Multimodal Transportation Issues in Doña Ana County

What we've heard so far from stakeholders in the development of the NMDOT Statewide Long Range Multimodal Transportation Plan

presented to

4th Meeting of Transportation Infrastructure Revenue Subcommittee

Santa Theresa High School, Santa Theresa, New Mexico

presented by

Claude Morelli, AICP, PTP

New Mexico Department of Transportation

Planning and Safety Division

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NMDOT

Background on statewide and other planning processes

Statewide Long Range Multimodal Transportation Plan (SLRP)

- Key framework → for NMDOT to prioritize projects and programs on a statewide basis
- Performance based → NMDOT must show how projects and programs contribute to meeting federal /state transportation goals
- Provides means to coordinate → all other NMDOT plans
- All projects in NMDOT's Statewide Transportation Improvement Program (STIP) → must be consistent with this plan
- Website: www.newmexicotransportationplan.com

Other planning processes currently underway

1. New Mexico – Chihuahua Border Master Plan (NMDOT)
   - Will coordinate the planning and delivery of projects to improve Land Ports of Entry (LPOE) and associated transportation infrastructure in the New Mexico-Chihuahua border region.
2. Santa Teresa Border Strategic Plan (NMDOT)
   - Will coordinate all maintenance, planning, and capital improvements specifically within the Santa Theresa area.
   - Will also provide a comprehensive approach to developing transportation options (including public transit) to improve the housing-job connection for border-area residents.
   - Website: http://www.dot.gov/sites/dot.gov/files/docs/TIGER14_Project_FactSheets.pdf
3. Rail feasibility study (NM Border Authority)
   - Will determine feasibility of new rail bypass and international rail border crossing
4. El Paso and Mesilla Valley Metropolitan Transportation Plans
   - All projects in the Santa Theresa region must be consistent with these plans
   - Plans provide the mechanism for air quality conformity determination

Plan Coordination is Key

All of these plans must be coordinated

What we have heard thus far in our planning process

NMDOT Statewide Long Range Multimodal Transportation Plan

What we have heard thus far…

NMDOT

Proposals for roadways:

» NM Highway 136 (Pete V. Domenici Highway)
- o Reconstruct / rehabilitate
- o Pave with concrete

» NM Highway 9
- o Extend east to McNutt Road (NM 237)

» Airport Road
- o Reconstruct / rehabilitate
- o Pave with concrete

» New connection from Santa Theresa to Interstate 10:
- o Via NM 404 (Ohara Road)

  or
- o Via West Mesa Corridor to interchange west of Las Cruces

» Improved access to Spaceport

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What we have heard thus far…

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Public transportation:

» Commuter rail
- o Las Cruces – El Paso

  or
- o Spaceport – Las Cruces – El Paso

» Bus transit
- Expand / improve existing NMDOT "Gold Route" (Las Cruces–El Paso)
- Bus service from Las Cruces to Santa Theresa (access to jobs)
  - El Paso Sun Metro?
- Bus service from El Paso to Santa Theresa (access to jobs)
  - South Central Regional Transit District?

NMDOT Statewide Long Range Multimodal Transportation Plan

What we have heard thus far…

Non-motorized ("active") transportation modes:

» Pedestrian
- Critical for local circulation and access to public transit service
- Beneficial to public health
- Must include ADA-compliant pedestrian infrastructure everywhere
- A non-motorized Port of Entry at Sunland Park has been proposed

» Bicycle
- Important for local circulation and access to public transit service
- Beneficial to public health
- May include wide, smooth shoulders on state highways
- Should include multi-use paths in key locations

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NMDOT Statewide Long Range Multimodal Transportation Plan

What we have heard thus far…

Air transportation:

» Private aviation
- Use of Santa Theresa Airport for executive travel
- Shorter processing time vis-à-vis El Paso International Airport for international travel

» Air Freight
- Potential for Santa Theresa to become an air freight hub
- Importance of air freight in the supply chain for many industries (just-in-time delivery of critical components, repair items for broken machinery, etc.)

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What we have heard thus far…

NMDOT

Freight transportation:

» Railroad
- o Build on opportunities presented by Union Pacific's Strauss facility
- o Juarez rail bypass – what if Ferromex builds to the New Mexico border?
- o Role of BNSF
- o Anti-donation clause issues – should NMDOT own new rail infrastructure?

