

REGIONAL TRANSPORTATION MANAGEMENT CENTER

By

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**NMDOT ITS
BUREAU**



PURPOSE

- ✦ Establishment of a co-located Regional Transportation Management Center (RTMC) to enhance mobility within the region, efficiently coordinate response to weather and traffic related incidents, and provide the traveling public with reliable traffic information



TODAY'S PRESENTATION WILL:

- ✘ Present the need for a regional facility
- ✘ Share with you the purpose of a regional facility
- ✘ Obtain feedback from the policy board regarding the feasibility of a regional facility
- ✘ Anticipated cost and funding options

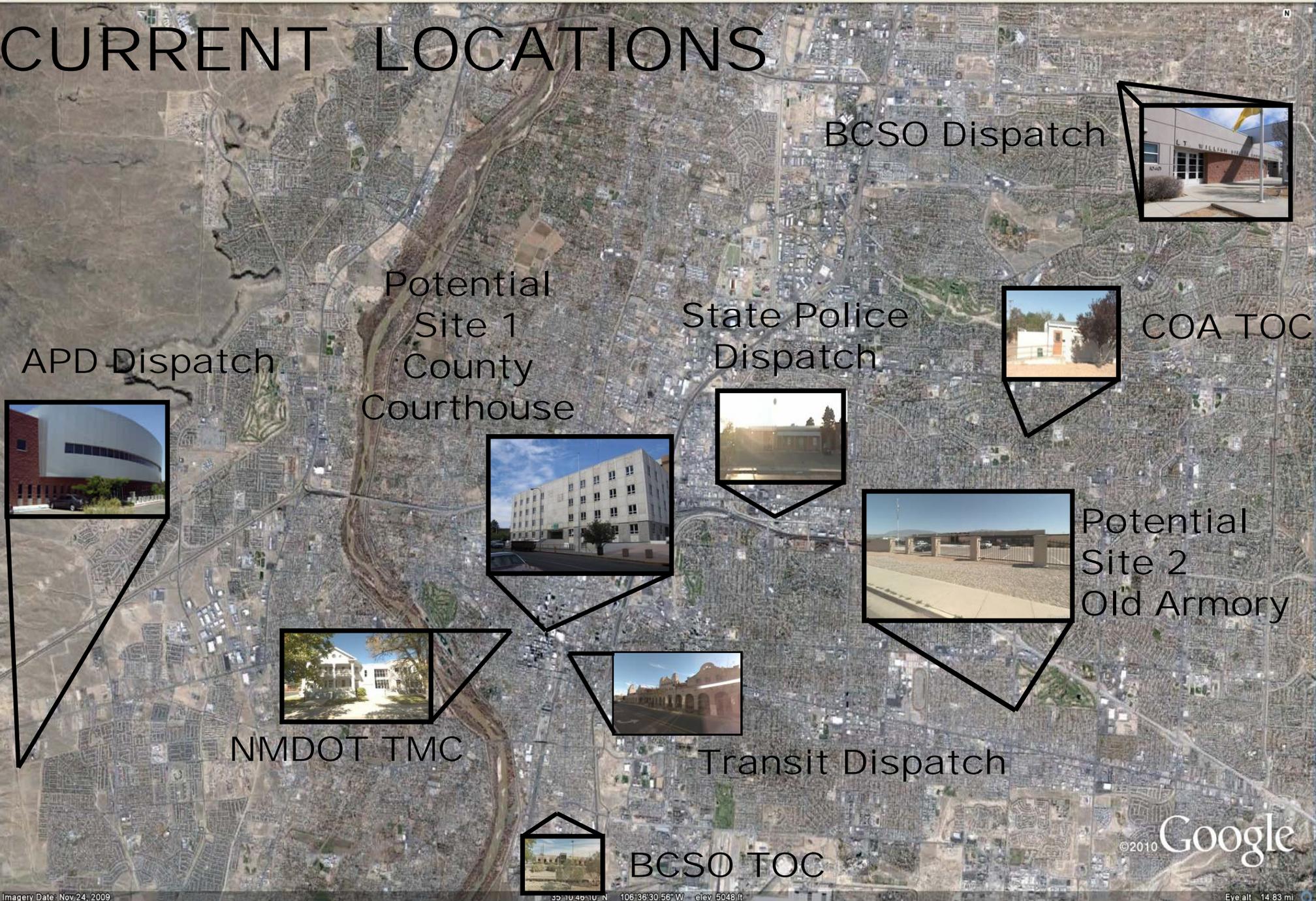


BACKGROUND

- ✘ NMDOT operates a Transportation Management Center at the basement of the MRCOG building
- ✘ Over the past few years, the operation and services provided out of the TMC has grown
 - + 511 service
 - + Nmroads.com
 - + Camera coverage (locally and statewide)
 - + Digital Message Signs
 - + Road sensors and service patrol dispatch



