck permitting, parking and platooning
- Consultants are currently developing Concept of Operations (ConOps) report, to finish by early 2018, to ensure coordination between the 4 states



## House Memorial 96 (HM-96)

- Study evaluates likely stopping locations, desired amenities
- Developed by NMDOT, NMEDD, NMTA, NMSU with consultant support
- Identified 7 sectors along I-10 and I-40
- Included 9 next steps to evaluate, improve interchanges



## Western States Freight Coalition

- Planning group of 18 western states
- Coordinate to discuss and comment on Federal regs
- Shared experiences in freight in rural, bridge states
- Nevada DOT leading, NMDOT co-chairing next year



## **New Mexico Department of Transportation: Freight Planning Summary**

Paul Sittig, Regional and Freight Planner, Statewide Planning Bureau, DOT

### **1. New Mexico State Freight Plan**

Started in 2014, NMDOT developed the New Mexico State Freight Plan in conjunction with the New Mexico 2040 Plan, the statewide long-range multimodal transportation plan. Both plans have a planning horizon of 2040, and both are structured per requirements and guidance from the transportation funding appropriation bill in place at that time, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). Secretary Church adopted both plans on September 17, 2015.

On December 4, 2015, President Obama signed a new transportation funding appropriation bill into law. Fixing America's Surface Transportation Act, or the FAST Act, providing a new freight-specific funding source while added new requirements to state freight plans. To utilize the National Highway Freight Program (NHFP) funding, States must prepare a fiscally constrained list of projects within two years from the date of the FAST Act, or December 4, 2017.

New Mexico was apportioned \$58.8 million dollars of NHFP funding for the five years of the FAST Act, or approximately \$11.76 million dollars per year. These funds are limited to the National Highway Freight Network (NHFN), which consists of the three Interstates and NM-136 in New Mexico. NMDOT is currently updating the State Freight Plan internally and developing a list of roadway projects to improve freight movements in the state in order to secure this funding.

### **2. Interstate 10 Connected Freight Corridor Coalition**

In the fall of 2014, Arizona began coordinating the development of a “connected” freight corridor from the ports of Los Angeles/ Long Beach to Houston, and started coordination with New Mexico, California and Texas DOTs. In 2016, the four states initiated a pooled fund study for consultant services to develop a concept of operations (ConOps) report for continuity of both operations and regulations across the four states. This past summer, Executives from the four DOTs met to re-confirm their dedication to the project, and in September a consultant team was hired with an 18-month timeframe to develop the complete ConOps report.

The scope of the corridor coalition’s coordination expanded from a focus on truck platooning to broader harmonization of transportation standards across state lines and facilitating successful deployment of technologies and applications for commercial vehicle movement along the corridor. This could include credentialing and e-Permitting; truck parking availability and reservations, transponder technology (current, future, and roles for new cellular apps), Weigh-in-Motion (WIM), and truck platooning technology testing, implementing and permitting. This is the first such multi-state corridor development effort in the United States.

### **3. House Memorial 96 – Study Federal Surface Transportation Law**

Passed on February 7, 2016, House Memorial 96 (HM 96) tasked NMDOT and New Mexico Economic Development Department (NMEDD) to coordinate and develop a study and report on the potential for new economic development related to truck flows through New Mexico.

Additionally, NMDOT and NMEDD were directed to work with the New Mexico Trucking Association (NMTA) and New Mexico State University (NMSU). The focus is on the Interstates, and specifically where truckers are likely to stop.

Due to federal requirements for Hours of Service (HOS) and new Electronic Logging Devices (ELDs) starting December 12, 2017, truck drivers are likely to change when and where they stop for long periods of time, and the House recognized that this as an opportunity for increased economic development in New Mexico. NMDOT, NMEDD, NMTA and NMSU worked with a consultant team to understand the preference for facilities through a survey that gathered nearly 100 respondents from across the United States, which helped shape the direction of the study by identifying preferred services for truck drivers. The consultants then mapped truck freight by the number of trucks and kilotons of goods, along with travel time from major hubs around the state.

The study resulted in the identification of seven sectors along Interstate 10 and Interstate 40 where there is a concentration of drivers reaching the end of their service hours in New Mexico. The interchanges within these sectors were ranked for parking and amenities, and land ownership noted, to support future economic development analysis. The final report and presentation was delivered to the Transportation Subcommittee on November 30, 2016, and included nine next steps to evaluate and improve services and amenities at interchanges.

### **4. Other Freight Initiatives**

New Mexico DOT is a member of the Western States Freight Coalition (WSFC), which Paul Sittig, NMDOT, will co-chair in the coming year, with Nevada DOT taking the lead. This group is similar to the Western Association of State Highway and Transportation Officials (WASHTO) Committee on Highway Transport (COHT), which brings together representatives from the western states (covering the states from the Dakotas and Texas west). Where the WASHTO COHT discusses matters pertaining to the ports and permitting, WSFC coordinates on planning practices and provide joint responses to Federal requests for comment on freight policies.