

Appendix R

Stakeholder Outreach

I-40 Stakeholder Outreach Notes
Fall 2022/January 2023

- The NWRTPO members and NWNMCOG staff can spread any new information. Bob will provide us with a list of the NWRTPO members.
6. What times should be considered for public meetings?
 - Tuesdays, Wednesday, or Thursdays are best.
 7. Are there key issues, challenges related to I-40 and adjacent frontage roads that we should be aware of?
 - Near the Fort Wingate exit (about MP 33.6), there has been instances where there is about 2 to 6 feet of sediment piled on the NM 118/U.S. Rt. 66 frontage road due to flooding. District 6 has conducted a study and has an on-going project to address these drainage issues.
 - From Gallup to Albuquerque, along I-40, there are times when truckers are involved in accidents. These accidents cause traffic to be held up. Periodically, traffic can be held up 20 to 30 miles. During these traffic backups, frontage roads and alternative routes become extremely important.
 - In the rural areas within the tribes, a large percentage of the roads are unpaved (gravel or dirt). When there is bad weather, using the unpaved roads becomes a concern to these rural communities.
 8. Are there specific concerns or ideas we should keep in mind while conducting the study?
 - It is important for commuters traveling along the I-40 corridor to be aware of the locations of frontage roads and alternative routes available. The frontage roads and alternative roads play a key role in the instance of a traffic jam. Sometimes these routes become congested due to commercial vehicle traffic.
 - Generally, community growth along the I-40 corridor is stable. These communities have populations of 20,000 or less and no major growth is anticipated. There are several highway alternatives going North and South, but I-40 serves as the main East and West corridor.
 - In general, the three-county region previously received between \$6 to \$8 million, occasionally even 10 million dollars every year for transportation infrastructure. Since the State of New Mexico Legislature has developed the Transportation Project Fund, the state now has access to an average 100 million dollars annually to fund transportation projects. The three-county region now has access to about \$20 million dollars a year.
 9. Are there other items you would like to discuss?
 10. Discuss next steps
 - Stephanie will send the meeting notes and will request the NWRTPO member list.
 - The team will send Bob information about the public meeting and the website.
 - The team will coordinate on future presentations to the NWRTPO as the project progresses.

to the ITS Committee. The Freight Committee is currently idle. Stephanie indicated that we are closely coordinating with NMDOT's freight group and NMDOT's Freight Plan that is being developed.

4. Are there any social media, newsletters, listservs, other communications methods we should use?
 - Information can be sent to Kendra Montanari. She can provide this information to the MRCOG newsletter and listserv.
5. What times should be considered for public meetings?
 - 6 pm to 7 pm works
6. Are there key issues, challenges related to I-40 and adjacent frontage roads that we should be aware of?
 - The Navajo To'hajiilee Chapter (covers the western portion of the study area) has received funding for some pavement work on roads. When traffic is backed up on I-40, commuters are detoured through this area, along gravel and dirt roads. It will be helpful to possibly coordinate with the Navajo DOT on this topic.
 - NM 6, which connects to I -40, works as a bypass corridor that serves the metro area near Albuquerque.
7. Are there specific concerns or ideas we should keep in mind while conducting the study?
 - There are land holdings for a future development called Santolina located. The entire development is 55,000 acres. The first development was 13,000 acres and is south of I-40 and remainder of the 55,000 acres is north of I-40. Solar installation is currently being considered, along with other major development.
 - Near the Paseo del Volcan interchange, there is a planned north and south corridor. The right-of-way process is underway.
 - There is a corridor study on Atrisco Vista's northern section.
 - A climate change impact analysis has been conducted recently much of the area from MP 130 to MP 150 is within a 100-year floodplain.
8. Discuss next steps
 - We will send a meeting announcement for the November public meeting and project information when it is available.
 - We will coordinate with MRCOG as the study progresses to identify times when we can provide a presentation/information for committee and board discussions.

I-40 CORRIDOR STUDY INFORMATION AND DISCUSSION

NOTES, ACOMA TRIBE

LOCATION: Zoom Virtual Meeting **MEETING DATE:** September 8, 2022 **TIME:** 1:00
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions – Meeting attendees included:

NMDOT	
Summer Herrera, I-40 Project Manager	Joe Casares, I-40 Interim Project Manager
Ron Shutiva, NMDOT Native American Tribal Liaison	
Acoma Pueblo	
Charles Riley, Director, Community Development Office	Denis Floge, Acoma Business Enterprises
Dennis Felipe Jr, Community Development Office, Civil Engineer	Monica Felipe Acoma Business Enterprises
Mikalyn Romero, Community Development Office, Planning	Franklin Martinez, Director of Natural Resources
Nadine Kowice, Community Development Office, Planning	Theresa Pasqual, Acoma Historic Preservation Office Director
Craig Vandiver, Executive Director of Operations	Steven Concho, Acoma Historic Preservation Office
Michael Manuelito, Interim Director, Utility Authority	
Neal Kie, Utility Authority Project Manager	
Gaylord Siow, Project Manager	
Parametrix	
Stephanie Miller, Deputy Project Manager	Alexis Angeles, Engineer I

2. Project Overview and Schedule – Stephanie provided an overview of the project and the schedule.
3. What is the best way to notify/invite people to public meetings and the project website? Who will have an interest in the project?
 - Email communications work to provide information and public meeting announcements. Almost every department has an email list serve. They can help us update our contact list.
4. Are online meetings, web communications, etc. a good way to reach people?
 - In-person meetings receive better attendance than online meetings. The tribe is now 100% open, so in-person meetings are occurring.

5. Are there any social media, listservs, newsletters, other communications methods we should use?
 - Social Media – Facebook, Instagram
 - Senior Citizen Program holds lunches and can post flyers on information about public meetings.
 - Reader boards can also be used post any information about public meetings.
6. What times should be considered for public meetings?
 - The public safety meetings have had the highest attendance. They are typically Tuesday, Wednesday, and Thursday from 5 pm to 7 pm.
7. Who is primary contact we should use to send information?
 - Charles Riley
8. Are there key issues, challenges related to I-40 and adjacent frontage roads that we should be aware of?
 - The Acoma currently has a local government agreement with District 6 for a new proposed road to be built on the south of I-40 from about MP 89.4 to MP 90.6. There is a box culvert at MP 90.6 that does not meet height requirements for commercial vehicles. In this area are a lot of cultural resources and utilities. The Pueblo is trying to get the land in this area into trust status. This land transfer has been in the works for about 8 years.
 - From MP 90.6 to MP 96.6, the road south of I-40 it is a two-lane road with no shoulders. There is a steel bridge on NM 124 at about MP 92.9. This bridge is too narrow for two commercial vehicles to pass side-by-side. If the plan is to use this as a frontage road to detour traffic, the road is going to need to be improved. Also, this is currently being used as a school bus route. There are two bus stops just before NM 124 diverts away from I-40 (about MP 92.7). Traffic control will be needed for the bus stops in the morning and afternoon if the plan is to use the road as a detour route. Using NM 124 as a detour, heavy commercial vehicles will impact the Acoma Tribal Lands and the residents.
 - It was mentioned that NM 124 is narrow near MP 98, upgrades would be needed if this were going to be used as a detour route.
 - Near MP 100, south of I-40, there are box culverts that impact the tribal lands when it rains. The flows come across I-40. Fences were taken down from debris flows and livestock were impacted. South of San Lorenzo Rd there is private property, so there are limitations on possible solutions.
 - Before MP 102, there is a hill where there are trucks trying to pass one another. This often leads to traffic congestion as trucks will fill both lanes trying to pass.
9. Are there specific concerns or ideas we should keep in mind while conducting the study?
 - The Acoma have concerns about managing traffic flow to avoid traffic congestion, specifically during constriction. The business from truckers is an important source of income for the Pueblo. If there are long back-ups, truck drivers could choose to take a different interstate or route, which would impact their businesses that serve truckers. The state should consider how to keep traffic moving during construction of any kind of I-40 and monitor contractors more closely. Sometimes they have lanes closed, but no work is occurring, it is important to keep lanes open when they can be open.

10. Next steps

- The Pueblo recommended meeting with Tribal Council and Administration as the project evolves to get their input on alternatives and impacts.
- Stephanie will sent Mr. Riley the contact list and request that the Acoma add any additional contacts. **Completed, list sent on September 13.**

- From MP 104 to MP 117, during previous construction, there was a lot of traffic congestion. Using the frontage road there is concern of traffic buildup and guardrail maintenance. Heavy commercial tends to run into the guardrail.
 - On Rainfall Rd (near MP 105), there is on-going planning for improvements that is funded by the state. There are plans for rehabilitation. There is a box culvert at MP 106.4, where the state is deciding between raising the bridge or something else. There are a lot of utilities in the area, specifically major gas lines.
 - When exiting at MP 108 and driving along US Rt 66 in Paraje, there is a blind spot that has led to accidents. Near Paraje there has also been many accidents during I-40 construction. There is currently just signage and no traffic signal. There was a plan to install signal and lighting, but some of the funding was lost due to delays caused by COVID. There are walking and bike trails along this area. There is a plan to extend the trails to Seama.
 - At exit 108, where the Dancing Eagle Travel Center, Supermarket, and Casino are located, improvements to the NM 23 overpass are being looked into. Studies have been complete, and the project is shovel ready, but there is insufficient funding. The overpass itself is very narrow and there is a concern for the pavement strength to hold commercial vehicles. There have also been problems when truckers park in the Pueblo's right-of-way.
 - When exiting at MP 108 to get onto US Route 66, there is a RR crossing near Rainstorm Road. This RR crossing had been recently replaced due to the panels lifting up.
 - Near MP 114 there is a roundabout that does not work well for commercial vehicles. It works well for local traffic. The lanes are too narrow for commercial vehicles, and the trucks tend to ride on the curbs. There are some signs near the Route 66 Monument that have been damaged by commercial vehicles.
 - Near MP 115, there is traffic control that is needed to slow down and warn commercial vehicles traveling eastbound along the frontage road about the curves. Traffic control is also needed for commercial vehicles traveling westbound near MP 117. There are sharp and steep curves between MP 115 and MP 116. When there are traffic buildups on I-40, local commuters tend to use this road as a bypass. Truckers sometimes follow the local commuters along these sharp curves. This is an area where guardrail is continuously being hit, since the commercial vehicles have trouble maneuvering through these curves. If the plan is to use this road as a detour, wider shoulders and guardrail should be considered for the commercial vehicles.
 - Near exit 117, on the frontage road, there is currently a bus route with no signage.
 - There are plans to remove the Rito Rd overpass just east of MP 120. It is currently too low, and a semi-truck hit and damaged the bridge. The bridge deck is thin.
 - There is a blind spot (near MP 122) going westbound over the RR where drivers tend to rear-end commercial vehicles. There have been several accidents here.
9. Are there specific concerns or ideas we should keep in mind while conducting the study?
- Some local commuters have jobs in Albuquerque. When traffic is backed up, they find themselves taking one to two hours trying to get to and from work.
 - Observe the behavior and trends on commercial vehicle drivers.

10. Next steps

- The project team will send meeting minutes to meeting participants.
- Nolan and Leonard will update the contact list.

I-40 CORRIDOR STUDY INFORMATION AND DISCUSSION NOTES, ZUNI TRIBE

LOCATION: Zoom Virtual Meeting **MEETING DATE:** September 15, 2022 **TIME:** 3:00
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions

NMDOT	
Summer Herrera, I-40 Project Manager	Joe Casares, I-40 Interim Project Manager
Ron Shutiva, NMDOT Native American Tribal Liaison	
Zuni Tribe	
Royce Gchachu, Transportation Manager	
Roxann Hughte, Assistant Manager	
Parametrix	
Stephanie Miller, Deputy Project Manager	Alexis Angeles, Engineer I

2. Project Overview and Schedule – Stephanie provided a project overview and discussed the schedule.
3. What is the best way to notify/invite people to public meetings and the project website? Who will have an interest in the project?
 - Royce and Roxann will update contact list. It will be important to meet with Zuni leadership so they are aware of the project and can communicate any relevant information related to lands that will be transferred to Zuni tribal trust lands in the Fort Wingate area.
4. Are online meetings, web communications, etc. a good way to reach people?
 - Before the public meeting in November, Zuni would like to meet with Parametrix and NMDOT to discuss the land transfer or possible plans for the Fort Wingate area. An initial in-person meeting is preferred.
5. Are there any social media, listservs, newsletters, other communications methods we should use?
 - Royce and Roxann will update contact list. Communication methods discussed include:
 - Zuni’s Website
 - Zuni’s Facebook
 - Local radio announcements
 - Zuni’s Newsletter
6. What times should be considered for public meetings?
 - When meeting with the Tribal Council/Leadership, their regular business hours work best.

- For public meetings, 6 pm to 7 pm works.
7. Who is primary contact we should use to send information?
 - Royce Gchachu and Roxann Hughte
 8. Are there key issues, challenges related to I-40 and adjacent frontage roads that we should be aware of?
 - Fort Wingate, near MP 34, is in the process of being transferred from the United States Department of Defense to the Zuni Tribe and Navajo Nation. It will be important to coordinate with Zuni Pueblo leadership on this area. The NMDOT should send an email to Royce requesting information on areas that will become Zuni tribal trust lands.
 - The NMDOT has had discussions with the Tribal Governor and Council about the frontage road NM 118/U.S. Rt. 66 in the MP 34 area. There currently are flooding issues. The NMDOT has had proposals to address these issues. These flooding issues occur for about 3 to 4 miles along the frontage road. At times, the flooding also comes across I-40. The NMDOT has completed a drainage study to look at channelizing the waterways to the south side of the road. The Tribal Governor and Tribal Council are aware and familiar with the NMDOT's proposals. This project has not moved forward due to not having the input of the Navajo Nation since they're land is on the north side of NM 118/U.S. Rt. 66. The funding from the FHWA is also limited. Every year the maintenance team of District 6 goes out and clears out the debris caused by the flooding.
 - Between MP 24 and MP 25, there have been several instances where portions of I-40 are closed due an accident. This causes commuters to look for alternative routes. Typically, they use NM 53 and NM 602. NM 53 and NM 602 then fill with heavy commercial traffic. There are concerns about these commercial vehicles traveling with hazardous materials through the Zuni Pueblo. The Zuni would like to see the frontage roads closer to I-40 improved, so that these roads are used rather than traveling through the Zuni Pueblo.
 9. Are there specific concerns or ideas we should keep in mind while conducting the study?
 - Zuni is interested in adding additional lanes to I-40 to better manage traffic flow.
 10. Are there other items you would like to discuss?
 11. Discuss next steps
 - Royce and Roxann will update contact list.
 - NMDOT will set-up an in-person meeting with Zuni leadership to discuss the project
 - NMDOT will send an email to Royce requesting information on areas that will become Zuni tribal trust lands.

I-40 CORRIDOR STUDY INFORMATION AND DISCUSSION NOTES, ZUNI PUEBLO LEADERSHIP

LOCATION: Zoom Virtual Meeting **MEETING DATE:** November 9, 2022 **TIME:** 2:00
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions

NMDOT	
Joe Casares, Interim I-40 Project Manager	
Ron Shutiva, NMDOT Native American Tribal Liaison	
Zuni Tribe	
Virginia Chavez, Head Councilwoman	Arden Kucate, Councilman
Arlen Quetawki, Councilman	Royce Gchachu, Transportation Manager
Eric Bobelu, Councilman	
Parametrix	
Stephanie Miller, Deputy Project Manager	Alexis Angeles, Engineer I

2. Project Overview and Schedule – Stephanie provided a project overview and discussed the schedule.

3. Questions and Discussion

- Concerns previously discussed with Zuni Pueblo staff in September
 - Property ownership in the Fort Wingate area is in the process of being transferred from the Department of Defense to the Zuni Pueblo and Navajo Nation
 - Concerns about flooding in the Fort Wingate Area. This is a concern for the Zuni. There have been flooding proposals in this area, but they have not been implemented.
 - Between MP 24 and MP 25, concerns about hazardous materials trucks using NM 53 and NM 602 during accidents. Mr. Gchachu indicated that these are his personal observations living close to the area.
- Considerations in the Fort Wingate Area
 - Ron indicated that NMDOT is interested in input from the Zuni on possible planned improvements/economic development plans in the Fort Wingate area.
 - Zuni reiterated that would like possible drainage solutions to be looked into to mitigate the flooding issue on NM 118 near MP 34. The potential for mudslides are also a concern.

- Zuni would like to look into adding an additional access/interchange into the Fort Wingate area. When determining the location of this new access, input from the Navajo, City of Gallup, and McKinley County will be needed since they would benefit from adding a new exit. In addition, it will be important that commercial trucks can get into/out of this area, an additional road may be needed in addition to an interchange.
- There is currently a railroad that passes through the Fort Wingate area. It is unknown what will happen with the railroad in this area in the future.
- Other issues on I-40 and adjacent frontage roads
 - Ms. Chavez asked about crashes on I-40 and if NMDOT is looking at making improvements in areas where there are a higher number of crashes. Stephanie indicated that the team is looking at that as part of the study and that will be a factor in making recommendations. So far, what we have seen is that accidents occur throughout the study area (150 miles), but we do see areas near some of the interchanges where more crashes are occurring.
 - Zuni has concerns about the number of accidents that occur along I-40. The accidents cause backups on I-40 in which commuters are impacted. When these accidents occur, commuters end up using the frontage roads/detour routes, in particular NM 53 through the Zuni village. Zuni has concerns about what happens when there are simultaneous accidents on both I-40 and the frontage roads. If both I-40 and the frontage roads are closed due to traffic accidents,
 - The Zuni Tribe would like for alternate routes outside of Zuni/NM 53 to be considered. NM 53 is a main road in the Zuni village, in which many pedestrians are present. In the case where I-40 is closed due to an accident, drivers and many large trucks end up on NM 53. An ongoing concern has been the issue of any hazardous materials that may come through the area. I-40 was closed during the Zuni Community Fair. Congestion was high, since drivers diverted to NM 53 and there was a lot of pedestrian and vehicle traffic due to the fair. Another issue is people using NM 53 and disrupting or taking photos of Zuni religious sites.
 - In the scenario where additional right-of-way is needed, Zuni would like for the tribes to be made aware of any potential for cultural/archaeological impacts and needed surveys and clearances/approvals.

4. Next Steps

- Public meeting on November 15, 2022
- Future project updates likely in March of 2023
- Zuni will send the project team a map showing how ownership will change in the Fort Wingate area **Completed, received on November 9, 2022**

5. Are there key issues, challenges related to I-40 and adjacent frontage roads that we should be aware of?
 - Ron Shutiva: Ron mentioned that he has been having a hard time setting up a meeting with the Navajo Nation to provide a preview of this project. Is there a possibility that Mr. Largo's office could assist?
 - Mr. Largo: Yes, we can reach out to the Navajo DOT and chapters that are along the I-40 corridor.
 - Mr. Largo: One issue is flooding leading to road closures near Fort Wingate and Church Rock, primarily along NM 118 (MP 33-34). Stephanie indicated that we have heard this same concern from several people.
 - Mr. Largo: Another issue is near Tohajilee. When I-40 is shut down traffic will enter Tohajilee community, and the heavy traffic is causing damage to area roads. It is used as a detour route for heavy trucks but the infrastructure in this area is not designed to withstand this level of traffic and heavy commercial traffic. NMDOT did place signs stating that the Tohajilee exit is "For local traffic only"
 - Mr. Henry: He noted that the BIA contacts listed under the SW Region Office cover lands of both the Laguna and Acoma Pueblos.
6. Are there specific ideas we should keep in mind while conducting the study?
 - None mentioned
7. Are there other items you would like to discuss?
 - None discussed
8. Next steps
 - Parametrix will send people public meeting invitations at the end of the month.
 - We will schedule a meeting with BIA around February/March 2023 to provide a project update.

