



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**New Mexico Division**

November 30, 2017

4001 Office Court Drive  
Suite 801  
Santa Fe, NM 87507  
505-820-2021

**In Reply Refer To:**  
PPM-NM  
TRAP 22

Mr. Tom Church  
Cabinet Secretary  
New Mexico Department of Transportation  
PO Box 1149  
Santa Fe, NM 87504

Dear Secretary Church:

The Federal Highway Administration (FHWA), New Mexico Division Office (Division Office), has reviewed the New Mexico Department of Transportation's, 2017 State Freight Plan Addenda (Plan) dated October 6, 2017, and received by the Division Office on October 31, 2017.

The Division Office finds that the Plan contains all elements required by 49 U.S.C. § 70202. The State has, therefore, met the prerequisite in 23 U.S.C. § 167(i)(4) that it developed a State Freight Plan in accordance with 49 U.S.C. § 70202 before it may obligate funds apportioned to the State under 23 U.S.C. § 104(b)(5). The State may now obligate such funds for projects that meet all National Highway Freight Program (NHFP) eligibility requirements described in 23 U.S.C. § 167, and all other applicable Federal requirements.

Please be advised that the Division Office's finding that the Plan satisfies the requirements of 49 U.S.C. § 70202 and 23 U.S.C. § 167(i)(4) is not a determination that the projects listed in the freight investment plan component of the Plan required by 49 U.S.C. § 70202(b) meet all other NHFP eligibility requirements set forth in 23 U.S.C. § 167, or any other applicable Federal requirement.

If you have any questions regarding NHFP eligibility requirements, please contact Rodolfo Monge-Oviedo at 505-820-2037.

Sincerely yours

Rodolfo Monge-Oviedo  
Planning and Program Management

For: J. Don Martinez  
Division Administrator

cc:

Mr. Anthony Lujan, NMDOT  
Ms. Tamara Haas, NMDOT  
Mr. Marcos Trujillo, NMDOT  
Ms. Rebecca Maes, NMDOT  
Ms. Jessica Griffin, NMDOT  
Mr. Paul Sittig, NMDOT

## NEW MEXICO 2015 FREIGHT PLAN:

### 2017 ADDENDA INTRODUCTION

In compliance with Federal Highway Administration (FHWA) FHWA guidance for state freight plans under the Fixing America's Surface Transportation (FAST) Act of December 2015, the New Mexico Department of Transportation (NMDOT) worked with a consultant team led by High Street to develop three addenda, to accompany and expand the New Mexico 2015 Freight Plan (2015 Freight Plan), adopted September 17, 2015, before the FAST Act was signed into law. This introduction provides a brief overview of what is found in the three addenda.

**Addendum 1:** Fiscally-constrained freight investment plan

- Overview of development process, and complete, fiscally-constrained list of freight projects

**Addendum 2:** Critical Freight Corridors

- Critical Urban and Rural Freight Corridors in New Mexico

**Addendum 3:** Federal Compliance

- Identifies location of FAST Act required elements in the current 2015 Freight Plan

The first two addenda present new information, while the 3<sup>rd</sup> addendum catalogs existing information. The 2015 Freight Plan itself has not been amended or altered since it was adopted in September 2015.

# NEW MEXICO 2015 FREIGHT PLAN -- ADDENDUM 1:

## FISCALLY-CONSTRAINED FREIGHT INVESTMENT PLAN

### 1.1 Introduction

In compliance with Federal Highway Administration (FHWA) FHWA guidance for state freight plans under the Fixing America's Surface Transportation (FAST) Act of December 2015, this addendum to the New Mexico State Freight Plan of 2015 documents the state's 2017 fiscally-constrained Freight Investment Plan. Under the FAST Act, each state has been awarded an allotment of formula funds over a 5-year period, from fiscal years 2016 to 2020. These National Highway Freight Program (NHFP) funds may be obligated for various project types, with some restrictions on the percentage of uses (e.g., no more than 10 percent for intermodal or freight rail projects). To be eligible for use of these formula funds, projects must be located on the National Highway Freight Network or on FHWA-approved designated Critical Rural or Critical Urban Freight Corridors. In addition to the NHFP funds, New Mexico has other federal, state, regional, and local funding sources available to implement this freight investment program.

The funding available to New Mexico under the NHFP for FFY 2018 is \$11,865,137, including match. For planning purposes, that amount is assumed to be available for the remaining two years of the FAST Act, for a total of \$35,595,411. NHFP funding was used in FFY 2016 (\$12,314,602 total) and FFY 2017 (\$6,783,565.83 total) for improvements to NM-136, which will conclude with the final phase in FFY 2018.

The fiscal-constraint reflects the sum of New Mexico and federal funding for the prioritized projects, with funding identified for each project in the Investment Plan during the remaining three federal fiscal years (FFY2018, FFY2019 and FFY2020) under the FAST Act.

### 1.2 Fiscally-constrained Freight Investment Plan Development Process

This State Freight Investment Plan is among the items appearing on FHWA's Division Review Checklist<sup>1</sup> which is the federal guidance to be used in the certification of the New Mexico Freight Plan (with addenda) as a FAST Act-compliant state freight plan. Consequently, the NMDOT process used to identify potential freight projects and score/prioritize them was subject to the funding constraints. Each project was aligned with expenditures for each year depending on its state of readiness or 'developability.' This assures projects prioritized would be able to utilize the funds available and gain the expected benefits as quickly as possible.

Going forwards, NMDOT will annually update the Freight Investment Plan as funding availability (and costs) change, as a stand-alone document and as part of the State Freight Plan, as required under the FAST Act. See the separate *Federal Compliance* addendum for more information on New Mexico's compliance with the overall FHWA guidance for FAST Act compliant state freight planning.

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<sup>1</sup> US DOT FHWA. FHWA Division Review Checklist for Certification of FAST Act Compliant State Freight Plan. Nov. 2016.

### 1.3 Freight Investment Planning in New Mexico

The current Freight Investment Plan was initially developed by the state government Freight Working Group (FWG), coordinating across agencies and regions of the state. The project selection criteria and the current Freight Investment Plan were reviewed and approved by the freight stakeholders in the State Freight Advisory Committee (SFAC).

The FWG is comprised of NMDOT headquarters staff and representatives from the six NMDOT Districts covering the entire state to address statewide trends and regional concerns, in addition to representatives from the State Police to advise on safety and enforcement aspects of the state's freight planning. The FWG meets at points throughout the year to advise the administrator on freight issues as well as assist with state freight planning.