CURRENT LOCATIONS



BACKGROUND (CONT.)

✘ Current challenges:

- + Unable to accommodate our partners at any center (space limitations)
- + Communication between agencies during incidents
- + Streamlining the response efforts during incidents
- + Maintaining consistency when responding to incidents
- + Timely and accurate public notification



BENEFITS OF A REGIONAL TMC

- ✘ Provide instantaneous weather or traffic incident management
- ✘ Maximize the use of existing roadway (including bicycle and transit) infrastructure
- ✘ Maximize utilization of existing Intelligent Transportation System (ITS) technology already in place
- ✘ Reduce regional congestion

STAKEHOLDERS

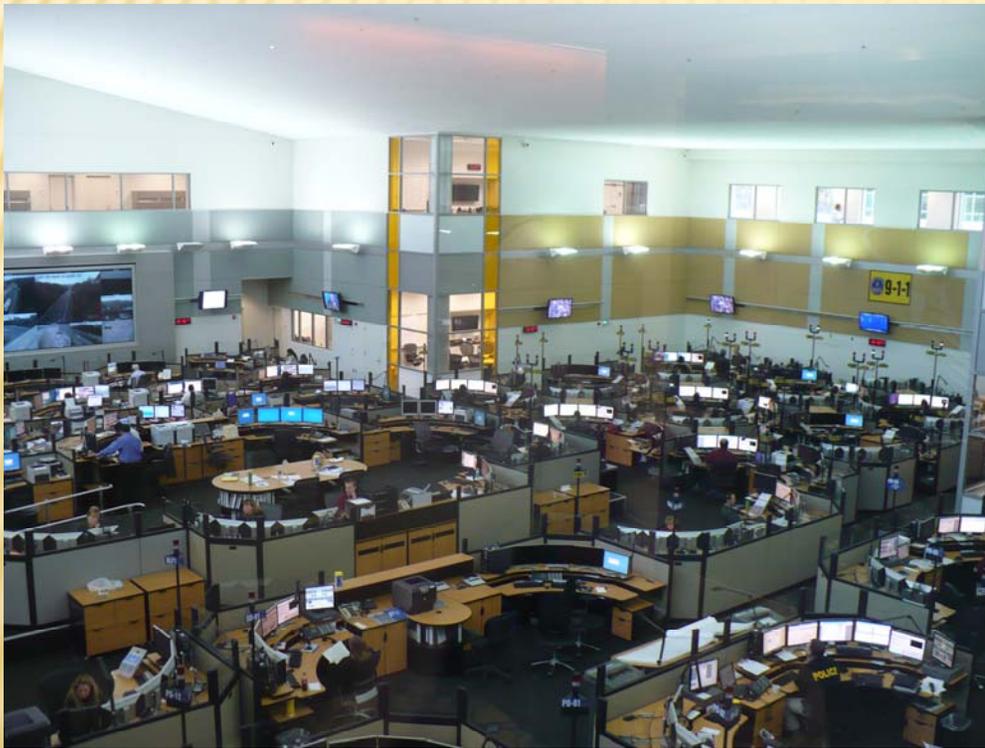
- ✘ Federal (FHWA)
- ✘ State (NMDOT, Statewide EOC)
- ✘ County (Bernalillo, Valencia, Sandoval)
- ✘ City (COA, CORR)
- ✘ Municipalities
- ✘ MRCOG
- ✘ Pueblos
- ✘ NM State Police
- ✘ Local enforcement agencies (APD, RRDPS, BCSO)
- ✘ First responders
- ✘ Other (Transit, Public, Kirtland, Sandia Labs, UNM, School Districts, Railrunner, etc)