- MP 40-50: This area is a huge challenge because there are no frontage road/areas to divert traffic from MP 37 to MP 47. Some people will detour via NM 566, Navajo Route 1149 (this is not a NM highway), to NM 371 and will get back on I-40 at exit 53 at Thoreau. There are exits but nowhere to detour traffic. EB traffic backs up in a matter of seconds and can back up for miles. Construction projects 6100901/902/904 occurred during 2018-2019 from about MP 37 through MP 43. There were huge issues with crashes in this area due to backups. Detour was a 1-lane crossover. NMSP and NMDOT worked with the contractor to for traffic control to minimize effects.
 - MP 50-70: NMSP uses Exit 53 to get traffic to NM 122. Once traffic backs up in this area, they can't get salt trucks/tow trucks through because the shoulders are narrow.
 - MP 84-89: Stephanie asked if the lack of a frontage road/detour in this area was a problem. Shawn indicated that this area doesn't seem to be an issue based on what he has seen.
 - MP 89 to 102: Acoma Pueblo lands: Acoma, Laguna, and area counties and towns use the same tow truck resources. Only 5 tow companies in the Grants area.
 - MP 102-117: Laguna Pueblo, uses same two companies for crashes.
 - MP 140-142: Route 66 Casino, there are a lot of crashes that occur here in both directions, perhaps due to the hill. They don't see issues so often at the ramps, but there is a lot of traffic in this area.
 - Also – this is in Albuquerque, outside of the study area, but WB I-40 to NB I-25 has a huge number of crashes. Not part of this study area but will make note of it for future/other projects.
- c. Overview of Incident Response
- An officer goes to the site of the crash to assist/assess.
 - Typically there will be one officer/patrol car, sometimes two.
 - Resources for setting up detours and clearing accidents are limited since there may be just one officer able to be on the scene. They use shoulders to get to the crash site if traffic is backed up. Officers use their patrol lights/vehicles as barriers at crash sites. They don't have any equipment other than their vehicle and LED pucks to manage traffic (they also cannot use flares). The officer dispatches resources to the area (ambulance, tow trucks, Type A or B depending on the vehicles involved). If the vehicle/s involved are smaller, they will push the vehicle off the road with their patrol car if they are able. They contact NMDOT to assist with traffic if the accident is a fatal/serious accident. Tow truck resources are limited – it can take 30-45 minutes to get a tow truck on the scene. It can take longer if it is a commercial vehicle (30 minutes to an hour). They do everything possible to keep I-40 open and moving, it is rare, but sometimes they do have to close I-40 in one or both directions.
 - If there are closures, NMSP notifies NMDOT at the Regional Traffic Management Center (RTMC) in Albuquerque. They post on NM Roads, will put messages on DMS, and the NMDOT Public Involvement Officer posts on Facebook and notifies radio stations. NMSP issues notification through Twitter. For closures, they will notify TXDOT and Gallup Port of Entry, if needed.
 - Known social media outlets uncontrolled by NMDOT include:
 - FedEx Ground has a FB group/page that posts road condition information

- ABF trucking has a Facebook page with a following
 - KGAK AM 1330 provides a lot of traffic reports. It's a Navajo radio station that broadcasts in Dine and English.
- d. Weather Response
- NMDOT and NMSP work closely together and have contact 24/7 during the winter months.
- e. Other observations
- NMSP hasn't seen truck parking in the shoulder be much of an issue during typical travel. It becomes more of an issue when there is an incident or bad weather conditions.
 - In D3 they get complaints about this near Atrisco Vista and all gas stations.
- f. Challenges/potential solutions
- **Staffing** - Staffing is a challenge in both districts, Enforcement is difficult with limited manpower. NMSP has officers in both districts that are dedicated to commercial motor vehicles. NMSP is seeing an increase in commercial vehicle traffic and they are trying to increase enforcement in D6 for commercial vehicles.
 - **Getting Vehicles off the Road** - There are limited tow truck providers in the corridor and owners are having a harder time getting staff. For example, Shawn knows one company that has 5 trucks, but they have only been able to hire 2 certified tow truck drivers. NMSP, tribal, county, and local police use the same tow truck resources. Tow truck response times can range from 30 to 60 minutes, particularly if a larger tow truck is needed to move a large truck. This situation is likely to continue to become more of a challenge, since competition for drivers is high and traffic/crashes have been increasing. Sometimes NMSP uses NMDOT's front end loaders to push vehicles from travel lanes. One solution would be for NMDOT to have a staffed/dedicated tow truck/front loader to push vehicles off the roadway. Other helpful resources could be a trailer with traffic control devices and NMDOT support for setting up traffic control during incidents. Lieutenant Graft asked if there are federal funds/grants available for these resources since I-40 is such a critical freight/travel corridor in the US, particularly during the winter months. This would also help reduce the number of secondary crashes.
 - Jill mentioned that federal resources/funds are used to fund the Courtesy Patrol in the greater Albuquerque area.
 - Nancy mentioned that NMDOT is working to get clarity of what NMDOT can/cannot do for moving vehicles off the roadway from a liability/legal perspective (push/pull law).
 - **Trucks only in the Right Lane** - Lieutenant Graft asked if the lanes on I-40 could be regulated such that commercial vehicles are only permitted in the right lane, since studies have shown that it helps to reduce crashes. CCTV could be used for photo enforcement.
 - This would require legislative action since this is currently not permitted in the state.
 - **Weather Warnings** – It could be helpful to post/announce severe weather/wind warnings earlier on DMS, and press releases/facebook/twitter. This could help drivers with more discretionary trips to pull over/get off the road sooner or postpone their trip.
 - **Information on I-40 Closures due to Crashes** – Does NMSP document when I-40 is closed due to a crash? NMSP does maintain records on closures caused by commercial vehicle crashes, including when and how long the interstate is closed.

4. Action Items/Next Steps

- a. Stephanie will provide meeting notes and the presentation to attendees. We can also provide information to NMSP as the project progresses to understand the trends we are seeing with crashes and traffic volumes and will continue to keep NMSP informed as the study progresses.

I-40 Stakeholder Outreach Notes

Spring 2023

I-40 CORRIDOR STUDY UPDATE AND DISCUSSION NOTES, MRCOG TRANSPORTATION COORDINATING COMMITTEE

LOCATION: Virtual Meeting - Zoom **MEETING DATE:** May 5, 2023 **TIME:** 1:30 p.m.
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150, MRCOG Transportation Coordinating Committee

1. **Meeting Attendees** – Attendees from the project team are listed below. There were 24 MRCOG Transportation Coordinating Committee members who attended the meeting as provided in the attached list.

NMDOT	
Summer Herrera, I-40 Project Manager	
MRCOG Transportation Coordinating Committee Members – See Attached List	
Parametrix	
Stephanie Miller, Deputy Project Manager	
Charles Allen, Traffic Lead	

2. **Project Update** – Summer introduced the I-40 Corridor Study and Stephanie provided a presentation/project update.
3. **Questions and Discussion**
 - a. Debbie Bauman, City of Albuquerque: Debbie mentioned that it’s helpful that NMDOT is looking at parallel/alternate routes.
 - b. One member of the committee said they would like to see more use of recycled materials in pavement.



Mid-Region Council of Governments / Metropolitan Transportation Board's
TRANSPORTATION COORDINATING COMMITTEE

Attendance

Friday, May 5, 2023 (A hybrid meeting)



Chair Debbie Bauman
Vice-Chair Nancy Perea

✓	Counts towards Quorum
!	Present, but doesn't count towards Quorum

QUORUM = 16
24

ORGANIZATION	19	MEMBER	5	ALTERNATE
City of ABQ Council Services		Tom Menicucci	✓	Jeff Hertz
City of ABQ Environmental Health		Ken Miller	✓	Allen Smith
City of ABQ Municipal Development		Shahab Biazar		
City of ABQ Municipal Development	✓	Debra Bauman		Valerie Hermanson
City of ABQ Municipal Development		Tim Brown	✓	Valerie Hermanson
City of ABQ Planning Department	✓	Judith Gray		Seth R. Tinkle
City of ABQ Traffic Engineering	✓	Matt Grush		Valerie Hermanson
City of ABQ Transit Department	✓	Andrew De Garmo		Carrie Barkhurst
				Sara Young
Albuquerque Public Schools	✓	Amanda Velarde		Rachel Hertzman
	0			0
AMAFCA		Jerry Lovato	✓	Nicole Friedt
				Nolan Bennett
Town of Bernalillo		Troy Martinez	✓	Marisela Hernandez
	0			Ida Fierro
Bernalillo County	✓	Brian Lopez	!	Julie Luna
Bernalillo County	✓	Richard Meadows	!	Rodrigo Eichwald
Bernalillo County		Clay Campbell		John Barney
Bernalillo County				Jason Clark
City of Belen	✓	Steven Tomita		Mayor Robert Noblin
Village of Bosque Farms				
Village of Corrales		Councilor Bill Woldman	0	
Village of Los Lunas		Alex Ochoa		Michael Jaramillo
Village of Los Ranchos de Albuquerque	✓	Maida Rubin		Maria Rinaldi
Village of Tijeras	✓	Nick Kennedy		Michael Limon
City of Rio Communities		Jim Winters	0	
Middle Rio Grande Conservancy District				
NMDOT	✓	Jill Mosher		Margaret Haynes
NMDOT	✓	Nancy Perea		Marguerite Johnson
City of Rio Rancho	✓	Arnell Friedt		Jamie Marrufo
City of Rio Rancho	✓	B.J. Gottlieb		Peter Wells
City of Rio Rancho	✓	Travis Johnson		
Rio Metro Regional Transit District	✓	Grant Brodehl		Tony Sylvester
Rio Rancho Public Schools		Vacant		
Cochiti Pueblo		Vacant		Vacant
Isleta Pueblo	✓	James Weldon		Dale Kleinsmith
				Vanessa Martin
Laguna Pueblo		Leonard Ludi		David Deutsawe
Sandia Pueblo		Vacant		John Romero
Santo Domingo Pueblo		Kathy Ashley	0	
Sandoval County		Mark Hatzenbuhler		Roseanne Gomez
Valencia County	✓	Lina Benavidez		Commissioner Gerard Saiz
SSCAFCA	✓	Dave Gatterman		Andy Edmondson

NON-VOTING ADVISORY MEMBERS				
ORGANIZATION		MEMBER		ALTERNATE
City of Albuquerque Aviation Department		Jack Scherer		
Albuq/Bern County Air Quality Control Board		Vacant		Vacant
Federal Highway Administration		Vacant		
Greater Albuq Bicycling Advisory Committee		Vacant		Vacant
Kirtland Air Force Base		Vacant		Vacant
Santa Ana Pueblo		Nathan Tsosie		

MRCOG STAFF PRESENT

I-40 CORRIDOR STUDY UPDATE AND DISCUSSION NOTES, MRCOG METROPOLITAN TRANSPORTATION BOARD

LOCATION: Virtual Meeting, Zoom **MEETING DATE:** May 19, 2023 **TIME:** 10:00 a.m.
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150, MRCOG Metropolitan
 Transportation Board

1. **Meeting Attendees** – Attendees from the project team are listed below. There were 24 MRCOG Metropolitan Transportation Board members who attended the meeting as provided in the attached list.

NMDOT	
Summer Herrera, I-40 Project Manager	
MRCOG Transportation Coordinating Committee Members – See Attached List	
Parametrix	
Stephanie Miller, Deputy Project Manager	
Charles Allen, Traffic Lead	

2. **Project Update** – Summer introduced the I-40 Corridor Study and Stephanie provided a presentation/project update.
3. **Questions and Discussion** – The following questions were discussed, notes from the MRCOG meeting are also attached.
 - a. Mayor Donald Lopez, Village of Los Ranchos, asked if Parametrix has talked with the NMDOT about any lessons learned from a similar construction project, where an interstate was brought down to one lane near Hatch and Recon, New Mexico.
 - *Stephanie informed the board that Parametrix has been looking specifically at the I-40 corridor.*
 - b. Councilor Stuart Murray, Village of Corrales, asked if there are specific areas along the I-40 corridor, where incidents have been more problematic and if so, maybe finding solutions to fix that problem.
 - *Stephanie indicated that there really isn't data on how often I-40 is closed in one or both directions or how long it takes to get the interstate open. This is not information that is required to be collected. Stephanie mentioned that during the course of the study we have documented some closures, to get a sense of what was causing some of them. In the next phase, the project team will look in closer detail at hotspots with crash locations, but crashes seem to be occurring throughout the corridor.*

- c. Councilor Stuart Murray, Village of Corrales, asked as part of your ITS approach, are you going to have more cameras along this corridor, so if an incident does occur, your response time will go down?
- *Stephanie explained that part of the recommendations for ITS is to get more messaging signs and cameras in this corridor.*



Attendance

Friday, May 19, 2023 (A hybrid meeting)

Chair Klarissa Peña
Vice-Chair Donald Lopez

<input checked="" type="checkbox"/>	Counts towards Quorum
<input type="checkbox"/>	Present, but doesn't count towards Quorum

QUORUM = 16
24

ORGANIZATION	10	MEMBER	14	ALTERNATE
City of ABQ	<input checked="" type="checkbox"/>	Councilor Isaac Benton		Nathan Molina
		Councilor Pat Davis	<input checked="" type="checkbox"/>	Sean Foran
	<input checked="" type="checkbox"/>	Councilor Klarissa Peña		Rachael Hernandez
	<input checked="" type="checkbox"/>	Councilor Tammy Fiebelkorn		Laura Rumbler
		Councilor Renee Grout	<input checked="" type="checkbox"/>	Rachel Miller
	<input type="checkbox"/>	Councilor Louie Sanchez	<input checked="" type="checkbox"/>	Brandon MacEachen
				Dawn Marie Emilio
				Councilor Trudy Jones
				Councilor Louis Sanchez
			<input checked="" type="checkbox"/>	Tom Menicucci
				Jeff Hertz
	<input type="checkbox"/>	Lawrence Rael	<input checked="" type="checkbox"/>	Patrick Montoya
				Leon Espinoza
Albuquerque Public Schools	<input checked="" type="checkbox"/>	Barbara Petersen		Josefina Dominguez
Rio Rancho Public Schools	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Sal Maniaci
Bernalillo County	<input type="checkbox"/>	Commissioner Barbara Baca		Richard Meadows
	<input type="checkbox"/>	Commissioner Walt Benson		Jennifer Milan
	<input type="checkbox"/>	Commissioner Eric Olivas	<input checked="" type="checkbox"/>	Agustine Montoya
	<input type="checkbox"/>			Agustin Montoya
	<input type="checkbox"/>			Julie Morgas Baca
	<input type="checkbox"/>			Elias Archuleta
	<input type="checkbox"/>			Antonio Jaramillo
	<input type="checkbox"/>			Julie Luna
Sandoval County	<input checked="" type="checkbox"/>	Commissioner David Heil		Amy Griffin
Valencia County	<input type="checkbox"/>	Melissa Jaramillo		Danny Monette
City of Belen	<input type="checkbox"/>	Councilor Steven Holdman		Steven Tomita
City of Rio Communities	<input type="checkbox"/>	Councilor Peggy Gutjahr	<input checked="" type="checkbox"/>	Councilor Lawrence Gordon
	<input type="checkbox"/>			Martin Moore
	<input type="checkbox"/>			Jim Winters
City of Rio Rancho	<input type="checkbox"/>	Mayor Gregory Hull		Matthew Geisel
	<input type="checkbox"/>	Councilor Robert Tyler	<input checked="" type="checkbox"/>	Peter Wells
	<input checked="" type="checkbox"/>	Councilor Paul Wymer		B.J. Gottlieb
Town of Bernalillo	<input type="checkbox"/>	Mayor Jack Torres	<input checked="" type="checkbox"/>	Troy Martinez
	<input type="checkbox"/>			Ida Fierro
Village of Bosque Farms	<input type="checkbox"/>	Mayor Russell Walkup		vacant
Village of Corrales	<input checked="" type="checkbox"/>	Councilor Stuart Murray		Councilor Bill Woldman
Village of Los Lunas	<input type="checkbox"/>	Michael Jaramillo	<input checked="" type="checkbox"/>	Brittany Armijo
Village of Los Ranchos	<input checked="" type="checkbox"/>	Mayor Donald Lopez		Ann Simon
	<input type="checkbox"/>			Maria Rinaldi
Village of Tijeras	<input type="checkbox"/>	Mayor Jake Bruton	<input checked="" type="checkbox"/>	Nick Kennedy
AMAFCA	<input type="checkbox"/>	Ron Brown		Bruce Thomson
MRGCD	<input type="checkbox"/>			Karen Dunning
SSCAFCA	<input checked="" type="checkbox"/>	Ron Abramshe		Cassandra D'Antonio
RMRTD	<input checked="" type="checkbox"/>	Tony Sylvester		Grant Brodehl
NMDOT	<input type="checkbox"/>	David Quintana	<input checked="" type="checkbox"/>	Jolene Herrera
	<input type="checkbox"/>	Justin Gibson		Rhonda Lopez
	<input type="checkbox"/>		<input checked="" type="checkbox"/>	Jill Mosher
Cochiti Pueblo	<input type="checkbox"/>	Merrill Yazzie		
Isleta Pueblo	<input type="checkbox"/>	Juan Rey Abeita	<input type="checkbox"/>	
Laguna Pueblo	<input type="checkbox"/>			
Sandia Pueblo	<input type="checkbox"/>	Jon Paul Romero	<input type="checkbox"/>	
NON-VOTING ADVISORY MEMBERS				
ORGANIZATION	MEMBER	ALTERNATE		
City of Albuquerque, Aviation Department	Vacant			Vacant
ABQ/Bernalillo County Air Quality Control Board	Vacant			Vacant
Federal Highway Administration	Rodolfo Monge-Oviedo			Vacant
Federal Transit Administration	Vacant			Vacant
Kirtland AFB	Vacant			Vacant
Santo Domingo Pueblo	Kathy Ashley			Vacant
Santa Ana Pueblo	Nathan Tsosie			Vacant
Bernalillo Public Schools	Vacant			Vacant
MRCOG STAFF PRESENT				

ACTION ITEMS

TAB 5

Concurrence to post the Draft FFY 2024-2029 TIP Development for Public Review

Steven Montiel, MRMPO Program Manager, presented the budget scenarios for the Large Urban, Small Urban, Rural, and Transit Set Aside.

Mr. Montiel stated that he would like to allow for sufficient time for the review of the draft TIP scenarios, and once posted, it will be up for sixty days for public review.

Action Taken:

Tammy Fiebelkorn, City of ABQ, made a motion to:

Post the Draft FFY 2024-2029 TIP Development for Public Review

Donald Lopez, City of Los Ranchos, seconded the motion, and it passed unanimously on a vote of 24 in favor, and none opposed. See the voting sheet.

DISCUSSION ITEMS

TAB 6

I-40 Corridor Study Update presentation by Parametrix

Stephanie Miller, Parametrix, gave a presentation on the I-40 Corridor Study Update. Stephanie explained to the board the purpose of the I-40 study and the areas that NMDOT will be studying.