The state freight stakeholders initially met in 2014 and continued into 2015 to support the development of the 2015 New Mexico Freight Plan. This group has evolved into the current SFAC, who met on September 21, 2017 to review the state freight plan and the Freight Investment Plan process, including review of the prioritized project set detailed in this addendum. The Committee approved the final set of projects in the State Freight Investment Plan.

### 1.4 Freight Project Selection Process

The freight stakeholders in the FWG focused on Federal guidance to preliminarily prioritize projects identified as part of the State Transportation Investment Plan (STIP) that were located on the National Highway Freight Network to derive a candidate set of freight projects for the Freight Investment Plan. This resulted in a set of 50 projects, valued at over \$456 million. This set of projects was narrowed down by the FWG into a set of eight top candidate projects that have significant potential to improve freight mobility.

To further refine the project list, a set of 'Freight Investment Plan Project Selection Criteria' were established to characterize each of the priority projects for further evaluation. Measures for 12 criteria ranging across safety, traffic, emissions, pavement and bridge conditions, and deliverability, were organized into an Excel spreadsheet file for scoring each potential project. Each project was scored for each of the criteria.

Scoring was grouped into categories including: corridor type and volume; travel time improvements; safety, security and resiliency; route (physical) improvements; other improvements; innovations; and lastly, the funding and financial feasibility of the project in the near-term.

### 1.5 Freight Investment Plan Projects

With the available funding constraints, particularly the NHFP funding for the three remaining federal fiscal years under the FAST Act, four projects valued at \$25.6 million for were selected as the core of the Freight Investment Plan. NHFP funding for the full 5 years of the FAST Act are detailed below in Table 1. The projects, their costs including the New Mexico state match and the Federal funding, and their timing across the fiscal years, are described in Table 2. Additional freight projects from the STIP are identified in Table 3, separated by Federal Fiscal Year and Interstate.

**Table 1. National Highway Freight Program Funding for New Mexico**

| Federal Fiscal Year | NHFP Funds (targets) | NHFP Funds (projects)              |
|---------------------|----------------------|------------------------------------|
| FFY 2016            |                      | \$12,314,602.00 (obligated)        |
| FFY 2017            |                      | \$6,783,565.83 (obligated)         |
| FFY 2018            | \$11,865,137         | \$9.02 M (planned); \$2.85 M TBP** |
| FFY 2019            | \$11,865,137*        | \$8.0 M (planned); \$3.86 M TBP**  |
| FFY 2020            | \$11,865,137*        | \$8.55 M (planned); \$3.32 M TBP** |

\* FFY 2018 target with match, used for planning purposes, until final figures are known.

\*\* TBP = To Be Programmed, as FFY 2018-2020 are not fully programmed to date. These figures will be updated as project development proceeds.

**Table 2. Summary of New Mexico State Freight Investment Plan, FY2018-FY2020 – NHFP Candidates**

| Project 1  |  |
|--|--|
| <b>Route:</b> NM-136 (Pete Domenici Highway)   | <b>Project Fiscal Year:</b> 2018   |
| <b>Project Description:</b> Pavement rehabilitation, bridge preservation, and drainage/intersection improvements at terminus of Pete Domenici Highway at intersection with Airport Road (serving Santa Theresa POE). | <b>Funding Sources:</b><br>NHFP \$ 6.11 M<br>State Match \$ 1.04 M<br><b>Total Project Cost: \$ 7.15 M</b> |
| Project 2  |  |
| <b>Route:</b> NM-136 (Pete Domenici Highway)   | <b>Project Fiscal Year:</b> 2018   |
| <b>Project Description:</b> Pavement rehabilitation and drainage improvements at terminus of Pete Domenici Highway, 5 miles North of Santa Teresa POE to intersection with NM – 273.                                 | <b>Funding Sources:</b><br>NHFP \$ 1.60 M<br>State Match \$ 0.27 M<br><b>Total Project Cost: \$ 1.87 M</b> |
| Project 3  |  |
| <b>Route:</b> I-40 (East of Gallup)  | <b>Project Fiscal Year:</b> 2019   |
| <b>Project Description:</b> Interchange (Exit 39) and westbound lane reconstruction. Terminus 39 miles east of the Arizona/New Mexico State Line.  | <b>Funding Sources:</b><br>NHFP \$ 6.84 M<br>State Match \$ 1.16 M<br><b>Total Project Cost: \$ 8.00 M</b> |
| Project 4  |  |
| <b>Route:</b> I-40 (East of Gallup)  | <b>Project Fiscal Year:</b> 2020   |
| <b>Project Description:</b> – Interchange (Exit 39) and eastbound/westbound lane reconstruction. Terminus 39 miles east of the Arizona/New Mexico State Line.  | <b>Funding Sources:</b><br>NHFP \$ 7.30 M<br>State Match \$ 1.25 M<br><b>Total Project Cost: \$ 8.55 M</b> |

**Table 3. Additional Freight Projects from the STIP (FFY 2018-2021), with Federal funding identified**

| Project Description   | Cost          | Control # | Funds | Terminus  |
|---|---------------|-----------|-------|---|
| 2018  |               |           |       | I-25  |
| Roadway rehabilitation and interchange reconstruction   | \$ 10,556,640 | 4100821   | NHPP  | 1.5 m. s. of I-25, Exit 460 at NM/ Colorado state line - north)                         |
| Bridge minor rehabilitation and preservation  | \$ 1,100,000  | 4101500   | NHPP  | Jct. I-25/NM 445/Maxwell  |
| Grind deck, overlay, misc. Concrete repair, repaint.  | \$ 620,200    | 5101280   | NHPP  | 0.2 m. S. Of St. Francis Dr.  |
| 2018  |               |           |       | I-40  |
| Bridge preventive maintenance project. Full deck replacement with substructure repairs.   | \$ 2,000,000  | 6100833   | NHPP  | 6 miles west of Exit 126 on I-40.   |
| CP-91 reconstruct on/off ramps. Reconstruct bridge approaches and ramp turning movements with PCCCP. Replace existing bridge guardrail. | \$ 6,162,043  | 6100901   | NHPP  | 39 miles east of Arizona / New Mexico state line. Exit 39 on I-40.                      |
| Phase II - I-40 exit 39 interchange reconstruction. Construct new passing lane with median shoulder and CWB.                            | \$ 6,000,000  | 6100902   | NHPP  | Refinery Interchange Exit 39 on I-40. 39 miles east of Arizona / New Mexico state line. |
| Replace interchange and drainage CBCS   | \$ 3,398,812  | 6101010   | NHPP  | Exit 44 on I-40 near Coolidge, NM.  |
| 2019  |               |           |       | I-10  |
| Bridge preservation   | \$ 2,000,000  | 1101560   | NHPP  | 22.7 miles east of the Arizona state line   |
| 2019  |               |           |       | I-25  |
| Pavement rehabilitation   | \$ 6,000,000  | 4101320   | NHPP  | 0.1 miles north of I-25 exit 414 (Springer north interchange) - north                   |
| 2019  |               |           |       | I-40  |
| Pavement rehabilitation   | \$ 8,000,000  | 4101240   | NHPP  | 0.4 miles west of I-40 exit 263 (San Ignacio exit) - east                               |
| Bridge minor rehabilitation and preservation  | \$ 1,900,000  | 4101510   | NHPP  | 19.5 miles east of jct. I-40/US 84  |