REGIONAL TMC'S VARY

- ✘ Complexity: number and types of stakeholders
- ✘ Function: defined by stakeholder needs
- ✘ Capabilities: highly dependent on infrastructure available
- ✘ Capacity/size: affected by full or partial agency occupancy
- ✘ There is no “one size fits all” approach

VIRGINIA DOT (MCCONNELL PUBLIC SAFETY AND TRANSPORTATION OPERATIONS CENTER)

- ✘ Center was constructed in 2008
- ✘ VDOT, State Patrol, 911 call center, Fairfax Co.



NEW JERSEY STATEWIDE TRANSPORTATION MANAGEMENT CENTER

- ✘ Center was constructed in 2009
- ✘ NJDOT, NJ Turnpike Authority, State Police



MINNESOTA DOT

- ✘ Center was constructed in 2003
- ✘ 53,000 Square Feet in Size
- ✘ MnDOT. State Police, Public Information (radio)



MARYLAND DOT



CALTRANS TMC



COST

- ✘ Retrofit cost can range from \$200 to \$700 per square foot
- ✘ Estimated cost is about \$8 million
 - + NMDOT is ready to commit \$3M (\$1.5 in 2016 and \$1.5 in 2017)
 - + Regional participation will be needed
- ✘ In comparison to VDOT @ \$120 Million and NJDOT @ \$30 Million



COSTS RESULTING FROM INCIDENTS

- ✘ \$12,000 of lost productivity for every minute a lane is closed during peak periods –
 - + Figure derived from a study in Portland a couple of years ago – comparable sized city.
- ✘ 4 in 1 Rule: Every minute of an incident requires four minutes to clear
- ✘ Secondary Incidents: Every minute of an incident, the percentage of a secondary incident occurring increases by 3 percent