Stephanie Miller stood for questions from the board.

Mayor Donald Lopez, Village of Los Ranchos, asked if Parametrix has talked with the NMDOT about any lessons learned from a similar construction project, where an interstate was brought down to one lane near Hatch and Recon, New Mexico.

Stephanie Miller, Parametrix, informed the board that Parametrix has been looking more specifically at the I-40 corridor.

Councilor Stuart Murray, Village of Corrales, asked if there are specific areas along the I-40 corridor, where incidents have been more problematic and if so, maybe finding solutions to fix that problem.

Stephanie Miller, Parametrix, informed the board that there's no data collected or required for incidents, where incidents are occurring, or how long it takes to get the interstate open. Stephanie mentioned that they do have a small amount of information on the traffic data, to understand what was going on in that time period. She also explained that Parametrix documented some closures, to get a sense of what was causing some of them. In the next phase, Parametrix will look into specific trends with the crashes that have occurred, but they're not seeing any hotspots in the I-40 corridor, it seems to be happening more uniformly throughout the corridor.

Councilor Stuart Murray, Village of Corrales, asked as part of your ITS approach, are you going to have more cameras along this corridor, so if an incident does occur, your response time will go down?

Stephanie Miller, Parametrix, explained that part of the recommendations for ITS is to get more messaging signs and cameras in this corridor.

There were no more questions from the board.

INFORMATION ITEMS

TAB 7

Review of upcoming MTB Agenda Items:

- ❖ 3rd Cycle FFY 2020-2025 TIP Amendment and Final Draft TIP Amendment for public review comment

Steven Montiel, MRMPO Program Manager, informed the board that the MPO has the call out for projects and has been receiving revision requests. The MPO is currently working on that, and it will be reviewed in June. Any comments that are received will be reported after the thirty-day review period. In July, the final adoption of the 2024-2029 TIP will take place and all public comments received will be shared in the agenda packet.

Adjournment

The May 19, 2023, meeting of the Metropolitan Transportation Board was adjourned at 11:32 AM.

ATTEST

Klarissa Pena, Chair
Metropolitan Transportation Board

Dewey V. Cave, Executive Director

I-40 CORRIDOR STUDY UPDATE AND DISCUSSION NOTES, NWRTPO

LOCATION: Teams Meeting **MEETING DATE:** June 14, 2023 **TIME:** 10:00 a.m.
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150, Northwest Regional
Transportation Planning Organization Joint Policy and Technical Committee Meeting

1. **Meeting Attendees** - Attendees from the project team are listed below. There were 9 NWRTPO members, 8 NMDOT staff, 1 NWRTPO staff member, and 3 guests who attended the meeting as provided in the attached list.

NMDOT	
Summer Herrera, I-40 Project Manager	
NWRTPO Members – See Attached Meeting Minutes	
Parametrix	
Stephanie Miller, Deputy Project Manager	Martina Mercure, Engineer I
Charles Allen, Traffic Lead	

2. **Project Update** – Stephanie provided a presentation/project update.
3. **Questions and Discussion**
 - a. Robert Kuipers: Made a comment that there are a high number of large trucks that use this corridor and it is one of the more critical freight routes in the United States. He also mentioned that a large portion of NMDOT’s budget in District 6 goes to maintaining I-40.
 - Micheal Neely, NMDOT: Confirmed that a high percentage of NMDOT’s D6 budget does go to maintaining I-40.
 - b. Robert Kupiers: Requested that Stephanie provide a copy of presentation.
 - Stephanie: Indicated that she provided a presentation last week that Mr. Kupiers sent to NWRTPO members.
 - c. Ron Shutiva, NMDOT Tribal Liaison: Ron mentioned that we have been meeting with tribes in the study area including the Acoma, Laguna, Zuni, and Bureau of Indian Affairs. We have reached out to the Navajo Nation on multiple occasions to try to set up a meeting and we have been unsuccessful. Their involvement and input in the study is desired. NMDOT will continue to reach out to them.

NWRTPO | Northwest Regional Transportation Planning Organization
 Joint Policy & Technical Committee
 NWRTPO Meeting Minutes

Wednesday June 14, 2023
 10:00 a.m. – 12:00 p.m.
 Virtual meeting executed via Microsoft Teams
 Due to COVID-19 Pandemic

ATTENDANCE:

Local & Tribal Governments	
Entity	Representative(s)
Pueblo of Acoma	Dennis Felipe Jr. – RTPO Vice-Chair
Pueblo of Laguna	Leonard Ludi
Pueblo of Zuni	Royce Gchachu, Roxanne Hughte
Navajo Nation	Margie Begay Priscilla Lee
Ramah Navajo	Dorothy Claw – RTPO Chairman
City of Grants	Don Jaramillo Shannon Devine
City of Gallup	Clyde Strain, Alicia Santiago, Robert Hamblen
Village of Milan	Linda Cooke , Denise Baca, Felix Gonzales,
Cibola County	Kaci Bustos, Joseph Baca, Judy Horacek
McKinley County	Rodney Skersick , Yvonne Tso
San Juan County	Absent (Nick Porell)
Farmington Metropolitan Planning Organization - Ex-officio	Not in attendance

New Mexico Department of Transportation (NMDOT)	
Entity	Representative(s)
RTPO Liaison	Neala Krueger
District 5	James Mexia, Amanda Nino
District 6	Bill Santiago, Michael Neely
Tribal Liaison	Ron Shutiva
DOT Central Regional Design Office	James Sanchez, Juan Archuletta,
Other NMDOT Staff / Guests	Stephanie Miller / Charles Allen – Parametrix; Joseph Gonzales, Emily Dosset, Summer Herrera – DOT; Kristie Johnson – Gallup Airport; Martina Mecurec - ?

Northwest Regional Transportation Planning Organization	
Northwest NM Council of Governments	Robert Kuipers

Tally Sheet – Attendance & Quorum

Total Full Attendance:	Member Entities:	NMDOT	RTPO	Guests (Transit)	Full Attendance Norm:	
	12	Normally 4-5: DOT Liaison, Tribal Liaison, District 5 & 6 Representatives		varies	17 - 20	
Attendance – this meeting:	Member Attendance:	NMDOT Attendance:	Staff:	Guests:	Attendance % this meeting:	TOTAL:
	9	8	1	3	100%	21

Item #	Item	Presenter
VI.	Present: I-40 Corridor Study – Project Update & Alternatives	Stephanie Miller – Parametrix Engineering
BACKGROUND		
<ul style="list-style-type: none"> • Why? I-40 has become one of the major freight trucking corridors in our nation, which is demanding for maintenance expenditures for NMDOT. Up to 10,000 trucks each 24 hr. day! • Purpose. This study will recommend improvements to I-40 thru our state, including adding lanes in some sections, addressing drainage, improve intersections and other considerations. • Discussion/Finalization. Parametrix Engineering will present the project update and recommended alternatives, and welcome additional comments from NMDOT staff. 		
CURRENT WORK		
<ul style="list-style-type: none"> • This study is well underway – working toward completion in Fall of 2023. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • Completion of corridor study with recommended improvements to address traffic flow. 		
ATTACHMENTS		
<ul style="list-style-type: none"> • I-40 Study Webinar from Parametrix, conducted on November 15, 2022. • Proposed I-40 planning projects from our region’s local governments. 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • This project won’t impact our NWRTPO budget, but could bring in millions of dollars for intersection and other improvements for the corridor in our region. 		
ACTION ITEM		
<ul style="list-style-type: none"> • N/A 		

Discussion:

- The goals of the I-40 Study include:
 - Improve safety
 - Traffic operation and reliability
 - Bridge, drainage and pavement infrastructure improvements
 - Improving related “Intelligent Transportation Systems” (ITS)
 - Examining what infrastructure improvements are needed thru FFY 2050
- There is public concern on safety and reliability as the freight trucking volume on I-40 is heavy.
- Safety: crashes in I-40 hit a high in 2019; there are an average of 18 fatal, and 17 serious injury accidents on I-40 per year.
- Current analyzed traffic volume for average vehicles per hour on I-40 are 1200 – 1500 during the day, and 300 – 600 during the night
- Traffic growth on NM I-40 is anticipated to grow from current – 20,000, to 30,000 – 60,000 by FY 2050 (no indication if this is per month or per year).
- Parametrix did capacity analysis on I-40; there is a need to widen I-40 shoulders; and there are 30 miles without alternative routes (in the case of accidents).
- Intelligent Transportation Systems is needed along I-40 for data collection, incidents, construction zones, weather, travel time info. and freight parking / E.V. charging stations.
- Fiber Optic is needed for mp 0 – 125 along with broadband infrastructure
- Need to consider development for forthcoming electric and autonomous vehicles
- Recommended solutions and improvements pages:
 - Enhanced 2 lane – widen shoulders to 12 feet
 - Third lane where needed
 - Provide cross overs

- ITS – Intelligent Transportation Systems
- Incident management
- Alternative Routes
- I-40 construction and maintenance consideration
- Ron Shutiva: poor communication / involvement from Navajo DOT

Item #	Item	Presenter
VII.	<i>Reports, Updates, Announcements</i>	Robert Kuipers
BACKGROUND		
<ul style="list-style-type: none"> ● Why? Update RTPPO members on news, training, funding, and other items of special interest ● Purpose. Keep RTPPO members up to date on critical information from NWRTPPO and NMDOT sources 		
Informational Items		
Regional News & Updates		
<ul style="list-style-type: none"> ● RTPPO Monthly Report, May Staff hours summary, and April Expenditures Report ● Member Reports 		
Member Special Reports:		
<ul style="list-style-type: none"> ● None this meeting 		
NMDOT Reports:		
<ul style="list-style-type: none"> ● G to G Liaison: Neala Krueger ● Tribal Liaison: Ron Shutiva ● District 6: Bill Santiago & staff; District 5: James Mexia & Amanda Nino 		
News, Training & Funding Opportunities:		
<ul style="list-style-type: none"> ● <u>FHWA Planning, Environment & Realty Reports</u>: 5/11/23 ● <u>NMDOT Govt. to Govt. Update</u>: 5/05/23, 5/31/23 ● <u>AASHTO Publications</u>: none ● <u>NMDOT / UNM-LTAP</u>: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – Online courses notice forwarded to members as LTAP emails come in. ● <u>Title VI Training</u> is available to MPO’s and RTPPO’s from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance. ● <u>Email Change Notice from NMDOT</u>: All NMDOT staff emails have changed from @state.nm.us to @dot.nm.gov ● <u>USDOT Navigator-May Update</u>: 5/04/23 ● <u>USDOT – Rural EV Infrastructure Toolkit</u>: 5/08/23 ● <u>Value Capture Guidance Webinar</u>: To save \$ on projects – 5/09/23 ● <u>USDOT Discretionary Grant Opportunities</u>: 5/09/23 ● <u>Security Awareness – Scam Awareness Alert</u>: 5/11/23 ● <u>USDOT – Resources, Upcoming Events, Funding Opportunities</u>: 5/18/23 ● <u>Tribal Reminder of Transportation Project Fund Appl. deadline – May 31</u>: 5/22/23 ● <u>I-40 Corridor Study Presentation</u>: for June 14 RTPPO virtual meeting – 6/06/23 		

Members please note: none of these documents will be included in the full meeting package due to the physical size and the electronic megabyte size going forward – all of the cited documents have already been emailed in advance of the RTPPO monthly meeting to our NWRTPPO members. Some of the citations are ongoing from month to month regarding ongoing training or funding opportunities.

Discussion:

- Robert Kuipers provided his monthly report for April, his staff hours report for May, and his expenditure report for April.

I-40 CORRIDOR STUDY UPDATE BIA REGIONS

LOCATION: Virtual Meeting - Zoom

MEETING DATE: May 18, 2023

TIME: 1:00

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – The following people attended the meeting.

BIA
Santee Lewis, BIA Southern Pueblo Agency Superintendent
Corwyn Henry, BIA SW Region Transportation Engineer
Douglas Hickman, BIA SW Region, Regional Reality Officer
Norton Emerson, BIA Eastern Navajo Agency, Acting Supervisory Highway Engineer
Jackie Francisco, BIA Eastern Navajo Agency, Program Support Assistance
Rosetta Epaloose, BIA, Zuni Real Estate Services
Cynthia Nakatewa, BIA, Zuni Real Estate Services
NMDOT
Summer Herrera, Project Manager
Ron Shutiva, Native American Tribal Liaison
Parametrix
Stephanie Miller, Deputy Project Manager
Martina Mercure, Engineer

2. Project Update – Stephanie Miller provided a presentation and project update.

3. Questions and Discussion

- a. Mr. Henry: Expressed gratitude for the meeting and support for study/project.
- b. Ms. Epaloose: Inquired if there any plans to divert traffic through NM 53
 - *Stephanie explained that it has not been identified as an alternative route/detour for I-40, but people may choose to use it on their own, as seen previously.*
- c. Mr. Shutiva: Clarified that Zuni was requested to be involved since property at Fort Wingate along I-40 is in the process of being transferred to both the Zuni Pueblo and the Navajo Nation. This area often floods both NM 118 and I-40. NMDOT has conducted a study and is working on a solution, but part of the solution calls for building drainage ponds on Navajo lands and NMDOT needs agreement with the Navajo for this aspect of the proposed solution.
- d. Mr. Hickman: Inquired if the Pueblo of Acoma and Pueblo of Laguna have been involved and informed
 - *Stephanie indicated that we have met with the Acoma and Laguna as part of initial outreach and we send meeting announcements for public meetings. We will be meeting with them as part of this Project Update in June. Stephanie explained that we have held separate meetings for the Tribes and BIA.*
- e. Mr. Hickman: Commented on his preference of the alternative with three lanes referencing his commute from Grants to Albuquerque.
- f. Ms. Epaloose: Inquired if right-of-way would be needed in Fort Wingate area?
 - *Stephanie indicated that we don't yet know if additional right-of-way will be needed for the alternatives being considered. The existing right-of-way is wide and the team is trying to stay within*

the existing right-of-way. Potential right-of-way impacts will be identified as part of the next phase of the study.

- g. Mr. Emerson: Inquired if recent traffic studies have been completed on routes SR 566, SR 371, N41 and N49. Recently there have been several complaints from community members about an increase in truck traffic and truck speeding. The speeding has caused school buses to pull off the road. The heavy truck traffic is putting a heavy load on these roadways and they need constant repair, and there is a lack of funds for the repairs.
 - *Stephanie explained that traffic studies have not been done for possible frontage roads/alternate routes because those roads would only be used in an emergency situation if lanes of I-40 are closed due to an incident. For frontage roads/alternative routes we have been looking at pavement condition, bridge condition, bridge load capacity, and horizontal and vertical issues on bridges.*
 - h. Mr. Emerson: Inquired if they could implement signs that restrict heavy truck traffic on the state routes. Also noted that on the tribal routes they require oversized load permits to identify the heavy truck's locations and routes. Inquired if they can be provided with a copy if a study is done on these routes to help with obtaining additional funding to help maintain the roadways.
 - *Stephanie indicated that state routes are open to all travelers. Stephanie explained that she is unfamiliar with the criteria needed to restrict routes, but to her knowledge bridge use can only be restricted if there are specific load restrictions.*
 - i. Mr. Emerson: Inquired about the status of a response from the NMDOT about the letter he had sent previously regarding signage and load restrictions for these routes. He sent the letter to District 6 on March 30, 2023 and was informed it would be forwarded to the traffic engineer.
 - *The project team will check with District 6 on the letter and status of a response.*
 - j. Mr. Emerson: Expressed appreciation of the study and commented on his preference of the alternative with 3 lanes.
 - k. Ms. Epaloose: Requested a copy of the presentation
 - *Stephanie will send a copy.*
4. Additional Questions/Requests after the Meeting
- a. Mr. Henry sent an email on May 18, 2023 after the meeting indicating that he noticed that data for the interchanges within the Pueblos of Acoma or Laguna were not presented/discussed. He noted that the Tribes are continuously working on economic development as well as community and life improvement projects. He requested that Tribes and communities along the study route be questioned regarding these issues where future development could result in the non-studied interchanges becoming significant traffic conduits for those Tribes and communities. The Bipartisan Infrastructure Law (BIL) funding being provided to Tribes from 2022 to 2026 will result in infrastructure development/construction that has not been seen in the past. Perhaps this was already considered but not included in the report. Regardless, I believe this issue should be a consideration of the study.
 - *Stephanie responded to the email on May 19, 2023 and indicated that the project team would ask this question in upcoming meetings. She also indicated that the Zuni had indicated in a previous meeting that there may be a desire for an interchange or improved access in the Fort Wingate area, though there are no formal plans at this time.*
 - b. Ms. Lewis sent an email on May 19, 2023 asking why the meetings with the Tribes and BIA were being held separately since they oversee trust lands in those communities and asked if there is a possibility for BIA to be a part of those discussions.
 - *Stephanie responded to the email on May 24, 2023 and indicated that this was a question that had not been brought up by the BIA or Tribes up to this point. The intent is to make sure that the meetings we are having with both the BIA and Tribes are useful and informative for both parties. Stephanie*

indicated that joint meetings could be considered for meetings expected to occur in the fall if that would be helpful and is preferred. Stephanie also provided meeting notes from the initial meetings with the Tribes and indicated that meeting notes from the 2nd round of meetings can also be shared when they are available.

5. Action Items

- Seek status on response to Norton Emerson's letter – Ms. Delphine Mexicano provided a response via email on Tuesday, June 6, 2023.
- Provide Rosetta Epaloose with a copy of the presentation – Stephanie emailed Ms. Epaloose the presentation after the meeting on May 18, 2023.
- Request from Mr. Henry for the project team to inquire about potential future development that could be significant traffic generators for nearby interchanges. The project team will ask this question at meetings with the Tribes.
- Consider having joint meetings with the BIA and Pueblos in the fall and share the 2nd round of meeting notes with BIA.

I-40 CORRIDOR STUDY UPDATE ZUNI PUEBLO

LOCATION: Virtual Meeting - Zoom

MEETING DATE: May 22, 2023

TIME: 8:30

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – The following people attended the meeting.

Zuni Pueblo	
Arden Kucate, Governor	Royce Gchachu, Transportation Manager,
Cordelia Hooee, Lt. Governor	Bernadette Panteh, Interim Director, Division and Training
Anthony Sanchez, Jr. Head Councilman	
Rickey Penketewa, Sr, Councilman	
Shirley Bellson, Councilwoman	
Virginia Chavez, Councilwoman	
Birdena Sanchez, Councilwoman	
NMDOT	
Summer Herrera, I-40 Project Manager	
Ron Shutiva, Native American Tribal Liaison	
Parametrix	
Stephanie Miller, Deputy Project Manager	Martina Mercure, Engineer

2. Project Update – Stephanie provided a presentation and project update.

3. Questions and Discussion

- a. Mr. Gchachu: Thanked the team for providing the hazardous spill response information in response to the question raised in previous meetings. He indicated that Zuni law enforcement and first responders are not trained in hazardous spill response. He wondered if training could be provided.
 - *Stephanie: Indicated that per the information we provided from the New Mexico Environment Department (NMED) that there is a number to call for spill response and based on the information provided, the state would be responsible for handling spills.*
 - *Ms. Herrera: Noted that you can request meetings and speakers to discuss spill management.*
 - *Mr. Sanchez, Jr.: Noted that the NMDOT used to offer classes on spill management, but it has not been offered since 2016 approximately,*
 - *Ms. Herrera: Noted that she will investigate the status of this training.*
- b. Mr. Kucate: Inquired if a study/data has been put together regarding SR 53. Would we consider SR 53 as an alternate route?
 - *Stephanie: Explained SR 602/ 53 is not being considered as an alternate/detour route and a study is not being done on this route given its distance from I-40. The study team is looking for solutions to keep I-40 traffic on I-40 during construction and to work on ways to improve incident management.*
- c. Mr. Gchachu: Explained that in the past during I-40 construction or incidents that required closures that people, especially truck drivers use SR 602/53 as an alternative route even though NMDOT does direct traffic to that route or identify it as an alternate/detour route. He noted that improvements to the parallel routes in Gallup closer to I-40 may encourage drivers to use the area in Gallup rather than use SR 602/53.