|   |               |         |      |  |
|---|---------------|---------|------|--|
| Bridge preservation projects. Repair deck and girders, recoat concrete rails, wingwalls, and piles; grind deck and overlay.           | \$ 792,000    | 5101285 | NHPP | I-40 EBL, WBL 2.3 miles east of jct NM 41; FR-4068, 9.83 miles west of junction I-40/US285 |
| Bridge preventive maintenance project. Partial deck patch, joint replacement, concrete repairs on abutment 1, epoxy urethane overlay. | \$ 550,000    | 6100835 | NHPP | Bridge on i-40 at MP 35.00.  |
| Replace interchange and drainage CBCS   | \$ 7,694,673  | 6101010 | NHPP | Exit 44 on I-40 near Coolidge, NM.   |
| Bridge replacement project for existing fatigue and scour critical bridges on i-40 mp 4.9.  | \$ 8,400,520  | 6101131 | NHPP | Project located 4.9 miles east of Arizona / New Mexico state line on I-40.                 |
| 2020  |               |         |      | I-10   |
| Ramp reconstruction, roadway reconstruction, and guardrail replacement  | \$ 1,500,000  | 1100612 | NHPP | East of Lordsburg, ramps to truck stops  |
| Pavement preservation & fencing   | \$ 48,000,000 | 1101470 | NHPP | From Mesilla to Deming   |
| Bridge preservation   | \$ 2,000,000  | 1101560 | NHPP | 22.7 miles east of the Arizona state line  |
| Pavement preservation   | \$ 24,000,000 | 1101600 | NHPP | 4 miles south of Lordsburg, east to junction with US 70                                    |
| 2020  |               |         |      | I-25   |
| Roadway reconstruction & guardrail replacement  | \$ 3,500,000  | 1100891 | NHPP | Near intersection with NM 1, north of Mitchell Point                                       |
| Geotechnical/pavement study, roadway reconstruction, ramp realignment   | \$ 8,000,000  | 1101021 | NHPP | From Rincon to Hatch   |
| Pavement preservation   | \$ 26,500,000 | 1101610 | NHPP | From Doña Ana to Rincon north of Las Cruces  |
| Roadway reconstruction/rehabilitation   | \$ 1,000,000  | 4100822 | NHPP | Raton north interchange (exit 454) - north   |

|   |               |         |      |  |
|---|---------------|---------|------|--|
| Pavement rehabilitation   | \$ 6,000,000  | 4101300 | NHPP | 0.4 miles south of I-25 exit 356 (Onava) - north                           |
| Pavement rehabilitation   | \$ 6,000,000  | 4101310 | NHPP | 7.6 miles north of I-25 exit 356 (Onava) - north                           |
| Pavement rehabilitation   | \$ 1,937,069  | 4101330 | NHPP | 6.1 miles north of I-25 exit 414 (springer north interchange) - north      |
| 2020  |               |         |      | I-40   |
| Pavement rehabilitation   | \$ 4,500,000  | 4101280 | NHPP | 0.1 mile east of I-40 exit 300 (Newkirk) - east                            |
| Pavement rehabilitation   | \$ 5,000,000  | 4101290 | NHPP | 1.7 miles east of I-40 exit 311 (Montoya) - east                           |
| Pavement preservation   | \$ 7,000,000  | 5100880 | NHPP | East of Moriarty   |
| Bridge rehabilitation, bridge #s 7617 & 7618, I-40, MP 22.7. Deck patch, joint replacement, polyurethane overlay. | \$ 1,300,000  | 6100832 | NHPP | Junction westbound on and off ramps.                                       |
| Bridge replacement project for existing fatigue and scour critical bridges on i-40 mp 4.9.                        | \$ 4,000,000  | 6101131 | NHPP | Project located 4.9 miles east of Arizona / New Mexico state line on I-40. |
| 2021  |               |         |      | I-10   |
| Roadway reconstruction  | \$ 48,000,000 | 1101480 | NHPP | Between Separ and Gage   |
| Roadway reconstruction  | \$ 13,000,000 | 1101620 | NHPP | 15 miles east of Arizona/New Mexico state line                             |
| Pavement preservation   | \$ 32,000,000 | 1101630 | NHPP | East of Deming to east Deming interchange                                  |
| 2021  |               |         |      | I-25   |
| Bridge replacement structure #6776 & 6777   | \$ 8,000,000  | 1100980 | NHPP | (Nogal canyon) 4.2 miles north of Sierra county line, Socorro county       |
| Geotechnical/pavement study, roadway reconstruction, ramp realignment   | \$ 7,500,000  | 1101021 | NHPP | From Rincon to Hatch   |