WHAT IS BEING DONE

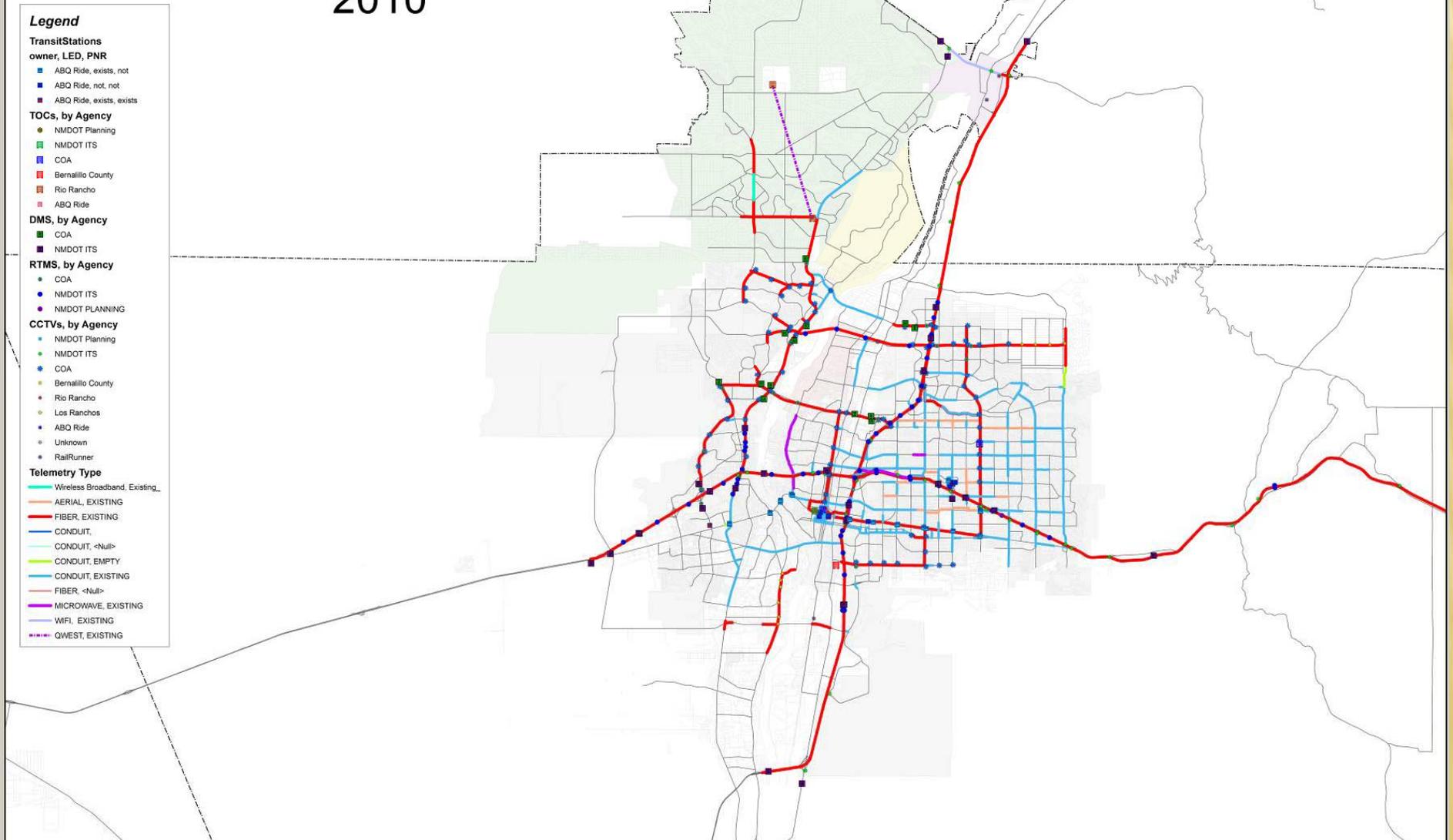
- ✘ MRCOG has identified the regional center as one of its high priority projects for the region
- ✘ NMDOT has hired ICX to develop a Concept of Operations that will look at the feasibility of having a joint center
 - + Met with stakeholders in the area on 1/13/2011
 - + Functional and Joint Functional Needs/Goals of each potential partner and OPTIONS
 - ✘ Includes phasing – current and future functionality
 - + Develop programmatic-level cost estimate

MRCOG

- ✘ The 2030 Metropolitan Transportation Plan included the Implementation of a Regional Incident Management System and Operations Center at an estimated cost of \$75M by the year 2030

CURRENT ITS INFRASTRUCTURE

AMPA ITS Infrastructure Deployment, 2010



INFRASTRUCTURE IS BECOMING WELL DEVELOPED BUT NOT COORDINATED

CURRENT CITY TRAFFIC MANAGEMENT CENTER



IS IT LIKE THIS?
NO!



THIS IS OUR ITS CENTER

POTENTIAL SITE FOR RTMC



City of Albuquerque Facility (potential site)

ASPECTS OF SITE

- + Secured 13 acre facility with perimeter fence, gate, and controlled entry
- + 47,000+ sf of office space
- + 20,000+ sf of Warehouse / Garage space
- + 7,000+ sf of Maintenance space
- + Located 0.6 miles from I-40 / Wyoming
- + Appraised Value is approximately \$9 million



NEEDS OF SITE

- + ADA Compliance (Elevator, etc.)
- + Office renovation (carpet, paint, internet, etc.)
- + Traffic Management Center renovation
- + Furniture, equipment, moving cost
- + Approximate cost is \$8 million
- + NMDOT has pledged \$3 million
- + Need \$5 million from Region



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NEXT STEPS