- Mr. Sanchez, Jr.: Noted that even with small construction projects or even poor weather conditions, NM 602/NM 53 is often used as a detour from I-40. In the past, the Zuni have contacted the NMDOT to monitor the heavy truck traffic. Council members have had complaints from community members about the heavy truck traffic shaking the foundation of their roadside homes.
 - *Stephanie: Acknowledged concerns about traffic on SR 602/53 when there are issues on I-40; however, NMDOT cannot close these routes to truck or other traffic since these are public, state routes funded state and federal dollars. Explained that even though NMDOT isn't using SR 602/53 as a detour route for I-40 that drivers are choosing to use those roads as detours.*
- d. Mr. Gchachu: Inquired if there were any plans to add any trucker pullouts and/or rest stops considering the truck drivers are parking on frontage/side roads and in retail parking lots. Noted that the current parking habits of these truck drivers are a cause for concern for regular vehicle drivers.
- *Stephanie: Explained the NMDOT is looking at these types of issues in their long-term freight plan and we are compiling information on truck stop parking and use as part of this corridor study.*
- e. Stephanie: Inquired about the land transfer at Fort Wingate and asked if the Zuni have plans for potential future development in that area.
- *Mr. Kucate: Explained the land transfer has been completed and the Zuni share includes the eastern part near the entrance. Explained that the Zuni are in the preliminary phases of planning for the economic development of the area. There are plans to conduct feasibility studies through state funding.*
 - *Ms. Chavez Noted that environmental clean ups are still taking place that is causing some delay.*
 - Mr. Shutiva: Noted that drainage and flooding are issues in the Fort Wingate area, particularly on the north side for both NM 118 and I-40. NMDOT has conducted a study and is working on a solution, but part of the solution calls for building drainage ponds on Navajo lands and NMDOT needs agreement with the Navajo for this aspect of the proposed solution.
- f. Mr. Shutiva: Suggested Zuni could consider adding truck parking lot for truckers along with security. Noted that Laguna and Acoma have these accommodations that attract the truckers.
- g. Mr. Sanchez, Jr.: Expressed support for overall project study and preference for the 3-lane alternative.
- h. Mr. Kucate: Noted the desire to keep communication lines opens for updates on progress and changes.
- i. Stephanie: Inquired about preference of having joint or separate meetings with the Zuni and BIA?
- Mr. Kucate: Indicated that it is important for Zuni BIA to be involved and aware of the discussions
- j. Mr. Kucate: Commented on the lack of maintenance of the west part of NM 53 to the Arizona Border.

4. Action Items

- Ms. Herrera will investigate if there are hazardous spill responder trainings offered from NMED or NMDOT. *Ms. Herrera did not find any information on trainings provided by NMDOT, but please see the attached pdf response from the NMED regarding hazardous materials training. Per the response from NMED, at one point they did provide training, but the program is no longer provided statewide, training offered is limited to US Hwy 285 and specific sections of I-25. The NMED indicated that most of the training for first responders comes from the Fire Academy in Socorro or the Department of Homeland Security and Emergency Management (DHSEM). All agencies may take advantage of the services and training opportunities offered by the fire academy and DHSEM, which can be tailored to meet the needs of the individual agency. The Preparedness Bureau provides resources and training on disaster preparedness, response, and recovery. The hazardous materials trainer provides specialized training to ensure that agencies are adequately prepared to handle hazardous materials safely and effectively. These two agencies may be of help to you regarding your request.*

From: [Herrera, Summer, DOT](#)
To: [Stephanie Miller](#)
Subject: FW: Response Training - Hazardous Material Spills
Date: Wednesday, May 31, 2023 11:23:25 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Stephanie,
Please see response below regarding available training.

Thanks,

Summer Herrera, P.E.

NMDOT - Central Region Design
505.259.2140

From: DeAguero, Carrie, EMNRD <Carrie.DeAguero@emnrd.nm.gov>
Sent: Wednesday, May 31, 2023 11:19 AM
To: Herrera, Summer, DOT <Summer.Herrera@dot.nm.gov>
Cc: Lewis, Jeremy, EMNRD <Jeremy.Lewis@emnrd.nm.gov>
Subject: RE: Response Training - Hazardous Material Spills

Good morning,

The WIPP program at one time, would provide training for sections of I-40 for both hospitals and first responders. However, since the shipping corridor has shifted away from I-40, this program no longer provides aid to areas outside of the 285 Hwy and other sections of I-25. I am not personally familiar with the training DOT used to provide as you stated in your email.

The main objective of this program is to ensure, that personnel along the shipping corridor, are properly trained and prepared to respond to a WIPP specific incident in a timely manner. The program also provides funding, support, and guidance to assist in developing emergency plans, building response teams, and testing response capabilities. Most of the training for first responders comes out of the Fire Academy in Socorro and does have a blanket of all hazardous materials. The hazardous materials training offered by Department of Energy (DOE), is specifically for a WIPP incident. The training offered by Department of Health (DOH), for the hospitals, is also in preparation for all hazards that would enter the emergency room.

Any agency can receive training from the Fire Academy in Socorro or the Department of Homeland Security and Emergency Management (DHSEM). DHSEM has a hazardous materials trainer along with a Preparedness Bureau that can provide helpful resources for any agency's request. All agencies may take advantage of the services and training opportunities offered by the fire academy and DHSEM, which can be tailored to meet the needs of the individual agency. The Preparedness Bureau provides resources and training on disaster preparedness, response, and recovery. The hazardous materials trainer provides specialized training to ensure that agencies are adequately prepared to handle hazardous materials safely and effectively. These two agencies may be of help to you

regarding your request.

I hope this is of some help to you.

Resoectfully,

Carrie Ann DeAguero

Program Coordinator | Waste Isolation Pilot Plan

Energy, Minerals and Natural Resources Department | Energy Conservation and Management Division

1220 S. St Francis Dr.

Santa Fe, NM 87505

505-469-8750 cell

carrie.deaguero@emnrd.nm.gov



“So your telling me there’s a chance?”

~Lloyd Christmas~

From: Herrera, Summer, DOT <Summer.Herrera@dot.nm.gov>

Sent: Wednesday, May 24, 2023 11:19 AM

To: DeAguero, Carrie, EMNRD <Carrie.DeAguero@emnrd.nm.gov>

Subject: Response Training - Hazardous Material Spills

Hello Carrie,

I am a project development engineer with the NM Dept of Transportation and am working on a corridor study along Interstate 40, <https://i40nmstudy.com/> . While talking to leadership with the Zuni, they brought up concerns about their ability to respond to hazardous material spills and mentioned that the DOT used to have training to assist in preparedness for this type of event.

I came across your contact information on the WIPP Transportation Safety Program Training website and was wondering if there was any information you would provide and if this type of training still exists and how it could be provided to interested stake holders. Would you be able to provide me with information?

Much Appreciated,

Summer Herrera, P.E.

I-40 CORRIDOR STUDY UPDATE ACOMA PUEBLO

LOCATION: 35 Pinsbaari Drive, Acoma

MEETING DATE: June 1, 2023

TIME: 8:30 AM

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – Meeting attendees included:

Acoma Pueblo	
Leland Cerno, Community Development Office	Cesario Alvillar, Acoma Fire Dept., Fire/EMS Chief
Dennis Felipe Jr, Community Development Office, Planner	Clarence Bilagody, Law Enforcement Services, Captain
Nadine Kowice, Community Development Office, Associate Planner	Greg Concho, Law Enforcement Services, Police Chief
Charles Riley, Community Development Office, Director	Timathia Louis, Emergency Manager
Mikalyn Romero, Community Development Office, Program Coordinator	Craig Vandiver, Executive Director of Operations
NMDOT	
Summer Herrera, I-40 Project Manager	
Parametrix	
Stephanie Miller, Deputy Project Manager	

2. Project Update – Stephanie Miller provided a presentation and project update.

3. Questions and Discussion

- a. The Acoma indicated that there are no emergency medical services available on the Pueblo, so EMS provides ambulance services from the Pueblo to Albuquerque, typically 3 or 4 times a day. This route is critical, so incident management and maintaining traffic during construction/maintenance activities is a critical issue.
- b. Stephanie asked about the section of NM 124 from about MP 89.4 to 90.6. There has been a discussion with the Acoma and NMDOT to realign the road on a new alignment from the north to the south side of I-40 due to the box culvert constraint since the box culvert at 90.6 is narrow and has a low vertical clearance.
 - *Acoma meeting participants indicated that the idea of a realignment has had initial conversations with staff, but not tribal leadership, so additional conversations are needed. The Acoma would like this to be a state funded project/initiative, not a Pueblo project. There are a lot of cultural resources in this area and it would require obtaining right-of-way/tribal trust lands. It was noted that trucks can fit under the box culvert, and the truckers typically know how much clearance they need, so that isn't as much of an issue. RVs are more of an issue, since the drivers sometimes don't realize how tall their RVs are. The challenge is really with the approaches on both sides and the narrow width of the culvert.*
- c. Mr. Vandiver indicated that he worked for NM State Patrol on this section of I-40 for 17 years. He indicated that Monday and Tuesday have always been the lowest volume travel days with weekends being the highest volume days. He said that the traffic flow is typically heavier for westbound traffic trying to get to California on Saturdays and Sundays, then they head eastbound through New Mexico on Wednesdays. He has also observed that there is more traffic during spring break, the beginning and end

of summer break for students, and Thanksgiving. In addition, Mr. Vandiver indicated that D6 used to have a Patrol Yard Supervisor named Jimmy Bridges who maintained a crash response trailer with traffic control equipment. He said it was well stocked and State Patrol would call Jimmy and he would send NMDOT staff out to help with traffic control. Jimmy has since retired. He said it was a huge help having traffic control resources available. In cases of a fatal crash, it will take 45 minutes to an hour to bring a helicopter in land it. It was generally estimated that for every 1 mile of backed up traffic along I-40, it would result in approximately 1 hour of delay for the travelers. Additionally, it was noted that bridges are most restrictive in response time for being able to respond to incidents.

- d. It was suggested that having mandatory training for commercial vehicle drivers on driving etiquette and how they should drive in New Mexico. He has heard that in trucking school the drivers are taught that if they put on their blinker to move into the left lane that cars have to move over and the truckers have the right-of-way.
- e. Opportunity to use ITS to communicate traffic conditions to drivers was discussed. It was also suggested for alternative routes ITS should be considered to be able to provide alternative routing information when I-40 closures occur.
- f. It was noted by meeting attendees that keeping 2 lanes of traffic open during construction and maintenance is a critical issue, particularly for ambulance traffic.
 - *Ms. Herrera indicated that NMDOT is closely examining all I-40 projects in development and making every effort to maintain both lanes during construction.*
- g. The Acoma said that widening Route 66/NM 124 should be considered. There are buses (mostly school buses) that use these routes. There is a concern about the speeds that drivers travel on these roads. Law enforcement cannot enforce speed/traffic laws because there are no shoulders to safely pull vehicles into for a stop. If there is a crash on NM 124, traffic on both I-40 and NM 124 end up being affected.
- h. When NM 124 has been used as a detour for a crash, law enforcement officers need to be stationed in areas to direct traffic. Sometimes tribal law enforcement on non-Acoma lands will shut down parts of NM 124 and roads in Tohajiilee when there is a crash on I-40. If there is a crash in the Thoreau/Prewitt area Google maps will drive traffic to the backside of Bluewater Lake.
- i. The roundabout at Exit 114 on Route 66 is challenging for large trucks to drive through.
- j. Meeting participants noted that some of the trucking companies will not allow drivers to park overnight at a casino. Litter is a big issue when there are not enough overnight spots for trucks and the drivers decide to park on the shoulders of I-40 or the ramps.
- k. Stephanie asked if the Acoma have development plans for their lands that would generate additional traffic at interchanges.
 - *Acoma indicated that they were not sure at this time. Paid truck parking and electric vehicle charging are things that could be economic development opportunities.*

I-40 CORRIDOR STUDY UPDATE LAGUNA TRIBE

LOCATION: Public Service Building, 11 Rodeo Drive, Bldg B, Laguna **MEETING DATE:** June 1, 2023 **TIME:** 1:30 pm

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – Meeting attendees included:

Laguna Tribe	
Star Cheromiah, Public Works Engineer	Nathan Lucero, Sr., Roads and Range Manager
Nolan Douma Sr., Construction Supervisor	Joseph Perry Jr., Engineering Technician II
Romulo Lastreto, Construction Inspector	Anne Oandasan, Public Works Planning Program Manager
Leonard Ludi, Public Works Director	Byron Tso, Sports and Wellness Manager
NMDOT	
Summer Herrera, I-40 Project Manager	Ron Shutiva, NMDOT Native American Tribal Liaison
Parametrix	
Stephanie Miller, Deputy Project Manager	

2. Project Update – Stephanie Miller provided a presentation and project update.

3. Questions and Discussion

- a. Ms. Cheromiah asked approximately how wide the right-of-way is for I-40 and if NMDOT can build right up to the right-of-way line or if there is a buffer. It was also inquired if DOT would get permission for more land if it is needed to build 3 lanes in each direction.
 - *Stephanie indicated that the right-of-way varies quite a bit in the I-40 corridor depending on where you are, as a very rough estimate it might be 300 feet on either side, but it isn't uniform throughout the corridor. The right-of-way is wider at interchanges and sometimes includes both I-40 and the area where the old Route 66 is located. Stephanie isn't aware that a buffer is required, NMDOT could build up to the right-of-way line.*
 - *The study team is now looking in detail how a 3-lane alternative fits within corridor right-of-way and will minimize any impacts. If impacts are identified, the NMDOT will work with affected stakeholders.*
- b. Meeting participants mentioned that design and planning is underway for replacing the box culvert at MP 106. There is a gas line in this area that they are trying to avoid, construction is not funded and is needed. This had been discussed at a previous meeting in Fall 2022.
 - It was discussed that it would be beneficial to coordinate with the NMDOT on the timing of planned construction to reduce closures and impacts to traffic
- c. Mr. Douma indicated concerns with the condition of bridge 3091 on NM 124 and its ability to support commercial truck traffic in the case of a temporary detour. He provided Stephanie with a copy of a structural review of the bridge that was provided by the Bureau of Indian Affairs (BIA). The report is attached to these notes and describes the bridge as being in poor condition.
 - *Stephanie made note of the bridge and indicated that the team would pass this information to the NMDOT bridge staff.*

- d. Meeting participants reiterated that when Route 66 has been used as a detour near Exit 108 that there is a blind spot at the intersection of NM 124/Route 66 and Casa Blanca Road. This had been mentioned at a previous meeting in the fall of 2022. NMDOT may want to consider lowering the speed here because of sight distance. Any improvements here would require coordination with the Pueblo on the irrigation ditch. An officer is needed at that location to direct traffic if I-40 traffic is detoured. There was a plan at one time to install a signal and lighting at this intersection, but some of the funding was lost due to delays caused by Covid. In addition, when traffic is detoured, residents who live along NM 124/Route 66 were unable to get in/out of driveway while the detour was in place.
 - e. Meeting participants mentioned that truck traffic has been increasing, when rest areas are shut down or truck stops are full, the truckers part on the off and on-ramps. This is a concern, due to trash and safety for other drivers using the ramps. It is unclear as to who is responsible for the property near Exit 126. From the cattle guard to the fence line as to who is responsible for clean up (NMDOT or the tribe). The cattle guard is located on NM 6, south I-40 off the exit.
 - *Ron mentioned that the rest area at NM 102 has been closed down at times due to issues related to vandalism.*
 - f. Meeting participants mentioned the bridge on I-40 at the Rito Road (near MP 120) underpass has been hit twice by a semi. Participants indicated that there are plans to remove this I-40 bridge and the bridge deck is thin. This had been discussed at a previous meeting in the Fall of 2022.
 - g. The spot near MP 122 on I-40 headed westbound over the railroad was mentioned in a previous meeting and at this meeting as a location where there is a blind spot that seems to result in crashes, particularly during the construction of the I-40 Laguna project.
 - h. Stephanie asked if there were future development plans that could affect interchange traffic.
 - *Meeting participants mentioned that there are plans for housing – apartments, condominiums, and about 25 homes off of Exit 114. In addition, at NM 124 and Bay Tree Road only has one egress to/from the hospital, a wider area is needed for ingress/egress. There are also plans to connect the bike path from roughly where US 66/NM 124 crosses the railroad tracks to the roundabout at Exit 114.*
 - *In addition, Exit 108 is narrow, the Laguna are interested in having a bike route that would cross Exit 108, this should be a consideration if improvements are made to Exit 108, since this overpass is narrow.*
 - i. Stephanie asked if the Laguna use I-40 for ambulance services to Albuquerque.
 - *Meeting participants indicated they do send ambulances to Albuquerque.*
 - j. Mr. Ludi thanked NMDOT for meeting with the Laguna in-person. He said it was helpful and it provided an opportunity to have leadership attend the meeting. The Pueblo prefers to have meetings in-person when possible.
4. Action Items
- a. Stephanie will send meeting notes for the Pueblo's review. **This has been completed.**
 - b. Stephanie will share the bridge inspection report with NMDOT bridge staff. **This has been completed.**

I-40 CORRIDOR STUDY UPDATE NAVAJO NATION

LOCATION: NMDOT Central Region Design, Albuquerque **MEETING DATE:** July 5, 2023 **TIME:** 1:30 p.m.

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – The following people attended the meeting.

Navajo Nation	
Garrett Silversmith, Navajo DOT Transportation Director	Leanne Roy, Navajo DOT, Navajo DOT Planning Department Manager
Brian James, Navajo DOT Highway Safety Department	Savannah James, Office Assistant for the Executive Department of Navajo DOT
NMDOT	
Summer Herrera, I-40 Project Manager	Ron Shutiva, Native American Tribal Liaison
Parametrix	
Stephanie Miller, Deputy Project Manager	Martina Mercure, Engineer

2. Project Update – Stephanie Miller provided a presentation and project update.

3. Comments, Questions, and Discussion

- a. **Comment:** Mr. Silversmith expressed support for providing alternate routes in areas along I-40 where there are no alternate routes, particularly in the Coolidge/continental divide area where drivers will use routes at Church Rock to route to Smith Lake and eventually will connect to I-40 in Thoreau. He also indicated that the information on traffic congestion for areas where I-40 is reduced to one lane was good information and helpful to see. He also provided positive feedback regarding the idea of widening shoulders. It was noted that widened shoulder lanes could serve to keep 2-lanes open in each direction on I-40 during construction, offering an alternative to relying solely on a single lane, especially near Coolidge, east of Grants, and in Acoma and Laguna areas.
- b. **Comment:** Ms. Roy: Expressed support for construction and maintenance work to occur at night.
- c. **Discussion:** The group discussed flooding and coordination in the Fort Wingate area.
 - Stephanie Miller: Explained that this is an area of repeated flooding which has been reported by multiple parties, including NMDOT staff. The NMDOT is exploring potential solutions, including bridge widening.
 - Mr. Shutiva: Explained that NMDOT has conducted a drainage study and has provided recommendations to address flooding in the Fort Wingate area. Mr. Shutiva expressed that obtaining buy-in from the Navajo Nation for proposed drainage solutions in this area is necessary, since the preferred option proposes to construct 3 drainage ponds on the north side of I-40 on Navajo land. Additional improvements proposed in this area include trenching to the Rio Puerco, improving culverts, and widening bridges. NMDOT met with the Iyanbito Chapter and they were amenable to this idea. In addition. Mr. Shutiva mentioned that land in the Fort Wingate area is being returned/transferred to the Navajo and Zuni. Is Mr. Silversmith aware of any potential development

plans in this area that might require additional access to I-40? Mr. Shutiva asked who from the Navajo should be involved in the discussions at Fort Wingate to move them forward?