|  |               |         |      |   |
|--|---------------|---------|------|---|
| Bridge preservation                                      | \$ 2,000,000  | 1101580 | NHPP | 2.34 and 5.82 miles north of junction with NM 107                               |
| Roadway reconstruction/rehabilitation                    | \$ 10,000,000 | 4100822 | NHPP | Raton north interchange (exit 454) - north                                      |
| Roadway rehabilitation with spot reconstruction          | \$ 9,000,000  | 4100823 | NHPP | 0.85 miles north of Raton north interchange (exit 454) - north                  |
| Pavement rehabilitation                                  | \$ 4,062,931  | 4101330 | NHPP | 6.1 miles north of I-25 exit 414 (Springer north interchange) - north           |
| Pavement rehabilitation                                  | \$ 8,000,000  | 4101370 | NHPP | 1.8 miles north of I-25 exit 299 (Glorieta) - north                             |
| Pavement rehabilitation                                  | \$ 7,000,000  | 4101380 | NHPP | 0.4 miles south of I-25 exit 435 (Tinaja)-north                                 |
| Bridge minor rehabilitation and preventative maintenance | \$ 1,700,000  | 4101560 | NHPP | 1.1 miles south of south Las Vegas interchange                                  |
| 2021   |               |         |      | I-40  |
| Pavement rehabilitation                                  | \$ 8,000,000  | 4100860 | NHPP | 9 miles east of Santa Rosa east interchange (exit 277) - east                   |
| Pavement rehabilitation                                  | \$ 4,500,000  | 4101280 | NHPP | 0.1 mile east of I-40 exit 300 (Newkirk) - east                                 |
| Pavement rehabilitation                                  | \$ 7,000,000  | 4101390 | NHPP | 0.9 miles west of I-40 exit 343 (Hudson Lake) - east                            |
| Pavement rehabilitation                                  | \$ 7,000,000  | 4101400 | NHPP | I-40 exit 321 (Palomas) - east  |
| I-40 reconstruction.                                     | \$ 12,000,000 | 6100905 | NHPP | Near Coolidge NM on I-40.   |
| Full reconstruction                                      | \$ 16,500,000 | 6100930 | NHPP | Project is 18 miles east of the Arizona / New Mexico state line near Gallup NM. |
| Full reconstruction                                      | \$ 8,000,000  | 6100950 | NHPP | Near Prewitt, NM.   |

|                                |              |         |      |  |
|--------------------------------|--------------|---------|------|--|
| Pavement preservation          | \$ 7,500,000 | 6101060 | NHPP | I-40 west of Gallup.   |
| Phase A, B, C alignment study. | \$ 300,000   | 6101180 | NHPP | Design / study to begin east of Laguna Pueblo exit 114 on I-40 and extend for 2 miles. |

Additional projects total: \$ 436,474,888

## ADDENDUM 2: CRITICAL FREIGHT CORRIDORS

The New Mexico 2015 State Freight Plan (2015 Freight Plan) was completed according to the guidance of the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012, ahead of the Fixing America's Surface Transportation (FAST) Act of 2015. The purpose of this *Critical Freight Corridors Addendum* is recognize the FAST Act provisions for states to designate Critical Rural Freight Corridors, and for MPOs to coordinate with State DOTs to designate Critical Urban Freight Corridors.

Currently, this addendum is a placeholder for future corridor selection, as New Mexico DOT and its MPO partners have not yet designated any corridors as either Critical Urban or Rural Freight Corridors.

## ADDENDUM 3: FEDERAL COMPLIANCE

The New Mexico 2015 State Freight Plan (2015 Freight Plan) was prepared to be compliant with requirements under the Moving Ahead for Progress in the 21st Century Act (MAP 21) of 2012, but does not address some of the additional requirements stipulated in the Fixing America's Surface Transportation (FAST) Act of 2015. The purpose of this *Federal Compliance Addendum* is to highlight where the existing 2015 Freight Plan complies with FAST Act requirements and, where necessary, amend the 2015 Freight Plan to address new or different requirements. The addendum is being submitted to U.S. DOT for review and certification of the Plan before the December 4, 2017 deadline.

This addendum is organized based on the 10 items in the FHWA's Division Review Checklist<sup>1</sup> that is for use in the certification of the New Mexico Freight Plan (with the addenda) as a FAST Act-compliant state freight plan (with the exception that the State Freight Investment Plan and Critical Freight Corridors, which are provided in prior addenda). It includes descriptions of how the existing 2015 Freight Plan already meets FAST Act requirements, and documents new initiatives, policy, planning, and research in areas such as the identification of routes facing deterioration from heavy vehicle traffic generated by specific industries. This addendum also identifies anticipated future actions NMDOT has planned or underway for development of the next full update of Freight Plan on the 5-year federal update cycle.

### 1.1 Identification of Significant Freight System Trends, Needs, and Issues

The 2015 Freight Plan includes extensive discussion on freight system trends, needs, and issues in New Mexico. The Plan includes the following four sections (pp. 3 – 63) that document research and findings associated with freight system trends, needs and issues:

1. **Economic Context for Freight Transportation** – Use of freight transportation by New Mexico Industries and trends influencing freight transportation.
2. **Conditions and Performance of the Freight Network** – An inventory of the state's freight network and discussion of performance considerations such as bridge age and commercial vehicle fatality rates.
3. **Freight Volumes Forecast sections** – Forecasted growth (2011 to 2040) in total freight tonnage for various modes.
4. **Significant Freight System Trends, Needs, Issues, Strengths, and Problems** – Specifically addresses the trends needs and issues by mode/topic and identifies NMDOT strategies to mitigate the issues.

Since completion of the 2015 Freight Plan, two other emerging freight-related issues have become increasing important to NMDOT's freight planning efforts and the Department is undertaking efforts associated with them:

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<sup>1</sup> US DOT FHWA. FHWA Division Review Checklist for Certification of FAST Act Compliant State Freight Plan. Nov. 2016.

1. **Advancement of Autonomous and Connected Freight Vehicle Technologies** – NMDOT is working to stay abreast of developments in this through efforts such as participation in the four-state I-10 Western Connected Freight Corridor Coalition, which covers the Los Angeles/Long Beach ports in California to the eastern Texas border. The Coalition supported a pooled Fund study to develop a concept of operations report on the corridor, which could likely be expanded and deployed on other corridors in the member states, and may be extended to include other I-10 states.
2. **Operational Trends** – Trends in operations continue to evolve as evidenced by the implementation of federal freight safety regulations such as the mandatory use of electronic logging devices for truck drivers and the revised U.S. DOT guidance for autonomous truck operational testing. While NMDOT’s prioritization of near-term, fiscally-constrained freight investment plan projects are not being affected by these developments, the department has developed a Multi Objective Decision Analysis (MODA) process that will evolve to incorporate the influence of new operational trends within the freight industry.

## 1.2 Freight Policies, Strategies, and Performance Measures

The 2015 Freight Plan includes an implementation section with policies/goals and strategies built around the five goal areas developed as part of New Mexico’s 2040 Statewide Long Range Plan (New Mexico 2040 Plan), which provide a strategic framework to guide future department decision-making. The New Mexico 2040 Plan also identifies performance measures, and the 2015 Freight Plan recommends performance-related project selection criteria that are established for freight. A summary of the resulting NMDOT freight policies, strategies, and performance measures is summarized in the two subsections below.

### 1.2.1 Policies, Goals, and Strategies

The following section is organized by NMDOT goal area and identifies key 2015 Freight Plan policies implementation strategies, some of which have been refined and/or updated to reflect the Department’s current actions and policies.