» Truck
- o Local truck activity in Santa Theresa area ("drayage" to/from rail)
- o Through truck movements to/from Mexico via Santa Theresa Port of Entry
- o Through truck movements on Interstate 10
- o Need for better data and information (truck volumes, weights, etc.)
- o Oversize/overweight truck movements (permitting issues, etc.)
- o Truck fueling and rest areas

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What we have heard thus far…

NMDOT

Importance of thinking beyond transportation:

» Environmental justice issues
- o Potential for disproportionate impacts or lack of benefit sharing vis-à-vis low-income communities in the Santa Theresa area
- o Need to address jobs access issues

» Land use / community impacts
- o Need to coordinate land use planning with transportation planning
- o Need to move toward multi-modal system design / complete streets
- o Impacts of transportation system changes on established business patterns
- o Impacts of heavy truck and vehicular traffic on established neighborhoods

» Environmental impacts
- o Need to avoid further air quality deterioration
- o Need to avoid or address potential impacts to flora and fauna

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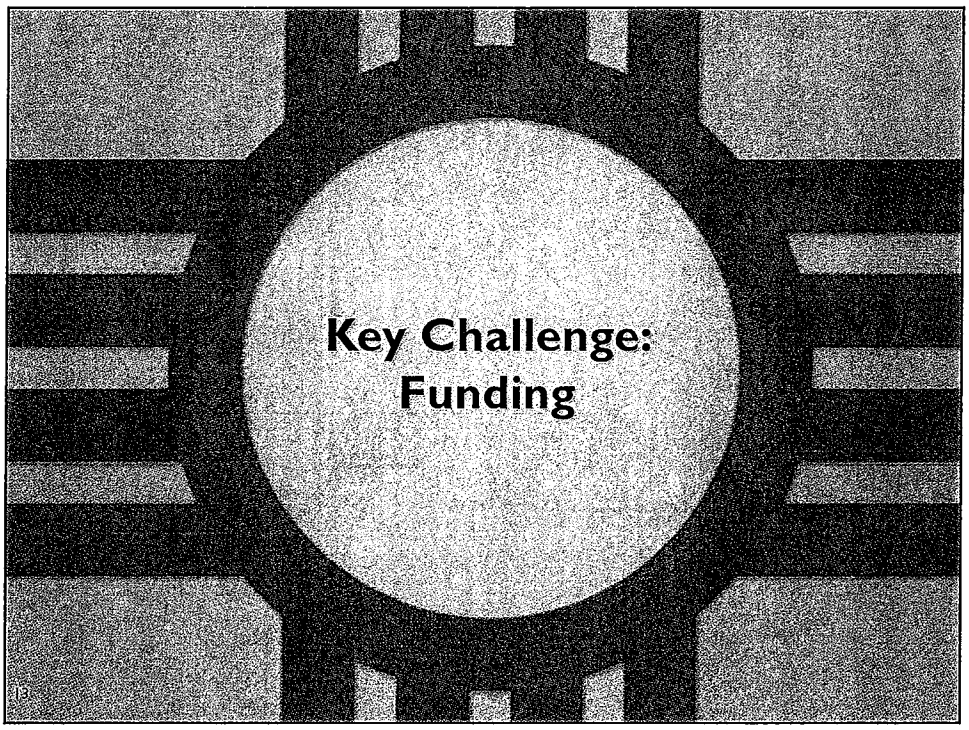
Key Challenge:
Funding
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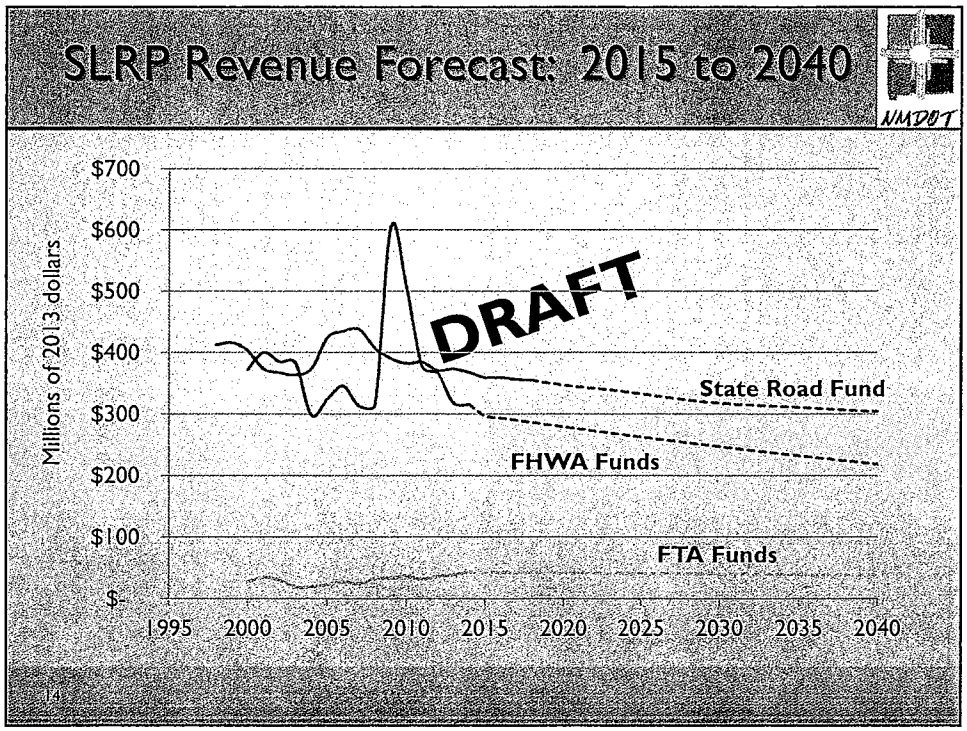
SLRP Revenue Forecast: 2015 to 2040
NMDOT
Millions of 2013 dollars
$700
$600
$500
$400
$300
$200
$100
$-
1995
2000
2005
2010
2015
2020
2025
2030
2035
2040
DRAFT
State Road Fund
FHWA Funds
FTA Funds
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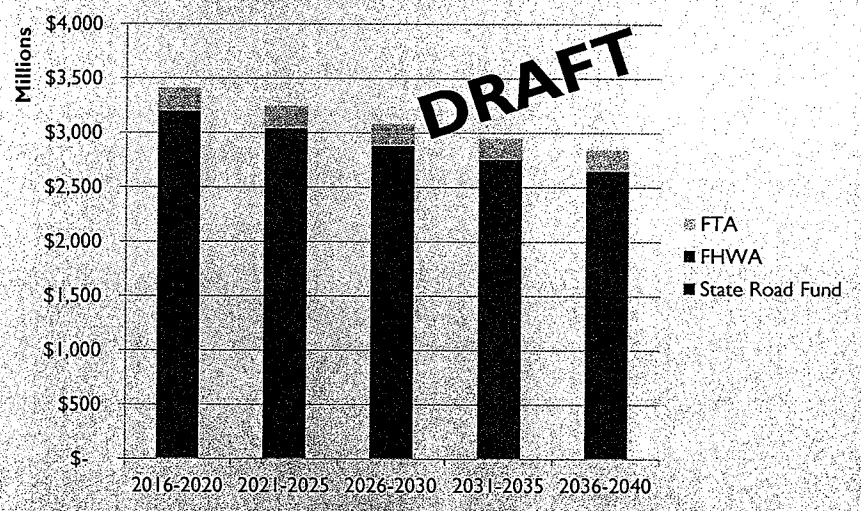
SLRP Revenue Forecast: 2016 to 2040 (5-year periods)