- Response, Mr. Silversmith: In the Fort Wingate area, he suggested reaching out to the Navajo Resources and Development Committee, specifically the chairperson, and Mr. Kasey Johnson, and Mr. Steven Arviso, in addition to Mr. Calvin Castillo, the Division Director for Community Development. Mr. Silversmith indicated that *Ms. Roy would provide contacts for these individuals and would review and provide any other suggested updates to NMDOT's contact list for the Navajo Nation. Stephanie will provide the list to Mr. Roy for review and updates.*

d. **Question**, Mr. Silversmith: Inquired when construction will be completed in the Coolidge area.

- Response, Stephanie explained the plan is to wrap up the eastbound construction by the end of summer and complete the westbound portion by the end of the year.

e. **Question**, Mr. Silversmith: Explained that Navajo Nation President Nygren and Chief of Staff, Mr. Sandoval had a meeting with NMDOT leadership to discuss providing NMDOT's asphalt millings to the Navajo Nation, as these are helpful for them. NMDOT leadership were amenable to this, but the Navajo would like to have this in writing from NMDOT. Mr. Silversmith inquired as to how the Navajo might obtain confirmation in writing to provide the asphalt millings. He indicated that Near Gallup, District 6 has been providing the millings from the Highway 264 project.

- Response, Mr. Shutiva: Indicated that the Navajo should provide a letter of request for the millings to Ms. Lisa Vega, NMDOT's District 6 Engineer. Ms. Vega would review the request and would work with NMDOT leadership to obtain the needed approvals from NMDOT leadership. Mr. Shutiva clarified that NMDOT does not deliver the asphalt millings, the Navajo would be responsible for transporting the millings. In addition, the millings can only be used on public, tribal roads, listed on the Navajo's official roadway inventory. The millings cannot be used on roads that are closed off to public use or private driveways.
- Question: Stephanie asked if Mr. Silversmith has Ms. Vega's contact information. He indicated that he has this information.

f. **Question**, Mr. Silversmith: Asked about what was considered in the initial alternatives evaluation for enhanced commuter bus service.

- Response, Stephanie: Explained that the team found that enhanced commuter bus service would not address the critical needs identified for I-40, such as improving geometrics or addressing infrastructure needs for bridges, drainage, and pavement. In addition, most of I-40 is expected to have sufficient capacity between now and 2050, with the exception of a small area in Gallup and specific ramps at a few interchanges. Currently, local transit service is provided in several areas of the corridor and Greyhound bus service connects Gallup and Albuquerque and beyond. Demand for commuter service is limited, given the large area of the corridor and the lack of concentrated job sites. As a result, the potential reduction of passenger cars on I-40 from expanding bus services would be expected to be low. For these reasons, this concept was not advanced for further consideration in the I-40 Corridor Study; however, improvements to bus service would not be precluded by the I-40 Corridor Study and could be advanced as separate projects in the future, if needed or desired.
- Response, Mr. Shutiva: Added that funding opportunities for Navajo and other area local projects is available by participating and submitting projects to the NWRTPPO (Northwest Regional Transportation Planning Organization). Ms. Roy indicated that as far as she knows, the Navajo Nation has been attending NWRTPPO meetings.

4. Action Items

- a. Stephanie will send Ms. Roy the contact list for her review and she will update the list as needed.
- b. Once we have the contact information, NMDOT will follow up with the Resources and Development Committee and Mr. Castillo.

I-40 Stakeholder Outreach Notes

Spring 2024



Mid-Region Council of Governments / Metropolitan Transportation Board's
TRANSPORTATION COORDINATING COMMITTEE

Attendance

Friday, March 1, 2024 (A hybrid meeting)



Chair Debbie Bauman
Vice-Chair Nancy Perea

✓	Counts towards Quorum
!	Present, but doesn't count towards Quorum

QUORUM = 16
23

ORGANIZATION	19	MEMBER	4	ALTERNATE
City of ABQ Council Services	✓	Tom Menicucci	✓	Jeff Hertz
City of ABQ Environmental Health	✓	Allen Smith		Aziza Chavez
City of ABQ Municipal Development		Shahab Biazar		Valerie Hermanson
City of ABQ Municipal Development	✓	Debra Bauman	!	Valerie Hermanson
City of ABQ Municipal Development	✓	Tim Brown		Valerie Hermanson
City of ABQ Planning Department	✓	Judith Gray		Seth R. Tinkle
City of ABQ Traffic Engineering	✓	Curtis Cherne		Valerie Hermanson
City of ABQ Transit Department	✓	Andrew De Garmo		Carrie Barkhurst
				Sara Young
Albuquerque Public Schools	✓	Rachel Hertzman		Benjamin Harris
	0		0	
AMAFCA	✓	Nicole Friedt		Jared Romero
				Marie VanDerGeest
Town of Bernalillo		Troy Martinez	✓	Terri Gray
	0			Ida Fierro
Bernalillo County	✓	Brian Lopez		Julie Luna
Bernalillo County	✓	Richard Meadows	!	Rodrigo Eichwald
Bernalillo County				John Barney
Bernalillo County				Jason Clark
City of Belen	✓	Steven Tomita		Mayor Robert Noblin
Village of Bosque Farms				
Village of Corrales		Councilor Bill Woldman	0	
Village of Los Lunas	✓	Brittany Armijo		Alex Ochoa
Village of Los Ranchos de Albuquerque	✓	Maida Rubin		Maria Rinaldi
Village of Tijeras		Nick Kennedy	✓	Michael Limon
City of Rio Communities		Jim Winters	0	
Middle Rio Grande Conservancy District				
NMDOT	✓	Greg Clarke		Margaret Haynes
NMDOT		Nancy Perea		Vacant
City of Rio Rancho	✓	Arnell Friedt	✓	Jamie Marrufo
City of Rio Rancho	✓	B.J. Gottlieb		Peter Wells
City of Rio Rancho		Travis Johnson		
Rio Metro Regional Transit District	✓	Grant Brodehl		Tony Sylvester
Rio Rancho Public Schools		Vacant		
Cochiti Pueblo		Vacant		Vacant
Isleta Pueblo		James Weldon		Dale Kleinsmith
Laguna Pueblo		Leonard Ludi		David Deutsawe
Sandia Pueblo		Vacant		Vacant
Sandoval County		Mark Hatzenbuhler		Roseanne Gomez
Valencia County	✓	Lina Benavidez		Commissioner Gerard Saiz
SSCAFCA		Dave Gatterman		Andy Edmondson

NON-VOTING ADVISORY MEMBERS				
ORGANIZATION		MEMBER		ALTERNATE
City of Albuquerque Aviation Department		Jack Scherer		
Albuq/Bern County Air Quality Control Board		Vacant		
Federal Highway Administration		Vacant		
Greater Albuq Bicycling Advisory Committee		Vacant		
Kirtland Air Force Base		Vacant		
Santa Ana Pueblo		Nathan Tsosie		
			0	

MRCOG STAFF PRESENT

ACTION ITEMS

TAB 5 R-24-02 MTB Amending the FFY 2024-2029 Transportation Improvement Program (2nd Cycle TIP Amendment)

Claudia Patricia Merlo, Transportation Improvement Program Coordinator, presented the adjustments to the FFY 2024-2029 Transportation Improvement Program.

Ms. Merlo stood for questions.

There were no questions from the committee.

Action Taken:

Grant Brodehl, Rio Metro, made a motion to:

AMEND THE FFY 2024-2029 Transportation Improvement Program (2nd Cycle TIP Amendment)

Steven Tomita, City of Belen, seconded the motion, and it passed unanimously on a vote of 23 in favor, and none opposed. See the voting sheet.

DISCUSSION AND INFORMATION ITEMS

TAB 6 I-40 Corridor Study Update and Recommendations by Parametrix

Stephanie Miller, Parametrix, informed the committee that since their last presentation in May 2023, Parametrix has gone through phase A of the study, the initial alternatives analysis.

Ms. Miller presented the results of the phase B portion of the study, the detailed analysis, and the recommendations for the study.

Ms. Miller stood for questions.

There was a brief discussion regarding some of the recommendations for the I-40 Corridor Study.

NWRTPO | Northwest Regional Transportation Planning Organization
 Joint Policy & Technical Committee
 NWRTPO Meeting Minutes

Wednesday March 13, 2024
 10:00 a.m. – 12:00 p.m.
 Virtual meeting executed via Microsoft Teams
 Due to COVID-19 Pandemic

ATTENDANCE:

Local & Tribal Governments	
Entity	Representative(s)
Pueblo of Acoma	Raymond Concho – RTPO Vice-Chair; Dennis Felipe
Pueblo of Laguna	Anne Oandasan, Star Cheromiah, Jolette Arrieta
Pueblo of Zuni	Royce Gchachu, Roxanne Hughte
Navajo Nation	Margie Begay, Priscilla Lee
Ramah Navajo	Dorothy Claw – RTPO Chairman
City of Grants	Shannon Devine, Nadine Jiron
City of Gallup	Clyde Strain, Alicia Santiago, Robert Hamblen
Village of Milan	Candi Williams, Denise Baca, Felix Gonzales,
Cibola County	Linda Cooke , Joseph Baca, Judy Horacek
McKinley County	Rodney Skersick, Yvonne Tso
San Juan County	Absent (Nick Porell)
Farmington Metropolitan Planning Organization – Ex-officio	Not in attendance

New Mexico Department of Transportation (NMDOT)	
Entity	Representative(s)
RTPO Liaison	Sullivan Moore
District 5	James Mexia, Amanda Nino
District 6	Bill Santiago, Michael Neely, Kyle Slim
Tribal Liaison	Ron Shutiva
DOT Central Regional Design Office	James Sanchez, Juan Archuletta,
Other NMDOT Staff / Guests	JoAnn Garcia, Jennifer Gallegos, Herrera Summer, Cerrise Grijalva, Priscilla Otter, Bianca Borg, Stephanie Miller – Parametrix Engineering Liz Treat, Paul Sittig – Bohannon Huston Engineering

Northwest Regional Transportation Planning Organization	
Northwest NM Council of Governments	Robert Kuipers

Tally Sheet – Attendance & Quorum

Total Full Attendance:	Member Entities:	NMDOT	RTPO	Guests (Transit)	Full Attendance Norm:	
	12	Normally 4-5: DOT Liaison, Tribal Liaison, District 5 & 6 Representatives		varies	17 - 20	
Attendance – this meeting:	Member Attendance:	NMDOT Attendance:	Staff:	Guests:	Attendance % this meeting:	TOTAL:
	8	7	2	8	100%	25

ROUTINE ITEMS:

Item #	Item
I.	Call to Order and Introductions. The meeting was called to order at 10:11 am, Raymond Concho welcomed those in attendance, and proceeded with introductions approval of agenda and minutes. The virtual meeting was conducted via Microsoft Teams, due to the COVID-19 pandemic.
II.	Agenda: RTPO Staff provided an overview of the day’s agenda topics and Raymond Concho called for a motion: ACTION: Linda Cooke - Cibola motioned; Alicia Santiago – Gallup seconded adoption of the agenda; all in favor – motion carried.
III.	Minutes (February 14, 2024): RTPO Staff provided time for review of minutes and there were no revisions requested, Raymond Concho called for a motion. ACTION: Alicia Santiago – Gallup motioned; Dennise Felipe – Acoma seconded adoption of the minutes. All in favor – motion carried.

ACTION ITEMS:

item #	Item	Presenter
IV.	Action: DOT District Zipper – combining NWRTPPO, MRRTPO, and SWRTPO projects to the RTIPR.	Robert Kuipers, NWRTPPO
BACKGROUND		
<ul style="list-style-type: none"> • Why? The NWRTPPO RTIPR primarily represents McKinley, Cibola and San Juan Counties, but Sandoval County for the MRRTPO, and Catron County for the SWRTPO are also part of DOT District 6 – therefore the projects for these counties can be included in our RTIPR. • Purpose. Follow up with MRRTPO and SWRTPO for their two counties projects to add to our final RTIPR. • Discussion/Finalization. Coordination with DOT District 6, and MRRTPO, SWRTPO, NWRTPPO. 		
CURRENT WORK		
<ul style="list-style-type: none"> • Follow up with MRRTPO and SWRTPO for Sandoval and Catron county projects. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • Follow up with MRRTPO and SWRTPO as needed. 		
ATTACHMENTS		
<ul style="list-style-type: none"> • NWRTPPO RTIPR 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • None 		
ACTION ITEM		
<ul style="list-style-type: none"> • Take action to approve the NWRTPPO RTIPR, including Sandoval and Catron County projects. 		

Discussion: Not much discussion as most of our members had already reviewed the final RTIPR in advance of this meeting. With Brandon’s recommendation, Bob K. indicated that we have one Catron County project in our Roadway section for Mesa Avenue in the Village of Reserve - SWRTPO; and two Sandoval projects in our Transportation Project Fund section for Jemez River Bridge on BIA Route 78, and Main Street (US 550) lighting for Village of Cuba - MRRTPO.

- We will add two more projects for Gallup in the final RTIPR, but based on this discussion we agreed to move the RTIPR forward.
- Motion: Linda Cooke – Cibola; Second: Alicia Santiago – Gallup; All in favor.

Discussion Items:

item #	Item	Presenter
V.	Present: I-40 Corridor Study	Stephanie Miller – Parametrix Engineering
BACKGROUND		
<ul style="list-style-type: none"> • Why? I-40 is one of the busiest national highway corridors in our nation, with constant heavy semi-truck traffic combined with personal vehicles. • Purpose. To discuss and present current ongoing analysis for the I-40 corridor from the Arizona State line to Albuquerque, with consideration to where extra traffic lanes are warranted. • Discussion/Finalization. This presentation will provide the status of recommended considerations to mitigate congestion, and increase safety for the I-40 corridor in New Mexico. 		
CURRENT WORK		
<ul style="list-style-type: none"> • Ongoing study and recommendations for corridor and traffic improvements. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • Continued planning thru Parametrix Engineering, and both stake holder and public engagement to improve both safety and travel efficiency for this national corridor. 		
ATTACHMENTS		
<ul style="list-style-type: none"> • Presentation slides from Parametrix Engineering 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • None 		
ACTION ITEM		
<ul style="list-style-type: none"> • N/A 		

Discussion:

- Stephanie Miller from Parametrix Engineering discussed improvements and maintenance plans and issues for the I-40 corridor from AZ state line to Albuquerque a 150 mile stretch.
- I-40 is a critical national freight corridor connecting Eastern and Mid – America to the Ocean Ports on the west coast.
- Parametrix conducted a virtual public meeting in late February, and continues consultation with our regional governments and tribes.
- This project has consideration toward long term improvements, and the presentation included options to address incidents and accidents backing up traffic along this corridor.



Attendance

Friday, March 15, 2024 (A hybrid meeting)

Chair Klarissa Peña
Vice-Chair Donald Lopez

<input checked="" type="checkbox"/>	Counts towards Quorum
<input type="checkbox"/>	Present, but doesn't count towards Quorum

QUORUM = 16
24

ORGANIZATION	MEMBER	ALTERNATE
City of ABQ	<input checked="" type="checkbox"/> Councilor Nichole Rogers <input type="checkbox"/> Councilor Joaquin Baca <input checked="" type="checkbox"/> Councilor Klarissa Peña <input type="checkbox"/> Councilor Dan Lewis <input checked="" type="checkbox"/> Councilor Renee Grout <input type="checkbox"/> Councilor Louie Sanchez <input type="checkbox"/> Patrick Montoya <input type="checkbox"/> Samantha Sengel	<input type="checkbox"/> Nathan Molina <input type="checkbox"/> Sean Foran <input checked="" type="checkbox"/> Cherise Quezada <input type="checkbox"/> Councilor Brook Bassan <input type="checkbox"/> Rachel Miller <input type="checkbox"/> Brandon MacEachen <input checked="" type="checkbox"/> Councilor Dan Champine <input type="checkbox"/> Tammy Fiebelkorn <input checked="" type="checkbox"/> Giselle Alvarez <input type="checkbox"/> Tom Menicucci <input checked="" type="checkbox"/> Jeff Hertz <input type="checkbox"/> Paloma Garcia <input checked="" type="checkbox"/> Debbie Bauman
Albuquerque Public Schools	<input type="checkbox"/> Josefina Dominguez	<input checked="" type="checkbox"/> Rachel Hertzman
Rio Rancho Public Schools	<input checked="" type="checkbox"/> Sal Maniaci	Vacant
Bernalillo County	<input type="checkbox"/> Commissioner Barbara Baca <input type="checkbox"/> Commissioner Walt Benson <input type="checkbox"/> Commissioner Eric Olivas <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Richard Meadows <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> Agustine Montoya <input type="checkbox"/> Julie Morgas Baca <input type="checkbox"/> Elias Archuleta <input type="checkbox"/> Antonio Jaramillo <input type="checkbox"/> Julie Luna
Sandoval County	<input type="checkbox"/> Commissioner David Heil	<input type="checkbox"/> Mark Hatzebuhler
Valencia County	<input checked="" type="checkbox"/> Lina Benavidez	<input type="checkbox"/> Danny Monette
City of Belen	<input type="checkbox"/> Councilor Steven Holdman	<input type="checkbox"/> Steven Tomita
City of Rio Communities	<input type="checkbox"/> Joshua Ramsell <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> Councilor Lawrence Gordon <input type="checkbox"/> Martin Moore <input type="checkbox"/> Vacant
City of Rio Rancho	<input type="checkbox"/> Mayor Gregory Hull <input type="checkbox"/> Councilor Robert Tyler <input checked="" type="checkbox"/> Councilor Paul Wymer	<input type="checkbox"/> Matthew Geisel <input checked="" type="checkbox"/> Peter Wells <input checked="" type="checkbox"/> B.J. Gottlieb
Town of Bernalillo	<input type="checkbox"/> Mayor Jack Torres <input type="checkbox"/>	<input checked="" type="checkbox"/> Troy Martinez <input type="checkbox"/> Ida Fierro
Village of Bosque Farms	<input type="checkbox"/> Wayne Ake	<input type="checkbox"/> Vacant
Village of Corrales	<input checked="" type="checkbox"/> Councilor Stuart Murray	<input type="checkbox"/> Councilor Bill Woldman
Village of Los Lunas	<input checked="" type="checkbox"/> Michael Jaramillo	<input type="checkbox"/> Brittany Armijo
Village of Los Ranchos	<input type="checkbox"/> Joe Craig <input type="checkbox"/>	<input type="checkbox"/> Maida Rubin <input type="checkbox"/> Vacant
Village of Tijeras	<input type="checkbox"/> Mayor Jake Bruton	<input checked="" type="checkbox"/> Nicolas Kennedy
AMAFCA	<input type="checkbox"/> Ron Brown	<input type="checkbox"/> Bruce Thomson
MRGCD	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
SSCAFCA	<input checked="" type="checkbox"/> Ron Abramshe	<input type="checkbox"/> Cassandra D'Antonio
RMRTD	<input checked="" type="checkbox"/> Tony Sylvester	<input type="checkbox"/> Grant Brodehl
NMDOT	<input checked="" type="checkbox"/> David Quintana <input type="checkbox"/> Paul Brassher <input type="checkbox"/>	<input type="checkbox"/> Jolene Herrera <input type="checkbox"/> Rhonda Lopez <input type="checkbox"/> Vacant
Cochiti Pueblo	<input type="checkbox"/> Merrill J. Yazzie	<input type="checkbox"/> Tracey Cordero
Isleta Pueblo	<input checked="" type="checkbox"/> Lt. Governor Juan Rey Abeita	<input type="checkbox"/> Vacant
Laguna Pueblo	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
Sandia Pueblo	<input type="checkbox"/> Vacant	<input type="checkbox"/> 0
NON-VOTING ADVISORY MEMBERS		
ORGANIZATION	MEMBER	ALTERNATE
City of Albuquerque, Aviation Department	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
ABQ/Bernalillo County Air Quality Control Board	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
Federal Highway Administration	<input type="checkbox"/> Avery Frank	<input type="checkbox"/> Vacant
Federal Transit Administration	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
Kirtland AFB	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
Santo Domingo Pueblo	<input type="checkbox"/> Kathy Ashley	<input type="checkbox"/> Vacant
Santa Ana Pueblo	<input type="checkbox"/> Nathan Tsosie	<input type="checkbox"/> Vacant
Bernalillo Public Schools	<input type="checkbox"/> Vacant	<input type="checkbox"/> Vacant
MRCOG STAFF PRESENT		

DISCUSSION ITEMS

TAB 6 I-40 Corridor Updates and Recommendation – Parametrix

Stephanie Miller, Parametrix, presented the updates and recommendations for the I-40 corridor study.