#### **Goal 1: Operate with Transparency and Accountability**

- **Ease administrative burden of oversize/overweight permitting and weight-distance tax payment** – NMDOT is currently participating in the I-10 Western Connected Freight Corridor, which includes a focus on permit coordination, and coordinating with the New Mexico Department of Public Safety to expedite oversize/overweight permitting and routing.
- **Continue Coordination and Cooperation with Freight Stakeholders and Communities** – NMDOT recently convened a meeting of the State Freight Advisory Committee (SFAC), and plans to work with the SFAC on both freight project prioritization efforts and a future update of the 2015 Freight Plan, and will regularly include freight stakeholders in project development and planning efforts that are likely to impact the freight community.
- **Provide Freight-specific Traveler Information** – NMDOT will identify opportunities, such as the I-10 Coalition, to partner with other state agencies and private organizations to share traffic, weather, safety, and other data and to disseminate time-sensitive information to stakeholders.

### **Goal 2: Improve Safety for All System Users**

- **Evaluate the Location, Availability, and Utilization of Rest Areas and Truck Stops** – NMDOT was the lead in in the 2016 House Memorial 96 truck parking study that evaluated opportunities to improve, expand and enhance truck parking on the interstates in New Mexico, which has led to ongoing discussions about ways to support improvements to truck parking in New Mexico.
- **Develop Approach for Evaluating the Appropriateness of Bypasses** – NMDOT will evaluate the potential for new truck bypasses based on roadway category, truck volumes, and community information.
- **Evaluate Future Truck Fuels and Long-term Infrastructure Needs** – NMDOT will monitor trends in truck fuels, including natural gas, electric, hydrogen, and biofuels, and assess the need to provide system users with information on the location of alternative fuel/recharging sites.

### **Goal 3: Preserve and Maintain our Transportation Assets for the Long Term**

- **Develop a Freight Performance Measures Program** — NMDOT will develop and begin applying performance measures to the freight system per Federal requirements for the purposes of linking actions to goals, prioritizing projects, managing performance, communicating results, and strengthening accountability. In addition, NMDOT’s broader application of performance measures in areas such as safety and system preservation will also benefit the freight system.
- **Address Bridge Restrictions on Strategic Freight Network** – NMDOT will use designation of State strategic truck freight network, truck volume data, and location of restricted and functionally obsolete bridges to better inform prioritization of bridge rehabilitation based on facilities with the greatest need.
- **Focus State of Good Repair Strategies on New Mexico’s Priority Freight Corridors** – NMDOT will evaluate and rank the most critical elements of the freight system, particularly those addressing bottlenecks and detours, to help develop projects that address these issues.

### **Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity and Health**

- **Strategic Investment in Key Freight Corridors** – NMDOT will continue to develop and refine New Mexico’s Priority Truck Freight Corridors network and develop prioritization approaches that consider the importance of freight and goods movement, accounting for intermodal connections and border crossings.
- **Make Public Investments in New Capacity and Intermodal Connections** – To expand funding opportunities for freight infrastructure, NMDOT will consider exploring innovative financing strategies, including public-private partnerships, tax-expenditure financing programs that allow for tax-free borrowing, and direct user fees such as tolls and/or congestion pricing.
- **Support Adoption of New Technology and Intelligent Transportation Systems** – NMDOT will evaluate the opportunities and potential values in implementing or expanding ITS improvements such as traffic control and monitoring systems, Weigh-In-Motion (WIM) systems, route-planning systems, freight status and location monitoring systems, driving behavior monitoring and crash prevention systems, rail crossing safety and rail management systems. The Department also will encourage adoption of advanced technologies by the private freight industry.

**Goal 5: Respect New Mexico’s Cultures, Environment, History and Quality of Life**

- **Evaluate Context Sensitive Design Standards for Freight and Community Compatibility** – NMDOT will explore the impact of freight corridors where they enter communities to ensure that speed restrictions and roadway design features are compatible with freight operations and community livability goals.
- **Enforce Truck Routes to Minimize Heavy Truck Traffic Impacts on Communities** – NMDOT will work with local law enforcement to better direct heavy trucks to the designated routes.

1.2.2 Performance Measures

The following are the key freight-related performance measures and consideration that NMDOT included in the New Mexico 2040 Plan, has integrated into its NHFP project prioritization process, and/or is currently considering in refinements to the Department’s broader programming approach:

- Percent of projects obligated versus programmed in the Statewide Transportation Improvement Program (STIP)
- Total number of fatalities/fatalities per 100 million vehicle miles traveled
- Total number of serious injuries/serious injuries per 100 million VMT
- Percent of pavement in good/fair/poor condition
- Percent of bridges in good/fair/poor condition
- Planning time index (supply chain reliability) for freight
- Total person hours of delay per capita

1.3 Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC)

This item is addressed in Addendum 2.

1.4 Meeting National Multimodal Freight Policy and Program Goals

The NMDOT is fully committed to help meeting the National Multimodal Freight Policy and Goals described in Section 167, Title 23, C.F.R. Table 1 provides a summary of how the 2015 Freight Plan and other NMDOT initiatives will continue to help advance progress in meeting the national policy and goals (associated page numbers in the 2015 Freight Plan are identified in parentheses where appropriate).

*Table 1: National Freight Policy and Goal Alignment*

| National Multimodal Freight Policy Goals   | New Mexico 2015 Freight Plan/NMDOT Initiatives  |
|--|---|
| 1. Identify infrastructure improvements, policies, and operational innovations that:<br>1.1. Strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States | <ul style="list-style-type: none"> <li>• Identify and consider logistic-dependent industries in NM that are important to national economy (pp. 3-12)</li> <li>• Consider freight tonnage originating and terminating in NM (pp. 27-29)</li> <li>• Consider NM’s role as a port of entry for US-Mexico trade/freight movements, and in national/global supply chains (pp. 13-26)</li> <li>• Consider NM’s position as a crossroads within the</li> </ul> |