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One part of the solution to the funding problem

- Move toward a "life cycle" approach to estimating and reporting project costs
  - » Takes into account not only initial cost to "build", but also ongoing maintenance, operation, and (eventual) replacement costs

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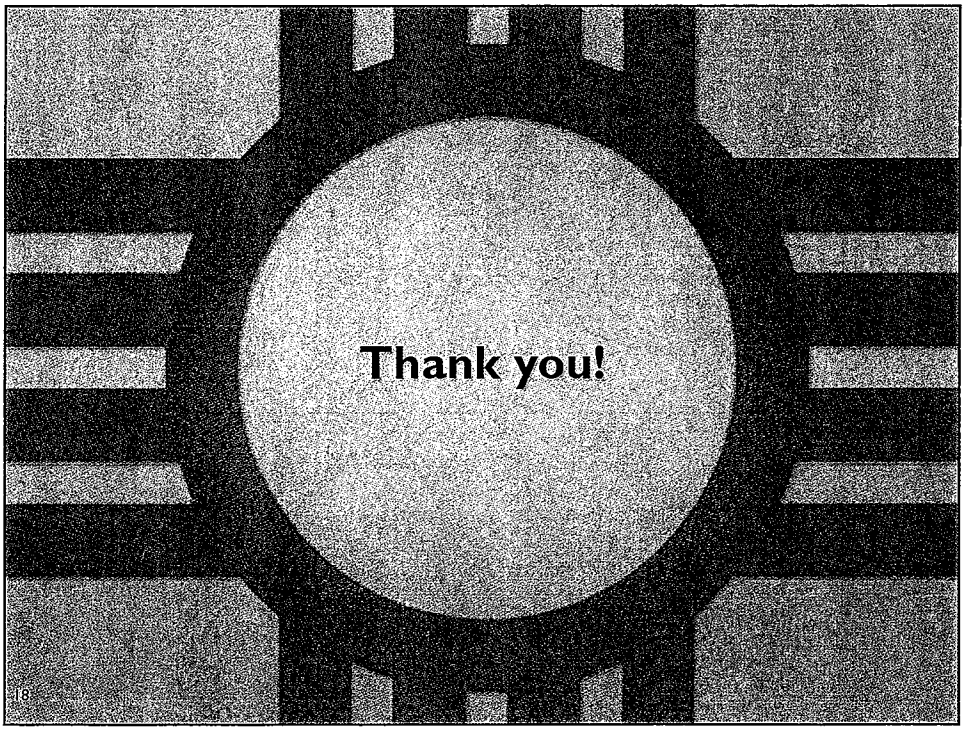
QUESTIONS?

- **Primary Point of Contact**
  - » Claude Morelli, NMDOT Project Manager
  - » claude.morelli@state.nm.us
- **Project Website**
  - » http://newmexicotransportationplan.com/
- **Social Media**
  - » Twitter: @NMTransPlan
  - » Facebook: NewMexicoTransportationPlan

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