Ms. Miller stood for questions.

There was a discussion regarding the increased volume of traffic along the I-40 corridor, the safety corrections made along the corridor, and incident management.

INFORMATION ITEMS

TAB 7 No Information Items

Adjournment

The March 15, 2024, meeting of the Metropolitan Transportation Board was adjourned at 11:26 AM.

Klarissa Pena, Chair
Metropolitan Transportation Board

ATTEST

Dewey V. Cave, Executive Director

I-40 CORRIDOR STUDY UPDATE ACOMA PUEBLO AND BIA

LOCATION: 25 Pinsbaari Drive, Acoma **MEETING DATE:** March 6, 2024 **TIME:** 9:30 AM
SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Attendees – Meeting attendees included:

Acoma Pueblo Leadership	
Wendell Chino, 1 st Lt. Governor	Ted Ortiz, 2 nd Lt. Governor
Acoma Pueblo Staff	
Greg Concho, Law Enforcement Services, Police Chief	Nadine Kowice, Community Development Office, Associate Planner
Raymond Concho Jr, CDO Project Manager	Franklin Martinez, Director of Natural Resources
Dennis Felipe Jr., Civil Engineer, Community Development	Roseanne Pasqual, HHDS Coordinator
Monica Felipe, Acoma Business Enterprises	Charles Riley, Community Development Office, Director
Denis Floge, Acoma Business Enterprises	Jennette Salvador, HHDS Senior Center
Bryan Hepting, Utility Authority Operations Director	Craig Vandiver, Executive Director of Operations
Acoma Pueblo Members	
Alfie Hevaldo	Norman Torno
Ruby Luther	L. Watchempino
Robert MoQuino	Laverne Zaragoza
Johanna Poncho	3 other individuals whose names were not legible
Fern Reyna	
Bureau of Indian Affairs, Southwest Region	
Marlene Kelley, Transportation Engineer	
NMDOT	
Summer Herrera, I-40 Project Manager	Ron Shutiva, NMDOT Tribal Liaison
Parametrix	
Chris Baca, Project Manager	Tyler Pennington, Planner

2. Project Update – Chris provided a presentation and project update.
3. Questions and Discussion
 - a. Question: During the last legislative session, what was addressed regarding the discussions on I-40 that we are having today?
 - Response: The study is still being completed and we have not provided a final recommendation. Once the final recommendation is made, we might expect more movement from the legislature regarding I-40.
 - Comment from public: One of the legislative members is looking at helping communities to help deal with crashes and emergency response.
 - b. Question: With how much traffic enters this area road improvements should allow for traffic to be continuous?
 - Response: That is correct. We have a lot of truck traffic that drives through the study area (beyond the Gallup to Albuquerque trip). This is combined with regular passenger vehicles that travel through the

- state, then there is the traffic that goes between cities within New Mexico. We looked at the plans for I-40 that Texas and Arizona to stay consistent with their plans.
- c. Question: Does the legislature have any plans to implement restrictions to influence where freight traffic can travel?
 - Response: In 2023 legislation was passed that limits the truck to travel in right lane only unless passing. This can be a difficult rule to enforce.
 - d. Comment: Change Acoma Dancing Eagle to Laguna Dancing Eagle on slide 12.
 - e. Question: Are contractors going to be required to maintain two lanes of traffic at all times?
 - Response: Yes, hopefully this can be the case. The intent is to widen I-40 to allow for 2- travel lanes in each direction during construction. With bridges it is difficult to maintain and add area which limits the space available for two lanes to be maintained at all times. There are options such as having new bridge put in and then divert traffic while replacing the other bridge. When maintenance is done on bridges, keeping 2-lanes open becomes more difficult because the bridges are not being widened. Opportunities to help reduce traffic impacts include doing maintenance during off-peak hours or at night, etc. The goal is to get closures to a minimum and keep 2-lanes open as much as possible but it isn't always feasible.
 - f. Comment: Sometimes you need to spend a little more money to increase the safety of travel and the higher cost is justified.
 - Response: That is correct, safety is important regarding construction. Spending a little more to increase efficiency and safety while replacing or maintaining is justified.
 - g. Question: Locally, the box culvert at MP 90.5 is an issue because semi-tucks try to go under and get stuck. Has this location been analyzed as part of this project? Could this crossing be moved to a different location?
 - Response: There is a study that was initiated for this area, but it is currently on hold as the NMDOT wanted to make sure that what is done on this I-40 study does not conflict with what is being done to improve this area. Your comment about moving the crossing to a different location is something that could be considered.
 - h. Question: Is there going to be enough space available in the existing right-of-way for everything without additional lands being acquired or existing roads being destroyed?
 - Response: All the proposed alternatives on I-40 can fit in the existing right-of-way.
 - i. Question: With the gas lines, utilities, existing roads, and other items, how will these be accounted for should the roadway be widened.
 - Response: These are all factors that must be looked at. Some things need to be considered and often items can be moved. This study has taken a high-level view of the corridor, but a closer look will be taken when individual projects are performed.
 - j. Question: NM 124 across from Acoma needs to be addressed, it has several issues.
 - Response: One of the challenges will be getting funding to get all of the needs taken care of. Your question brings up a good point that you don't want traffic diverted off I-40 onto the frontage roads because many of them are limited and are not suited to hold freight.
 - k. Participants conversed for about 15 minutes in their native language.
 - l. Comment: There might be ways to address the problems we are talking about, but this will require government-to-government collaboration. All these issues need to be discussed with tribal leadership as the land that I-40 crosses is part of our homeland. We need to protect the waterways, springs, and other natural resources that the interstate crosses through Acoma lands. There are other improvements that can be used instead of widening such as improved information sharing. If side routes are used for detours, the infrastructure needs to be improved on the frontage roads. Consider a speed limit in the

Acoma area similar to what is done in Albuquerque and Gallup. Is that there is not enough space available to implement these widened shoulders. Highly hazardous materials are shipped on the interstate and the governments (local and others) need to be notified that this stuff is going through.

- Response: These are efforts that the NMDOT is working on and agency coordination is needed to figure out what can and can't be done. Coordination between governments is critical.
 - The I-40 Study Team will put together notes and share with the broader NMDOT, including Districts 3 and 6. There is government-to-government coordination that goes on, but having this conversation is very helpful. At this time Marlene Kelly's participation from the BIA was recognized.
- m. Question: The concern I have with studies is that sometimes stuff never gets done. Years ago, there were talks about the box culvert being improved so semis could travel on NM 124, and improvements still have not been made. From this study, what is actually going to be done? Additionally, speeds are very fast and this makes more people use the frontage road. When traffic is backed up on I-40, the cars enter our village, and our roads can't handle this.
- Response: Thank you for your comment
- n. Comment: NMDOT fences along the right-of-way are not maintained. I recently had an issue with a cow that was hit because of fences that aren't maintained. These roads are used by people and are our lifeline to Grants, where our hospital is located. The bus that travels on NM 124 stops on a blind spot that could easily be hit from behind.
- Response: One thing that the NMDOT has struggled with is how to prioritize the funding that they have available. Priorities can be better established and worked out between governments using government-to-government collaboration as previously mentioned. Perhaps this I-40 study gives the opportunity to seek funding. An important aspect of this study is to not just look at widening to 2 or 3 lanes, but to look at everything around, as your community has expressed there are needs for improvements beyond the I-40 mainline.
- o. Comment: We are missing an education component of this project. We need to start education now. We need additional signs for trucks to know that they need to stay right except to pass. Additionally, some signs could be implemented that say that "do not block the shoulders during an emergency". Trucks block all lanes when trying to access an emergency scene.
- p. Question: Does the NMDOT set the speed limit? A lot of times our vehicles are not up to reaching these speeds. Additionally, as I get older these speeds are scary, particularly with semi-trucks.
- Response: Speed limits are set by state law. They get pressured from people on changing these frequently, but as it is a law, it is not easily altered.
- q. Comment: For the NMDOT, how much is a life worth? On the interstate there are often issues with emergency vehicles being blocked by traffic. Additionally, trains block roads as we are trying to get to the hospital. There can't be a cost on a life. One life is too much. When people are dying because of the inability to reach healthcare facilities. Traffic volume should not be the only thing being considered. We have a big drainage problem at the MP 100 frontage road. In the MP 102 area, there is a drainage issue. The NM 124 box doesn't necessarily need improvements so much as it needs signs and a height restriction. This project may focus on I-40 but all of these other issues such as side streets, access for emergency vehicles, getting to jobs, etc. need to be considered. Also, the accommodation for 2050, I think this is only if nothing happens, and more traffic should be expected.
- Response: You bring up good points, All these issues on I-40 are correctable. We look at 20 to 25 years when we project future traffic. However, a lot can happen. We will see a lot of changes in transportation especially with the considerations of electric vehicles and autonomous vehicles. What we are trying to do with this study is identify the things we can do now that will provide the biggest benefit for improving safety and accessibility. The way this recommendation is set up is to provide for

easy expansion when it is needed. We want to avoid leap frogging (2 miles of 3-lanes, back to 2-lanes, 4 miles of 3-lanes, back to two lanes, etc.). Adding a new lane with the Enhanced 2-Lane option is essentially adding a shoulder. This can be done without impacting traffic during construction. We are only able to look at this corridor at a high level, but as individual projects start entering the design phase, they can start being looked at in more detail, to get a transportation network that works, and gets people where they need to go, while working with adjacent communities

- r. Comments: There needs to be coordination between the law enforcement to help with our efforts
 - Response: This is a good point. There is a lack of training between different law enforcement agencies to get consistency between groups for how to address incidents when they occur. Having a consistent approach between law enforcement agencies would be helpful.
- s. Comments: There is nothing in the study addressing the upcoming mandate for electric vehicles.
 - Response: This is one of the future considerations that we can't address at the moment but it needs to be considered as we design future projects more specifically.
- t. Question: Have we contacted BNSF regarding this project with the issues with bridge crossings that we are seeing in the corridor?
 - Response: There are over 100 bridges in the corridor that need to be addressed. They are being considered, but coordination with BNSF will occur during more detailed design.
- u. Comment: Please have the district engineers and others work with our community leaders and other agencies to get everyone working together. These projects influence our communities and together we can work together to get funding from Washington DC and other sources.

4. Action Items

- a. Correct from Acoma Dancing Eagle to Laguna Dancing Eagle on slide 12. **Revised as requested.**
- b. Send the power point to Charles Riley. **Sent on 3/13/2024.**
- c. Coordinate with Stephanie regarding questions asked during the public meeting and make sure the locations discussed were accurate. **Stephanie checked the public meeting notes and the locations and they appear to be accurate.**
- d. Summer will provide the contact for the NM 124 project in the meeting notes. **The NMDOT Project Oversight Division oversees state funded efforts <https://www.dot.nm.gov/business-support/project-oversight-division/>. The contact is: Clarissa Martinez, State Grants Manager, 505-699-9946, clarissa.martinez@dot.nm.gov.**

I-40 CORRIDOR STUDY UPDATE LAGUNA PUEBLO AND BIA

LOCATION: Public Service Building, 11 Rodeo Drive, Bldg. B, Laguna **MEETING DATE:** March 6, 2024 **TIME:** 1:00 pm

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – Meeting attendees included:

Laguna Tribe	
Gaylord Siow, Acting Governor	Raymond Lucero, Natural Resources Program
Richard Bonine Jr., Environmental Natural Resources Department Director	Ken Mitchell, Laguna Development Corporation
Star Cheremiah, Public Works Engineer	Anne Oandasan, Public Works Planning Program Manager
Lucianne Deutsawe, Tribal Treasurer	Joseph Perry Jr., Engineering Technician II
Nolan Douma Sr., Construction Supervisor	Ryan Riley, Laguna Development Corporation Risk Management/Government Relations
John Garcia, Acting Chief Operating Officer	Adam Ringia, Deputy COO
Stephen Graham, Realty Program Manager	Richard Smith Sr., Tribal Historic Preservation Officer
Nathan Lucero, Sr., Public Works Director	Kevin Torivio, LPD Police Chief
Bureau of Indian Affairs, Southwest Region	
Marlene Kelley, Transportation Engineer	
NMDOT	
Summer Herrera, I-40 Project Manager	Ron Shutiva, NMDOT Native American Tribal Liaison
Parametrix	
Chris Baca, Project Manager	Tyler Pennington, Planner

2. Project Update – Chris provided a presentation and project update.
3. Questions and Discussion
 - a. Question - Where is the MP 119 crossing and the MP 105 to 106 crossing?
 - Response (Chris): The Mesita crossing is at MP 119 and the railroad crossing bridges are near MP 106. Also note, new bridge price estimates are up almost 400% from 4 to 5 years ago.
 - b. Question: Which on ramp is considered sufficient at MP 140 as 3 of the 4 were considered nonsufficient?
 - Responses: The westbound (WB) on ramp is sufficient. The two most problematic ramps are the two off ramps.
 - c. Truckers park on the existing ramps. Will we have truckers still parking on these extended ramps? Will anything be done to help mitigate this problem?
 - Response (Chris): This is an issue, the NMDOT is considering a system to alert truck drivers to available truck spaces. The study indicated that there is a deficiency in truck parking in some areas. One solution is to let the truckers know that there are a certain number of spots available at certain locations along the route.
 - d. Question: Are there considerations for charging stations for electric vehicles as part of this study?

- Response (Chris): That is a separate initiative. The study does not preclude the development of charging stations, but they are not incorporated into the plan. Electric charging stations are prioritized along the interstates and would not impede on the travel lanes, they might be more impactful on driver behavior determining where to stop and stopping time.
- e. You mentioned priority areas. It appeared many of these priority areas are around metro areas, is this the case?
- Response (Chris): There are several factors that lead to priority consideration. The Gallup metro area will need a third lane within the 2050 timeframe that was examined. Crash hot spot locations will be considered for prioritization, for example the interchanges, Acoma, and Rio Puerco areas. Additionally, pavement conditions will drive the priority areas. The goal is to improve the corridor and reduce the number of issues along the interstate. Mill and overlay projects add a small amount of pavement life compared to a full reconstruction.
- f. Question: Is there an evaluation for implementation timeline based on different funding levels?
- Response (Chris): There have been a lot of discussions with NMDOT leadership about funding. Ultimately it was decided that we shouldn't define the timeline of improvements, instead the goal was to provide information that gives DOT flexibility to request funding from the legislature. This prevents accidentally reducing the maximum number that could be received per year. In my estimate, a very positive outlook would be 10 to 15 years to finish the recommended improvements.
- g. Comment: Laguna to Albuquerque has no parallel relief routes for people to use and so when backups happen it hits Laguna hard.
- Response: This is another factor that will be used in the considerations for prioritizing projects.
- h. Question: When I-40 is closed and traffic is diverted to NM 124, the road is not safe and has many issues. NM 124 includes bus routes and we have had incidents where semis have passed these buses. Are there considerations for NM 124 and this intersection? Has the decision for this alternative been finalized? Have prioritizations been made already?
- Response (Chris): Yes, it has been considered and this road has known issues.
- i. Question: Broadcasts have indicated that the study is complete and final. Is this true?
- Response: We have not made any final decisions. The study team has made a recommendation. As part of the outreach, a public and stakeholder comment period is now occurring. From here we are receiving comments and questions, and this will allow us to move forward and then make a final recommendation. The study will be updated and submitted to NMDOT and FHWA for concurrence.
- j. Question: Is there a priority list?
- We do not have a list of prioritized projects; instead, we have identified how improvements should be prioritized. There is a need for flexibility in implementing the plan.
- k. Comment: One concern I have about widening is the inclusion of wildlife corridors. There are a lot of antelope on the south side of I-40 and we would like them to move to the north side freely.
- Response (Chris): It is not until specific projects are identified when considerations for aspects such as wildlife corridors would be considered. Once a specific project is identified, the entire environmental process and wildlife will be considered to determine the best approaches to take. This includes efforts with waterways and culverts. Prioritization might consider these culverts if they have flooding potential.
- l. Comment: In terms of alternate routes. When the interstate gets closed, a lot of traffic that tries to use alternative roads (Ice Cave Road) in an area where they should not go, especially commercial

trucks. Alerts are needed that there are certain areas they do not want to enter as it can lead to treacherous driving conditions.