| National Multimodal Freight Policy Goals  | New Mexico 2015 Freight Plan/NMDOT Initiatives  |
|---|---|
|   | national freight rail network (pp. 13-26) <ul style="list-style-type: none"> <li>• Freight project selection criteria consider statewide and national economic benefits (p. 64)</li> </ul>  |
| 1.2. Reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network   | <ul style="list-style-type: none"> <li>• Freight project selection criteria consider roadway congestion and reduce rail dwell time benefits (p. 64)</li> <li>• Consider impacts of truck-related crashes on reliability and delay (P. 32)</li> <li>• Forecast future freight volumes (p. 50)</li> <li>• State Rail Plan identifies rail system chokepoints</li> </ul>   |
| 1.3. Increase productivity, particularly for domestic industries & businesses that create high-value jobs                               | <ul style="list-style-type: none"> <li>• Freight project selection criteria consider operational and travel time cost savings (p. 64)</li> <li>• Identify logistic-dependent industries in NM (p. 3)</li> <li>• Consider impacts of truck-related crashes on reliability and delay (p. 32)</li> <li>• 2015 Freight Plan includes a strategy to ease administrative burden of permitting (p. 70)</li> </ul>  |
| 2. Improve the safety, security, efficiency, and resiliency of multimodal freight transportation  | <ul style="list-style-type: none"> <li>• Consider motor vehicle fatality rates (p. 32)</li> <li>• Consider highway rest area needs (p. 33)</li> <li>• Assess rail system safety statistics (pp. 42-43)</li> <li>• State Rail Plan prioritizes compliance with federal rail safety mandates (p. 44)</li> <li>• Freight project selection criteria consider various safety and security benefits, along with meeting federal safety requirements (p. 64)</li> </ul>   |
| 3. Achieve and maintain a state of good repair on the National Multimodal Freight Network   | <ul style="list-style-type: none"> <li>• Assess the age of NHS bridges and structures (p. 34)</li> <li>• NMDOT is developing a Transportation Asset Management Plan (TAMP) and has developed capabilities to monitor highway system conditions and better identify preservation needs, including those associated with the New Mexico's Priority Freight Corridors</li> <li>• State Rail Plan identifies maintain the state's existing railroad infrastructure in a state of good repair (p. 44)</li> <li>• Freight project selection criteria consider capital maintenance requirements. (p. 64)</li> <li>• 2015 Freight Plan preservation goal considers maintaining the truck network (p. 69)</li> </ul> |
| 4. Use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network | <ul style="list-style-type: none"> <li>• See Section 1.4 (below)</li> <li>• Evaluate the benefit of improving train control systems on state-owned short line rail (p. 39)</li> <li>• The 2015 Freight Plan supports adoption of new technology and ITS (p. 73)</li> </ul>  |
| 5. Improve the economic efficiency and productivity of the National Multimodal Freight Network  | <ul style="list-style-type: none"> <li>• Freight project selection criteria consider statewide and national economic benefits, and travel time/cost reductions (p. 64)</li> </ul>   |
| 6. Improve the reliability of freight transportation  | <ul style="list-style-type: none"> <li>• Freight project selection criteria consider reliability benefits to shippers and reduced delay to rail (p. 64)</li> <li>• The 2015 Freight Plan identifies a Priority Freight Corridor network (p. 27)</li> </ul>  |



| National Multimodal Freight Policy Goals   | New Mexico 2015 Freight Plan/NMDOT Initiatives   |
|--|--|
| 7. Improve the short- and long-distance movement of goods that:  |  |
| 7.1. Travel across rural areas between population centers  | <ul style="list-style-type: none"> <li>• NM has made significant investments to improve rural connectivity to Interstate/NHS through the CHAT and GRIP programs (pp. 35-36)</li> <li>• 2015 Freight Plan access and connectivity goal considers impacts on thru movements (p. 69)</li> </ul>   |
| 7.2. Travel between rural areas and population centers   |  |
| 7.3. Travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network   | <ul style="list-style-type: none"> <li>• The 2015 Freight Plan discusses connectivity between Mexico border crossings and the national freight network (pp. 13-16)</li> </ul>  |
| 8. Improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity | <ul style="list-style-type: none"> <li>• The 2015 Freight Plan and the 2040 Statewide Long Range Plan were developed in tandem</li> <li>• 2015 Freight Plan includes a strategy to continue coordination with freight stakeholders and communities (p. 70)</li> </ul>  |
| 9. Reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network   | <ul style="list-style-type: none"> <li>• Environmental issues from freight including air quality, noise, and quality of life impacts are discussed throughout the 2015 Freight Plan</li> <li>• Freight project selection criteria consider noise mitigation, local aesthetics, business access, and environmental justice effects (p. 64)</li> </ul> |
| 10. Pursue the goals described in this subsection in a manner that is not burdensome to State and local governments  | <ul style="list-style-type: none"> <li>• Freight project selection criteria consider on-going state/local expense implications (p. 64)</li> <li>• 2015 Freight Plan safety goal considers impacts on local communities (p. 69)</li> </ul>  |

1.5 Innovative Technologies and Operational Strategies

NMDOT works to identify opportunities to deploy technology and operational strategies to improve freight movement and the overall performance of the system. In addition, the 2015 Freight Plan includes the following strategy:

- **Support Adoption of New Technology and Intelligent Transportation Systems** – NMDOT should encourage adoption of advanced technologies by public agencies and the private freight industry. ITS improvements include, but are not limited to: traffic control and monitoring systems, Weigh-In-Motion systems route-planning systems, freight status and location monitoring systems, driving behavior monitoring and crash prevention systems, rail crossing safety and rail management systems.

Specific examples of technology and operational initiatives NMDOT is undertaking or considering include:

- NMDOT develops an annual strategic plan for ITS that identifies goals and strategies associated with deployment of traveler information systems (e.g., Dynamic Message Signs and 511), network surveillance systems (e.g., CCTV and traffic sensors), roadside weather information systems, incident detection and management systems, and improvements to communications infrastructure.
- NMDOT is part of the four state I-10 Western Connected Freight Corridor Coalition, which covers the Los Angeles/Long Beach ports in California to the eastern Texas border. The Coalition

supported a Pooled Fund Study to develop a Concept of Operations (ConOps) report on the corridor.

- As part of NMDOT's asset management activities, the Department is also improving its data and system condition analysis capabilities on key freight facilities throughout the State
- NMDOT developed and implemented a MODA-type approach for prioritizing NHFP projects that considers several factors (e.g., safety and operational cost savings) that tend to favor investments in innovation and technology.