- Response (Chris): This is a good point. This includes educating people and could include efforts such as signs to tell people not to use this route.
- m. Question: When construction enters this area, is it possible to put up signage telling semis to not use local roads? The roundabout is not conducive for semis.
- Response (Chris): This is a good idea. This leads to the operational management portion of this study and is an opportunity for partnership.
- n. Is there going to be a change to the IDE and other submissions for funding opportunities? Will it come from NMDOT or how will this process go?
- Response (Chris): This is outside of my and Summer's area of knowledge. My guess is that the process will not change. We are not proposing any changes to programmatic funding procedures. The hope is that because of this study, it will show there are a lot of needs and we hope that will help the process to get funding in the future.
- o. Question: When is the state going start showing their commitment for partnership? For example, helping pay for increasing resources that Pueblo staff may have to expend (overtime, issues occurring, equipment needs, extra staff, etc.) for to incident response as a result of I-40 closures.
- Response (Chris): This is a good point, this issue is not part of the study, but is something that can be documented now and should be addressed with NMDOT. The study has demonstrated the impact of closures.
- p. Question: You mentioned that Acoma and Laguna have similar comments. How does NMDOT plan to meet with other agencies to work on this?
- Response (Summer): Every project will include individual public involvement plans that include stakeholder and public outreach. We don't start looking at initiating public involvement until we have formal project projects established. When we have projects that will be built, we begin our outreach to other agencies.
- q. Question: Some of the bridge replacements that were discussed involved bridges that do not have exits. Why are these bridges being looked at it when they don't have access to I-40?
- Response (Chris): Bridges have inspections that are completed frequently. These bridge inspections likely identified critical infrastructure needs that to be addressed before the bridges enter a state of disrepair.
- r. Comment: Law Enforcement does not typically get enough advance notification when construction projects are beginning or happening. We have been trying to work with District 6 but it isn't working well. Having 1-2 weeks' notice about when construction will take place gives us notice so we can inform the public and have staff prepared for when issues happen. We have lots of issues at the MP 117 exit with trucks parking and resting at this location. There are a lot of challenges when on scene and dealing with this issue including not being able to move trucks when they are found. The drive time limit does not allow the truck to even turn on.
- Response (Chris) That is very reasonable, and these are issues that we are trying to highlight. Improvements should be relatively easy to implement, and they can have a big effect. Advanced communication can help prevent people from experiencing issues that were not expected.
- s. Comment: We were involved in coordination meetings with District 3 up until 2023, but since 2023 we have had challenges connecting with them. We are trying to reach someone from District 3 to help us implement some signage in our community. We have had to lobby with the Santa Fe office to get some communication going from District 3 and District 6.

- t. Comment (From Governor), with a new transportation lead in place I would expect these communications to open back up. Liaison (Ron Shutiva), I would ask that you help to get this communication back on track.
 - u. Comment: Regarding coordination between District 3 and District 6. I think that Laguna needs to have a group session with all groups instead of individual meetings with each. We also need to include law enforcement and BIA to work on transportation efforts.
 - v. Question: What is the cost difference between the enhanced 2 and 3 lane options?
 - Response (Chris): The difference is about \$6 million per mile between the two options.
4. Action Items
- a. None mentioned.

I-40 CORRIDOR STUDY UPDATE NAVAJO NATION AND BIA

LOCATION: Navajo Nation Department of Transportation **MEETING DATE:** April 3, 2024 **TIME:** 10:30

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – The following people attended the meeting.

Navajo Nation	
Ardania Begay, Principal Contracting Analyst	Tom Platero, NDOT Director
Calvin Castillo, Transit Manager	LeAnne Roy, NDOT Planning Manager
Eli Leslie, NDOT Sr. Public Involvement Officer	
BIA Eastern Navajo Agency	
Lenora Bates, Realty Specialist	Jerry DeGroat, Realty Officer
Cauy Francisco, Acting Supervisory Highway Engineer	Lester Tsosie, Superintendent
NMDOT	
Summer Herrera, I-40 Project Manager	Ron Shutiva, Native American Tribal Liaison
Parametrix	
Chris Baca, Project Manager	

2. Project Update – Chris provided a presentation and project update.

3. Questions and Discussion

a. Comment / Question: Meeting attendees are familiar with the general information that was presented at the public meeting. I would like to discuss specific land impacts and realty issues. How have tribal stakeholders, specifically Chapter Houses, been engaged? I would also like to discuss known issues, such as the flooding areas.

- *Response: The scope of the study is to develop a long-range plan for the corridor – specific areas of impact will be discussed on a project specific basis as projects are rolled out. Regarding Fort Wingate, this is a separately led project by a different engineering consultant, Bohannan Houston. The Fort Wingate project team is utilizing the I-40 Corridor Study recommendations to incorporate into the proposed improvements. We are aware that the flooding improvements in the Fort Wingate area are proposing to significantly raise the grade and are being designed to maintain 2 lanes of traffic during construction. Another specific project under development is the I-40 Gap Project which connects recent interstate improvements in the continental divide area. This project is also being designed to maintain 2 lanes of traffic during construction. The Gallup area near 491 is another separate initiative. The project includes pavement reconstruction, improvements that address congestion of ramp intersections, and has a separate public involvement plan. The I-40 Study team has coordinated with this effort given that the ramps need to be consistent with the long-range corridor plan. Chris will provide information on what Chapter House communication and engagement has occurred.*

- b. Question: Were any meetings held at Chapter Houses? A list of Chapter Houses was sent to the Study Team, and we are not aware of how the information was used.
- *Chris: We did not hold specific meetings at the Chapter Houses. We communicated with the Chapter Houses to notify them of when the public meetings would be occurring. We also advertised in the native language on a local radio station.*
- c. Comment: Broad general project meetings are not taking into account specific community needs. I hope NMDOT can improve communication to incorporate specific localized issues at the chapter level. I know that the chapters have concerns with the Frontage Roads.
- *Response: This Corridor Study is a big picture of the corridor. As specific projects develop improvements, the NEPA process will be followed to identify the specific needs of the area and engage with communities and stakeholders as part of the public involvement process for specific projects.*
- d. Comment: NEPA is an environmental process. It does not consider how things are done or how communication is taking place with the chapter houses.
- *Response: The NEPA process does include consideration of the issues you bring up. Meetings at the chapter level would occur on a project specific basis.*
- e. Question: I believe there would be more public input if Chapter House meetings were held. Can the study be extended to hold additional meetings?
- *Response: Summer can talk to NMDOT management to determine if the study can be extended. The DOT would like to start bringing the needed improvements to the corridor and finalizing this study enables the Department to start working on specific projects.*
- f. Comment: We need to be proactive in getting feedback on these recommendations. If the public does not feel involved, we will hear about it at all levels within Navajo Nation and ultimately the NMDOT.
- *Response: We appreciate this feedback. NMDOT wants to know how we can improve the public involvement process moving forward as we get specific projects under development.*
- g. Question: When will you follow up on scheduling Chapter House meetings? I would like follow up within 2 weeks.
- *Response: Summer will get an answer from management to be included in the meeting notes. Chris will also provide information on what Chapter House communication and engagement has occurred.*
- h. Question: I live in the Jamestown area. The interstate has been under construction for years causing backups. I have waited in a backup for up to 2 hours and 45 minutes. When will the construction be complete?
- *Response: We understand that the Coolidge construction project will not implement any more lane closures. There is another planned construction project in the area, The Gap project, and this project is being designed to not close lanes in construction.*
- i. Comment: Even at 2am, you can hear noise from truck traffic being backed up in this construction area.
- *Response: Backups from lane closures is definitely a problem. Historically, lane closures were not a problem on the interstate. 15 years ago, a closure would not have been so impactful. This project is one that prompted DOT to look at how things are being done.*
- j. Comment: If the westbound exit was open at Coolidge, there would be some congestion relief.
- *Response: One consideration of the study was how Frontage Roads serve as alternate routes for I-40. One initial suggestion was to look at filling in the gaps to have one continuous route. Ultimately this was not recommended. If one lane on I-40 results in backups, a one lane Frontage Road would not have enough capacity to serve the same traffic. A goal of this study is to identify how lane closures on I-40 can be reduced. When closures occur and traffic is routed to Frontage Roads it is extremely impactful to the communities. We want the I-40 traffic to remain on I-40.*

- k. Comment/Question: There needs to be resolution on these impacts from closures. When large trucks and increased traffic travel on local roads, it causes the pavement to fail. Other agencies are paying for pavement repairs when this happens. NMDOT needs to take financial responsibility and this should be part of the planning process. The costs that we are seeing because of this situation include patching holes, law enforcement, and signs. Our funding is not meant to maintain roads for I-40 bypass traffic. How will we be reimbursed?
- *Response: This issue has been identified by multiple stakeholders and we are documenting it. The scope of this study cannot solve the funding issue. NMDOT and FHWA will need to look into a solution.*
- l. Comment: This is a real issue. There are several examples of I-40 closures resulting in traffic re-routing onto our roads.
- *Response: We agree with this comment. One goal of the study is to determine how do we keep I-40 traffic on the mainline. If this situation were to happen in the future, there needs to be improvement in incident response and maintenance responsibility regarding funding. As part of the study, we have identified incident response as an issue. The responders are dealing with a lack of resources and procedures that could be improved.*
- m. Question: Can you just work with the railroad to expand I-40 into their ROW?
- *Response: This is a good question. It is highly unlikely. Historically the railroad is not willing to give DOT any right-of-way. Additionally, we are hearing that there are plans for track expansion.*
- n. Comment / Question: I know that projects in development include access requests. When will design of improvement locations and access need be determined? Many Navajo Nation lands are privately owned, and when this is the case property owners need to be consulted. NMDOT needs to oversee the contractors completing the work to ensure projects are completed in a timely way. I'm not sure if NMDOT is aware, but there are plans to ship hazardous materials along I-40. This should be accounted for.
- *Response: NMDOT agrees that early coordination on any impacts is needed. Project teams are engaging the stakeholders as soon as potential ROW impacts are identified.*
- o. In the milepost 20-30 area, access management needs to be considered. Lots of families live adjacent to this area. I am not sure if NMDOT plans includes a viaduct. There also needs to be consideration for dust control. Can incident signing be put up during closures to keep trucks out of areas where they shouldn't be?
- *Response: This is a good suggestion. We have also heard this request from other stakeholders. Smart phones are re-routing traffic to inappropriate locations.*
- p. Has there been increased truck growth?
- *Yes, we are seeing truck growth along the corridor.*
- q. What were the design parameters for the original I-40 construction regarding design speed and flood year event? Is this why the improvement costs are so high?
- *The corridor was originally designed for 60 mph. We do not have the flood year it would have been design for. This is one reason why significant improvements are needed.*
- r. Comment: At milepost 39, trucks are parking along the overpass and ramps causing congestion.
- s. Comment: Truck lane restrictions are needed.
- *Response: There has been recent legislation that requires trucks to stay in the right lane unless passing. Enforcement is a challenge.*
- t. Can project contracts be written to require use of borrow material from Navajo Nation land?
- *The NMDOT used to specify where borrow would be taken from. This is not the current practice. Now contractors identify where the material will come from. However, this does not preclude the use of Navajo Nation material, it would require letting the Contractors know that it is available.*

- u. Comment: If there are projects in the area, please contact us in advance so we can assist with getting the word out.
- v. Question: How can we submit an official comment?
 - *Response: You can email either Chris or Summer, our emails are included on the slideshow.*
- w. Comment: Please email meeting attendees the presentation shown today.

4. Action Items

- **Summer will follow up on the possibility of extending the study to hold individual chapter house meetings and will provide a response in the meeting notes. Completed, see response below:**
 - *We appreciate the Navajo Nation’s time attending this meeting and your input and request for additional public involvement. Summer discussed this request with NMDOT leadership. NMDOT is not proposing to extend the study period and hold individual chapter house meetings at this time, since this is a broad, high-level corridor plan and specific projects are not yet funded. As individual projects are defined and funded, NMDOT will hold local community meetings and individual chapter house meetings in areas adjacent to the proposed improvements to understand community concerns and ongoing issues. We will reach out to Chapter House contacts in advance of these meetings to get input on preferred methods of inviting people to the meetings and meeting location preferences. In addition, please note that at this time, we do not expect that additional land outside of the existing I-40 right-of-way will be needed to build project improvements; however, that will be confirmed on a project-by-project basis and projects are built and implemented.*
- **Chris will provide information about chapter house engagement. Completed, see response below:**
 - *NMDOT has hosted 3 public meetings for the I-40 Corridor Study. These meetings were held on November 15, 2022, April 25, 2023, and February 27, 2024. For each of these meetings, meeting invitations were sent via email to the individuals from the Navajo Nation that were included on our contact list. These individuals included Navajo Nation Council Members, Navajo Nation Staff, Navajo police, fire, and emergency services and the following 8 chapter houses: Baca/Prewitt, Church Rock, Iyanbito, Lupton, Ramah, Manuelito, Thoreau, and Tohajiilee. In addition, for the public meetings held in April 2023 and February 27, we aired multiple radio ads in both English and Dine on Navajo stations KTNN and KWRK/KCAZ. We appreciate the updates that Ms. Roy provided to our Navajo Nation contact list in August of 2023. We had the general contact information for each of the chapter houses (e.g., churchrock@navajochapters.org) for our outreach for meetings prior to these August updates, but Ms. Roy was able to provide a few additional people to our chapter house outreach list, which was helpful. For our third public meeting, we sent meeting invitations to the additional contacts that Ms. Roy provided.*
- Parametrix will email meeting attendees the presentation. **Completed, sent with the meeting notes.**

I-40 CORRIDOR STUDY UPDATE ZUNI PUEBLO AND BIA

LOCATION: Virtual Meeting - Zoom

MEETING DATE: April 4, 2024

TIME: 1:30

SUBJECT: CN 6101580, I-40 Corridor Study, Arizona to Albuquerque, MP 0 to 150

1. Introductions/Attendees – The following people attended the meeting. Mr. Bowekaty indicated that Zuni Council members had a change of plans and were unable to attend due to an emergency Council meeting.

Zuni Pueblo	
Royce Gchachu, Transportation Manager	Malcolm Bowekaty, Tribal Administrator
BIA Zuni	
Rosetta Epaloose, Realty	Cynthia Nakatewa, Realty
NMDOT	
Summer Herrera, I-40 Project Manager	Ron Shutiva, Native American Tribal Liaison
Parametrix	
Stephanie Miller, Deputy Project Manager	Alexis Angeles, Engineer

2. Project Update – Stephanie provided a presentation and project update.
3. Questions and Discussion
 - a. Question: How did you determine that 2 lanes are sufficient to the year 2050? Can you expand on this, I differ on this opinion. In even small stretches of maintenance and construction activity, we see lots of backups.
 - Stephanie: The key here is that 2 lanes are needed in each direction. When we see backups, it is when we only have 1 lane open. That is a change we have seen from historical data. A lane closure did not result in back ups years ago. To determine needed capacity, we collected traffic volumes along the corridor in several locations. At the west end of the corridor, we see lower traffic volumes. As you go east, traffic volumes increase and are highest in the Albuquerque area. We also looked at the split between passenger trucks and vehicles. This is important when we look at capacity because the number of trucks influences the density of the highway. Utilizing FHWA methodology to analyze capacity of the roadway, we applied a growth rate and traffic characteristics to determine the number of required lanes both today and in 2050. We did find that there are area areas that need additional capacity. This includes the Gallup area, uphill grades over 3%, and interchange ramps.
 - b. Question: In a perfect scenario where there is no construction or maintenance activities, I see how 2 lanes does work. How do you account for construction or maintenance into 2050?
 - Stephanie: A recommendation of the study is to maintain 2 lanes of traffic at all times as much as possible. We have proposed improvement on how this can be done and will expand more on this in the presentation.
 - c. Comment: In the Fort Wingate area, there are no firm development plans at this time; however, a feasibility study underway to determine how the land might be developed and what improvements may be needed to improve access to/from Fort Wingate and I-40. Flooding issues in this area are being taken into consideration. The feasibility study should be completed towards the end of 2024.
 - Stephanie: NMDOT is actively pursuing funds to work on making improvements to address the drainage issues in the Fort Wingate area. As part of the I-40 Study, we have identified that the ramps

to/from I-40 need to be longer to accommodate merging traffic at both Exit 33 McGaffey (at Ft Wingate) and Exit 36 Iyanbito.

- *Mr. Shutiva: NMDOT has conducted drainage studies for the Fort Wingate area. District 6 is looking at a project that involves mitigating the flooding. The proposed solutions include building sediment retention ponds, similar to the ones in the Zuni Pueblo on NM 53. NMDOT is also looking at redirecting the flood plain so that it does not directly impact the areas it has been in the past. As of right now, the proposed improvements are not funded and there is no timeline for implementation, but NMDOT is working to secure funding. Once the funding is available, District 6 will reach out to the stakeholders to discuss the next steps.*

d. Question: When do you anticipate Phases C and D to begin?

- *Stephanie: Any potential improvements identified in this study are currently not funded. Once improvements and specific projects are funded, Phases C and D would begin. As shown in the presentation, NMDOT does have several projects in the corridor that are currently in Phases C and D (environmental and design) and will be constructed between now and 2027. One of the outcomes of this study is to identify needed improvements and estimated costs so that NMDOT can seek funding.*

e. Question: With the study still on-going, when would you foresee working on these improvements in the Fort Wingate area?

- *Stephanie: Without funding readily available, it is unknown when these improvements will be completed. However, we have identified the flooding improvements in the Fort Wingate area as a high priority project and need, since heavy rains and flooding can close both I-40 and NM 118. In addition, in many cases, the proposed ramp improvements are projects that are relatively inexpensive and quick to implement and will improve safety, so these improvements may get done sooner than others since they require less overall investment. A combination of factors such as safety and pavement/infrastructure condition will drive how and when improvements will be completed.*

f. Question: Does the study evaluate potential improvements to I-40 in Arizona?

- *Stephanie: This study considers improvements on I-40 in New Mexico and does not extend to Arizona.*

g. Question: When crashes occur on I-40 and cause closures on I-40, does NMDOT coordinate with ADOT? How are these situations handled? When there are crashes that close I-40 in Arizona, traffic often diverts to AZ 61/NM 53. These traffic volumes are high and it damages these roads and causes congestion and crashes.

- *Stephanie: There is coordination that occurs between the states. There were few times that I-40 was closed this past winter in Arizona where NMDOT was warning drivers that the highway was closed in Arizona and they should exit I-40 at Gallup.*
- *Ms. Herrera: Coordination does occur between ADOT and NMDOT and notifications are communicated as needed. I can mention it to our Public Involvement Officers that communication and coordination is important.*

4. Action Items

- Stephanie will send the presentation slides to Zuni. **Sent 4/4/24.**
- Summer will mention to NMDOT communications staff that communication and coordination on the New Mexico side is important when there are crashes on I-40 near the State Line that close I-40 in Arizona.

Outreach to Elected Officials



I-40 Corridor Study

ARIZONA TO ALBUQUERQUE // MILEPOST 0 TO 150
NMDOT CONTROL NUMBER 6101580

Study Overview

The New Mexico Department of Transportation (NMDOT) is conducting a highway corridor study on I-40 from the Arizona State Line to the Atrisco Vista Interchange in Albuquerque, New Mexico. The study covers 150-miles of I-40 and adjacent frontage roads. The purpose of the I-40 Corridor Study is to identify corridor needs, develop and evaluate alternatives, and create a long-term improvement plan to address operations and safety for this section of I-40. The study includes:

- Data collection and analysis to understand **where** and **why** improvements are needed and what factors and existing conditions are contributing to safety and operational challenges.
- Developing and evaluating **alternatives** to meet corridor needs and future traffic demands.
- Developing a highway improvement plan to **prioritize improvements** and **streamline** project planning, design, and construction.

PURPOSE OF THE STUDY

The purpose of the I-40 Corridor Study is to identify corridor needs, develop and evaluate alternatives, and create a long-term plan to prioritize improvements.





Completed Work

The project team has collected the following information to assess conditions on I-40 and adjacent frontage roads:

- Traffic information including vehicle volumes, speeds, and vehicle mix (passenger vehicle and heavy truck volumes).
- Crash information including more than 3,500 crash records with information on crash location, severity, and contributing factors such as weather, heavy trucks, or driving under the influence.
- Existing roadway information such as roadway grades; roadway, shoulder, and median widths; and pavement, bridge, and drainage infrastructure conditions.
- Existing conditions information including survey and mapping; property ownership; geotechnical conditions; flood-prone areas; utilities; intelligent transportation systems, such as messaging signs and broadband infrastructure; and environmental constraints including cultural and natural resources.