In addition to the initiatives listed above, NMDOT also is planning to work with the SFAC to explore the potential for initiating freight-related technology and innovation strategies that have been used in other states, such as:

- Increasing the number of truck parking spaces and facilities, along with supportive ITS improvements;
- Developing strategies to respond to advances in autonomous/connected vehicle technology and their impact on the freight transportation system;
- Creating a Truck Rest Stop Implementation Plan;
- Implementing investments in partnership with private and public stakeholders on truck parking ITS, and expanding rest areas along interstate and interregional highways;
- Identifying locations for permanent truck inspection equipment, stations, and data systems;
- Constructing inspection stations at key locations, including integration of advanced technologies to gather information;
- Monitoring advanced technology development and applications for freight, considering advanced technology as part of freight planning and project development, and exploring pilot programs as a way to test implementation of advanced technologies;
- Deploying Virtual Weigh Stations to augment fixed facilities and to provide coverage of otherwise unmonitored routes;
- Developing ITS applications and a statewide system to provide automated real-time information on truck parking availability;
- Conducting additional climate, extreme weather related risk and resiliency analysis.

## 1.6 Heavy Vehicle Routes

**Requirement:** *The FAST Act requires states to identify routes that are experiencing substantial deterioration due to heavy vehicle traffic associated with the mining, agricultural, energy, and timber Industries, and describe improvements that may be required to reduce or impede the deterioration.*

### 1.6.1 Identification of Heavy Vehicle Routes

To identify a network of applicable routes, NMDOT used data from the 2015 Freight Plan (mining, gas and oil extraction, and agriculture sites) along with additional data on timber production, truck traffic volumes, heavy vehicle permitting, and GIS applications to identify the counties throughout the State with medium to high levels of activity for each of the four industrial sectors, and potentially affected routes. This information was then reviewed with each of the six district engineers to identify the specific road segments that are currently experiencing significant deterioration (or are at risk) due to heavy

vehicle traffic generated by the four industrial sectors. The resulting “Heavy Vehicle Route Network” is defined and described in Table 2, below:

Table 2: Heavy Vehicle Route Network

| Route #     | Segment                                  | Description   |
|-------------|--|---|
| US 180      | Silver City to I-10                      | Impacts from mining industry and general freight traffic  |
| NM 152      | US 180 to I-10                           | Impacts from mining industry                              |
| NM 28       | I-10 (Los Cruces) to Texas state line    | Impacts from agriculture industry                         |
| NM 273      | NM 319 to Texas state line               | Impacts from agriculture industry                         |
| NM 319      | M 273 to Texas state line                | Impacts from agriculture industry                         |
| NM 136      | NM 273 to Mexico border                  | Impacts from agriculture and energy (wind blades)         |
| NM 9/A003   | NM 80 to SH 136                          | Impacts from agriculture industry                         |
| NM 11       | Mexico border to I-10 (Denning)          | Impacts from all border traffic (all industries)          |
| NM 478      | Texas State line to I-10 (Los Cruces)    | Impacts from agriculture industry                         |
| US 62/US180 | Carlsbad to Texas Border (City of Hobbs) | Impacts from oil & gas industry                           |
| US 82       | City of Artesia to NM 529                | Impacts from oil & gas industry                           |
| NM 529      | US 82 to US 62                           | Impacts from oil & gas industry                           |
| NM 128      | SH 31 to City of Jal                     | Impacts from oil & gas industry; mining impacts           |
| NM 31       | US 285 (Village of Loving) to US 62      | Impacts from oil & gas industry; mining impacts           |
| Route #     | Segment                                  | Description   |
| US 285      | City of Roswell to Texas state line      | Impacts from oil & gas industry (primary oil & gas route) |
| NM 18       | Texas state line to City of Hobbs        | Impacts from oil & gas industry (has been repaired)       |
| NM 176      | US 176 to Texas state line               | Impacts from oil & gas industry (very poor condition)     |
| US 70       | City of Roswell to City Clovis           | Impacts from agriculture (dairy trucks)                   |
| NM 209      | City of Clovis to I-40                   | Impacts from agriculture (dairy trucks)                   |
| US 60       | Texas state line to US 84                | Impacts from oil & gas industry                           |
| US 84       | US 60 to I-40                            | Impacts from oil & gas industry                           |
| US 550      | I-25 to Colorado state line              | Impacts from oil & gas (connection from NW)               |
| NM 6        | I-40 to I-25                             | Impacts from all four industries (through traffic)        |
| NM 109      | NM 346 to NM 309                         | Impacts from agriculture industry (and dairy)             |
| NM 304      | US 60 to NM 47                           | Impacts from agriculture industry (and dairy)             |
| NM 47       | NM 309 to I-25                           | Impacts from agriculture industry                         |
| NM 116      | US 60 to NM 314                          | Impacts from agriculture industry                         |
| NM 314      | NM 116 to NM I-25                        | Impacts from agriculture industry                         |
| US 60       | I-25 to Arizona state line               | Impacts from all four industries (through traffic)        |
| NM 346      | NM 116 to NM 304                         | Impacts from agriculture Industry (and dairy)             |
| NM 45       | NM 314 to NM 500                         | Impacts from agriculture industry                         |
| US 550      | Rio Rancho MP 10 to Lybrook MP 104       | Impacts from agriculture Industry                         |
| US 491      | Gallup to Little Water MP 69             | Impacts from oil & gas and agriculture industries         |
| NM 602      | Zuni Pueblo to Gallup                    | Impacts from timber industry                              |
| US 60       | AZ. Stateline to MP 93                   | Impacts from all four industries (through traffic)        |
| US 180      | AZ. Stateline to Alma MP 47              | Impacts from timber industry and general freight          |
| NM 53       | AZ. Stateline to I-40                    | Impacts from timber industry                              |
| NM 400      | I-40 to MP 11                            | Impacts from timber industry                              |
| NM 469      | Jct. NM 209 in Grady to Jct. US 54       | Impacts from agriculture (dairy) industry                 |
| NM 417      | Jct. NM 402 to Stateline                 | Impacts from oil & gas industry                           |
| NM 402      | Nara Visa to Jct. NM 420                 | Impacts from oil & gas industry                           |
| NM 39       | Logan to Abbott                          | Impacts from oil & gas industry                           |
| NM 420      | CO2 & Ice Plant to Jct. NM 402           | Impacts from oil & gas industry                           |

|         |                                     |  |
|---------|-------------------------------------|--|
| NM 102  | Jct. NM 39 to CO2 Plant             | Impacts from oil & gas industry              |
| US 54   | Jct. NM 219 to Jct. L00035          | Impacts from agriculture industry and energy |
| US 84   | I-40 to Las Vegas                   | Impacts from agriculture industry            |
| US 84   | Ft. Sumner to Santa Rosa            | Impacts from agriculture industry            |
| NM 219  | US 54 to I-40                       | Impacts from agriculture industry            |
| NM 209  | Grady to North of Ragland           | Impacts from agriculture industry and energy |
| NM 268  | Jct. NM 312 to Jct. NM 210          | Impacts from agriculture industry and energy |
| NM 252  | De Baca/Quay Co. to Jct. NM 156     | Impacts from agriculture industry and energy |
| NM 278  | Jct. NM 209 to Jct. FR4118          | Impacts from agriculture industry and energy |
| NM 312  | Jct. NM 252 to Quay/Curry Co.       | Impacts from agriculture industry and energy |
| NM 89   | Quay/Quay Co. to NM 252             | Impacts from agriculture industry and energy |
| NM 555  | Raton – West                        | Impacts from oil & gas industry              |
| NM 445  | Maxwell to US 64                    | Impacts from timber industry                 |
| NM 120  | Roy - North for 10 Miles            | Impacts from oil & gas industry              |
| NM 406  | US 56 - North for 10 Miles          | Impacts from agriculture industry            |
| US 56   | Clayton to Stateline                | Impacts from agriculture industry            |
| NM 421  | Jct. NM 402 to Texas                | Impacts from agriculture industry            |
| NM 402  | Jct. US 54 to Clayton               | Impacts from agriculture and mining          |
| NM 370  | Jct. US64/87 - North for 2 Miles    | Impacts from mining industry                 |
| NM 39   | Jct. US 54n to Jct. US 56           | Impacts from oil & gas industry              |
| NM 419* | Jct. NM 104 to Jct. NM 39           | Impacts from mining industry                 |
| NM 325* | Jct. US64/87 -US64/87               | Impacts from mining industry                 |
| NM 434  | Jct. NM 518 to Jct. NM 120          | Impacts from timber industry                 |
| NM 161* | Jct. NM 518 to Jct. I-25            | Impacts from timber industry                 |
| NM 266  | Jct. NM 94 – Southwest              | Impacts from timber industry                 |
| NM 94   | Jct. NM 518 to Jct. NM 518          | Impacts from timber industry                 |
| NM 105  | Jct. NM 94 to Gascon                | Impacts from timber industry                 |
| NM 63   | Jct. NM 50 to Santa Fe Nat'l Forest | Impacts from timber industry                 |

### 1.6.2 Mitigation Strategies

The impacts of heavy trucks on New Mexico’s highway system will continue to create challenges for the State due to: 1) many of the affected roads were not originally designed to handle current and projected heavy vehicle volumes; and 2) the State has limited resources to maintain and improve these facilities. Actions and strategies NMOT and its partners are currently considering or will consider undertaking to reduce and impede further deterioration include the following:

- Regularly review oversize/overweight permitting database outputs to identify spikes in heavy vehicle volumes and identify where restrictions may be warranted;
- Use NMDOT’s newly developed asset management systems to monitor pavement and bridge conditions on the “Critical Commerce Corridors;”
- Work with the Motor Transportation Division of the New Mexico Department of Public Safety to target size and weight enforcement on road segments that are at greatest risk of deterioration; and
- Integrate consideration of heavy vehicle truck traffic into NMDOT’s overarching project prioritization process (an initiative to refine NMDOT’s project selection process is currently underway).

## 1.7 Freight Mobility Issues and Bottlenecks

The state's freight facilities experiencing mobility issues and bottlenecks are addressed by the existing 2015 Freight Plan. Analysis of rail congestion was drawn from the State Rail Plan completed a year earlier in 2014 (and now in the process of being updated in 2018). Existing highway freight congestion identified is primarily related to facilities serving the international land ports of entry (LPOE) with Mexico. The Plan identifies freight mobility issues related to (p. 17) increased traffic and congestion at border and connecting facilities as well as congestion in proximity to distribution centers that handle cross border trade as needs. To help address this, NMDOT is developing a Santa Teresa Port of Entry wait time data collection and publication effort, mirroring what the other US/Mexico LPOEs are doing. The Plan also identifies seasonality in specific types of trucking, such as for agricultural products during harvest season (p.55.)

## 1.8 Significant Congestion or Delay Caused by Freight Movements

The 2015 Freight Plan addresses freight-related congestion and bottlenecks on pages 51-62 and pages 66-74. Strategies identified to mitigate congestion and delay includes truck route signage, and law enforcement to assure trucks are using such routes, avoiding running through congested communities. The Plan also includes NM DOT studying projects in addition of parallel capacity for trucks where overall traffic is congested. Among the purposes of the 2040 Plan's NMDOT-designated priority truck routes and gateways are to add shoulders or additional lanes to reduce congestion (p.57.)

## 1.9 List of priority projects and funding Strategy

Addendum 1. Includes the State's fiscally-constrained Freight Investment Plan, with the list of projects selected and the process applied through the freight project prioritization efforts of NM DOT and their freight stakeholders.

## 1.10 Consultation with the State Freight Advisory Committee

As identified in Table 3, the New Mexico State Freight Advisory Committee (SFAC) provided significant input into the development of the 2015 State Freight Plan, originally under the name Freight Working Group in 2014 and 2015 and in 2017 as the State Freight Advisory Committee. Meetings around the state have provided a roundtable opportunity for freight stakeholders in the public and private sector to provide comment and input into the state's freight planning process. Representatives from around the state participated, including representatives from state trucking and freight railroads. In addition, a follow-on SFAC meeting was held in Albuquerque on September 21, 2017 to update members on NMDOT freight planning activities, get input on the Department's NFHP project prioritization process and recommended projects, and get input on upcoming freight planning needs and considerations.

*Table 3: 2015 Freight Plan Development SFAC Meetings*

| Meeting               | Topic/Goal  |
|-----------------------|---|
| Freight Meeting 1     | Identify key corridors and regions  |
| Freight Meeting 2     | Discuss criteria to identify freight projects. Review Data Needs and Data Sources |
| Freight Meeting 3     | Overview, review the FWG focus areas/topics and feedback.                         |
| Survey and Interviews | Launch online survey, conduct interviews with freight stakeholders                |

|                           |  |
|---------------------------|--|
| Regional Freight Meetings | Identify specific local freight issues and concerns.   |
| Freight Meeting 4         | As part of a plenary statewide working group meeting, the freight working group met to review alternatives as part of the 2040 Plan. |

This addendum, along with the FIP and Corridors addenda, represent NMDOT's continued efforts to improve freight planning and project development, in coordination with stakeholders and partners in the state. The next State Freight Plan Update will continue to carry the planning efforts forward, to improve freight movement and economic opportunities in New Mexico.