Upcoming Work

The project team is assessing the data that has been collected to identify and prioritize corridor needs. This work includes evaluating:

- Vehicle volume trends, including historic, current, and predicted future volumes.
- Traffic patterns, such as peak travel days and hours.
- Freight use and parking.
- Travel speeds and identifying areas where roadway capacity may be constrained.
- Crash trends and hot spots to identify safety concerns.
- Bridge or drainage deficiencies, such as areas that routinely flood.
- Opportunities to invest in infrastructure improvements to meet future demands, such as broadband improvements, electric vehicle charging stations, and improved incident management.



Project Map





Public and Stakeholder Coordination

Public meetings and stakeholder coordination will occur throughout the I-40 Corridor Study to present project information and obtain feedback:

- Public Meeting 1:** The first public meeting will be a virtual public meeting on Tuesday, November 15, 2022 at 6:30 p.m. This meeting will introduce people to the project, describe the work completed to date, and provide preliminary information regarding traffic volumes, crash hot spots, and corridor needs. People will be invited to submit comments and/or complete a survey. To join the meeting, take the survey, or learn more, visit i40nmstudy.com.
- Additional Public Meetings and Opportunities for Public Comment:** Meetings will occur in 2023 to solicit comments on the proposed alternatives, recommendations, and the Highway Improvement Plan.
- Stakeholder Coordination:** The project team is in the process of meeting with area tribes as well as the Bureau of Indian Affairs to identify key issues and identify the best ways to engage them throughout the study. In addition, the project team has met with the regional transportation planning organizations, including the Mid-Region Council of Governments and the Northwest Regional Transportation Planning Organization to keep them informed of the project. Coordination with these key stakeholders will occur throughout the study.
- Project Website:** A project website at i40nmstudy.com has been developed and will be maintained with new information throughout the study.

The project team will provide updates to executive leadership as the study progresses. Please contact Joe Casares at 505.469.4239 or joseph.casares@dot.nm.gov if you have questions or would like additional information.

Project Schedule

Spring to Fall 2022	Fall 2022	Winter 2022/2023	Winter/Spring 2023	Spring 2023	Summer/Fall 2023
<ul style="list-style-type: none"> Collect and analyze data 	<ul style="list-style-type: none"> Virtual public meeting #1 Establish need for improvements 	<ul style="list-style-type: none"> Identify and screen alternatives 	<ul style="list-style-type: none"> Virtual public meeting #2 	<ul style="list-style-type: none"> Refine and evaluate selected alternatives 	<ul style="list-style-type: none"> Identify recommended alternative(s) Develop I-40 Improvement Plan Virtual Public Meeting #3



I-40 Corridor Study

ARIZONA TO ALBUQUERQUE // MILEPOST 0 TO 150
NMDOT CONTROL NUMBER 6101580

Study Purpose

The New Mexico Department of Transportation (NMDOT) is conducting a highway corridor study on 150-miles of I-40 from the Arizona State Line to the Atrisco Vista Interchange in Albuquerque, New Mexico. This document provides an update on the work that is underway.

The purpose of the I-40 Corridor Study is to:

- Improve safety and traffic operations on I-40
- Accommodate future traffic growth on I-40
- Improve reliability for travelers on I-40
- Accommodate changing technologies (ITS systems, real-time information, autonomous vehicles, electric vehicles)
- Develop a prioritized corridor improvement plan that accommodates changing conditions and phased implementation

Schedule

Spring/Fall 2022	Winter/Spring 2023	Spring/Summer 2023	Summer/Fall 2023
<ul style="list-style-type: none"> • Collect and analyze data • Virtual public meeting #1 	<ul style="list-style-type: none"> • Establish need for improvements • Identify and screen alternatives • Virtual public meeting #2 	<ul style="list-style-type: none"> • Refine and evaluate selected alternatives 	<ul style="list-style-type: none"> • Identify recommended alternative(s) • Develop I-40 Improvement Plan • Virtual Public Meeting #3

PURPOSE OF THE STUDY

The purpose of the I-40 Corridor Study is to improve safety and traffic operations, accommodate future traffic growth and changing technologies, improve reliability for travelers, and create a long-term plan to prioritize improvements.



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



What are we learning about I-40 from Arizona to Albuquerque?

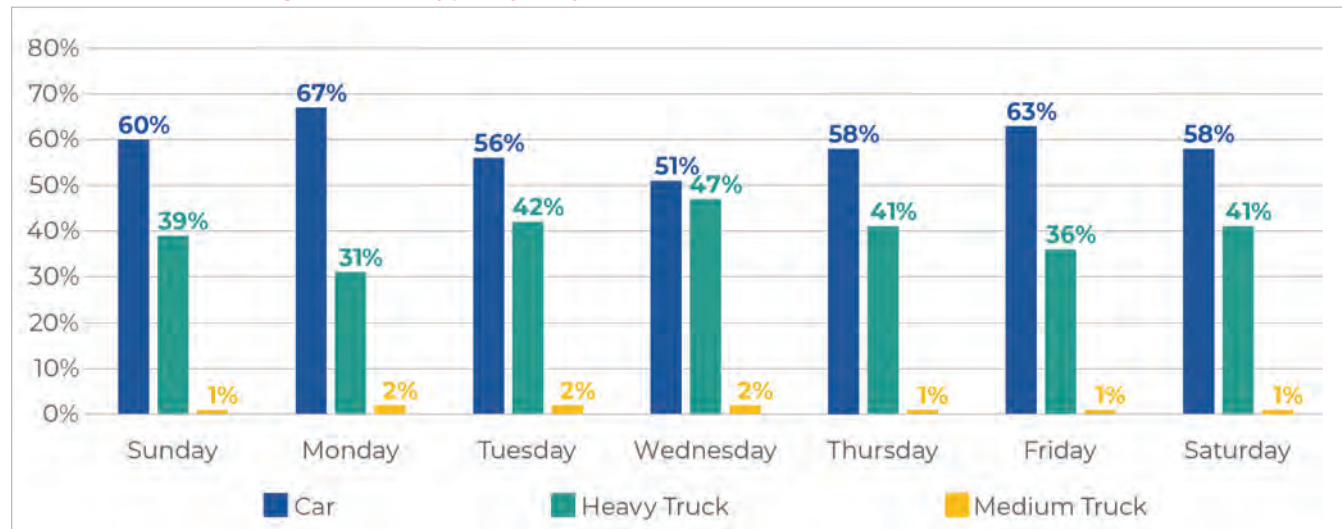
TRAFFIC VOLUMES AND TRENDS

- Daily traffic volumes are lowest near the Arizona border and average about 23,000 vehicles per day and get progressively higher as drivers move east toward Albuquerque to about 30,500 vehicles per day.
- Traffic volumes are lowest on Mondays and increase throughout the week with the highest volumes on Saturdays.

TRUCK VOLUMES AND TRENDS

- I-40 is one of the most used east-west freight corridors in the United States. As shown in Exhibit 1, the percentage of heavy trucks ranges from 31 percent on Mondays to 47 percent on Wednesdays. The percentage of passenger vehicles are highest on Mondays at 67 percent and lowest on Wednesdays at 51 percent. Medium-sized trucks (such as a UPS-sized truck) are consistent and represent about 1 to 2 percent of daily vehicle volumes.
- On average, about 10,000 large trucks per day travel on this section of I-40, and 80 to 90 percent of these trucks are through trips, meaning their destination is not on this section of I-40.

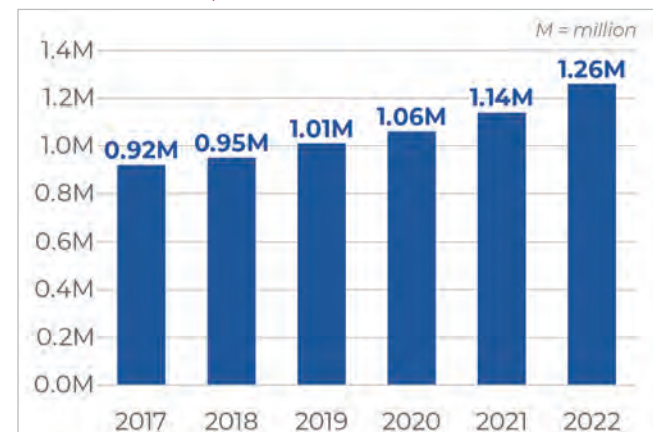
Exhibit 1: I-40 Average Vehicle Type by Day of Week



EXPECTED FUTURE TRAFFIC GROWTH

- Population forecasts in Cibola and McKinley counties are stable and annual population growth between now and 2040 is expected to be less than 1 percent per year.
- As shown in Exhibit 2, recent growth in freight as measured by Port of Entry at eastbound I-40 in Gallup has been steady at 6 to 7 percent a year over the last 6 years. The number of freight vehicles processed has grown 36 percent from 2017 to 2022 and 24 percent from 2019 to 2022. This is consistent with other federal data that indicates that freight growth on I-40 is expected to be strong through 2050.

Exhibit 2: Gallup Eastbound I-40 Port of Entry Truck Volumes, 2017-2022



I-40 SAFETY AND CRASHES

The number of crashes on this section of I-40 has been increasing as shown in Exhibit 3. Exhibit 4 shows that the number of fatal crashes has varied from a low of 12 in 2018 to a high of 21 in 2016 and 2019. Approximately 50 percent of fatal crashes involved a heavy truck and 32 percent involved driving under the influence (DUI) of alcohol or drugs.

Exhibit 3: I-40 Total Crashes by Year



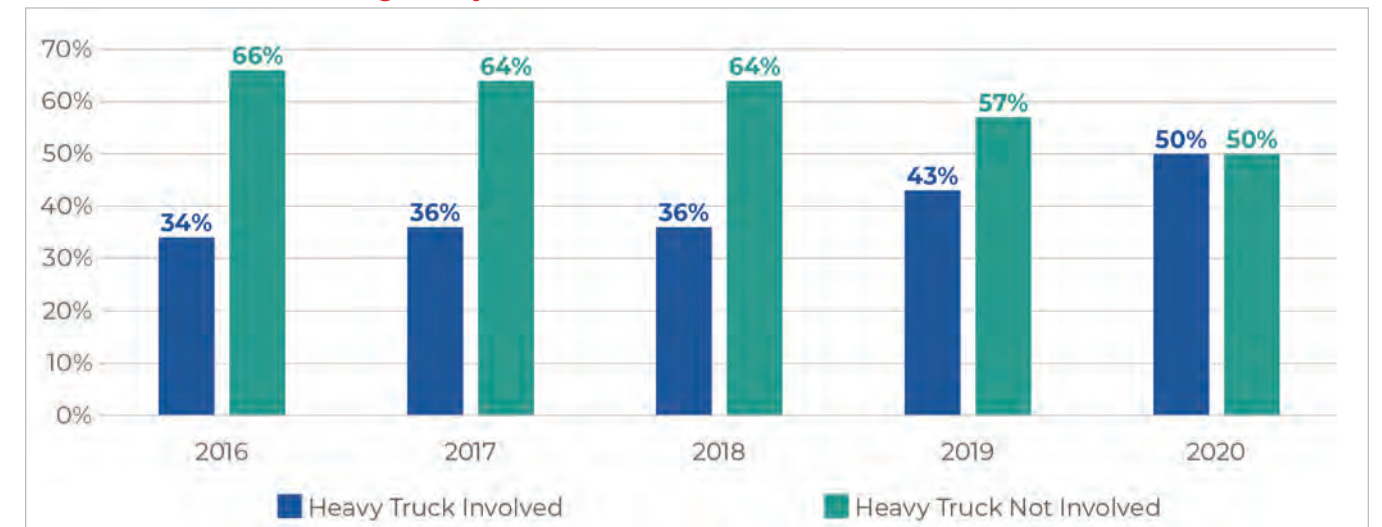
Exhibit 4: I-40 Fatal Crashes by Year



HEAVY TRUCK CRASHES

Exhibit 5 shows that crashes involving heavy trucks have been increasing. About 40 percent of crashes on this section of I-40 involved a heavy truck, which is similar to the percentage of heavy trucks driving on I-40.

Exhibit 5: Crashes Involving Heavy Trucks



I-40 CRASH RATES

Exhibit 6 shows that crash rates on this section of I-40 are higher than averages for similar roadways in New Mexico, suggesting that safety improvements are needed.

Exhibit 6: I-40 Fatality and Serious Injury Crash Rates

FREEWAY TYPE	LOCATION	FATALITY RATE (FATALITIES/YEAR/HMVM ²)		SERIOUS INJURY RATE (SERIOUS INJURIES/YEAR/HMVM ²)	
		ACTUAL	STATEWIDE AVERAGE ¹	ACTUAL	STATEWIDE AVERAGE ¹
Rural	Rural I-40	1.66	1.17	1.80	1.70
Urban	Grants Area	1.91	1.10	1.15	3.83
	Gallup Area	1.47	1.10	0.92	3.83

¹ NMDOT Highway Safety Improvement Program 2020 Annual report, statewide averages for rural principal arterial interstates

² Hundred-million vehicle-miles

Other Important Issues on I-40

Reliability is a key issue on I-40. Travel times can dramatically increase if there are incidents or lane closures due to weather, crashes, or construction. When I-40 is closed or congested, drivers get frustrated and seek alternate routes. Other needs on I-40, in addition to improving safety and accommodating future traffic include:

- **Improving Incident Response** – Improving incident response to get traffic moving is a critical issue in this corridor. Tow truck and personnel are limited, and it can take an hour or more to get the needed equipment to the crash site to move the debris off and get traffic moving (particularly when heavy trucks are involved in the crash). In addition, narrow shoulders make it difficult to get equipment to the crash site.
- **Managing Construction Zones** – Reducing travel lanes on I-40 to one lane during peak daytime hours (from 7 a.m. to 7 p.m.) is challenging with existing traffic volumes. Alternative construction approaches will be considered to improve traffic flow during the day when traffic is heaviest.
- **Addressing Flooding At Fort Wingate** – Ongoing flooding in the Fort Wingate area causes closures of I-40 and NM 118 and long-term solution is needed.
- **Identifying Solutions and Options for Alternate Routes** – Alternate routes are provided for all but 30 miles of this 120-mile corridor. Options are being considered for how to manage traffic during incidents through the 30-miles where there are no alternate routes.
- **Accommodating Changing Technologies** – The long-term plan for I-40 must accommodate changing technologies, such as broadband, electric vehicles, and autonomous vehicles in alignment with state goals. In addition, new technologies are available and needed on I-40 to improve real-time traffic information for drivers.



The project team is currently developing and evaluating alternatives to address project needs. NMDOT will provide updates to executive leadership as the study progresses. Please contact Summer Herrera at 505.259.2140 or summer.herrera@dot.nm.gov if you have questions. For additional information, or to view a recording of the public meeting held in November 2022, visit the project website at I40nmstudy.com.

**MINUTES
of the
SIXTH MEETING
of the
TRANSPORTATION INFRASTRUCTURE REVENUE SUBCOMMITTEE**

**November 13, 2023
McKinley County Courthouse Annex
West Conference Room, 2nd Floor
207 West Hill Avenue
Gallup**

The sixth meeting of the Transportation Infrastructure Revenue Subcommittee (TIRS) was called to order by Senator Bill Tallman, chair, on November 13, 2023 at 9:00 a.m. in the West Conference Room of the McKinley County Courthouse Annex in Gallup.

Present

Sen. Bill Tallman, Chair
Rep. Dayan Hochman-Vigil, Vice Chair
Rep. Anthony Allison
Rep. Art De La Cruz
Rep. Harry Garcia
Rep. Jenifer Jones
Sen. George K. Muñoz
Rep. Randall T. Pettigrew

Absent

Rep. Cathrynn N. Brown
Rep. Joy Garratt
Sen. Roberto "Bobby" J. Gonzales
Sen. Ron Griggs
Sen. Pat Woods

Advisory Members

Rep. Kathleen Cates
Rep. Pamela Herndon
Rep. Patricia A. Lundstrom
Sen. Shannon D. Pinto

Rep. Gail Armstrong
Sen. Craig W. Brandt
Sen. David M. Gallegos
Rep. Willie D. Madrid
Rep. Rod Montoya
Rep. G. Andrés Romero

Guest Legislator

Rep. D. Wonda Johnson

Staff

D. Martin Fischer, Staff Attorney, Legislative Council Service (LCS)
Erin Bond, Researcher, LCS
Cecilia Martinez, Committee Coordinator, LCS
Ian Stroud, Intern, LCS

Minutes Approval

Because the subcommittee will not meet again this year, the minutes for this meeting have not been officially approved by the subcommittee.

Guests

The guest list is in the meeting file.

Handouts

Handouts and other written testimony are in the meeting file and posted on the legislature's website.

References to Webcast

The time reference noted next to each agenda item in this document is cross-referenced to the webcast of the subcommittee meeting, which can be found at www.nmlegis.gov, under the "Webcast" tab. The presentations made and subcommittee discussions for agenda items can be found on the recorded webcast for this meeting.

Monday, November 13

Welcome and Introductions (9:00 a.m.)

Representative Hochman-Vigil welcomed everyone and asked subcommittee members and staff to introduce themselves.

Department of Transportation (DOT) District 6 Engineer Report (9:05 a.m.)

Lisa Vega, P.E., district 6 engineer, DOT, gave an overview of infrastructure improvement projects and the DOT's financial status within District 6, as well as planned projects. The presentation can be found here:

https://www.nmlegis.gov/handouts/TIRS%20111323%20Item%201%20District%206%20Report_LVega.pdf.

I-40 Corridor Study and Priority Projects for Section 9 Funding (10:03 a.m.)

Ricky Serna, secretary, DOT; Trent Doolittle, P.E., deputy secretary, DOT; Ms. Vega; Justin Gibson, P.E., district 3 engineer, DOT; Summer Herrera, P.E., project development engineer, Central Region Design, DOT; Stephanie Miller, deputy project manager, Parametrix; and Chris Baca, P.E., project manager, Parametrix, discussed the I-40 Corridor Study parameters and results, as well as priority projects for funding during the 2024 legislative session. The presentation materials can be found here:

<https://www.nmlegis.gov/Committee/Handouts?CommitteeCode=TIRS&Date=11/13/2023&ItemNumber=2>.

The Intersection of Transportation and Economic Development (11:27 a.m.)

Representative Lundstrom discussed the current status of transportation projects in the City of Gallup and McKinley County and their impacts on the area's economy. The presentation can be found here:

<https://www.nmlegis.gov/handouts/TIRS%20111323%20Item%203%20GGEDC%20Power%20Point%20-%20P.%20Lundstrom%2011.13.23.pdf>.

Tour of the Intersection of Transportation and Economic Development in Gallup (11:55 a.m.)

Members of the subcommittee and staff toured economic development sites near Gallup.

Daimler Truck Advanced Technology: Autonomous Trucks and Connectivity (1:36 p.m.)

Ritchie Huang, executive manager, Safety and Government Affairs, Daimler Truck North America, LLC, discussed the history of Daimler Truck North America, LLC, as well as the company's autonomous vehicle program and safety measures.

Update on the Federal Bipartisan Infrastructure Law and Inflation Reduction Act of 2022 (2:33 p.m.)

Rebecca Roose, infrastructure advisor, Office of the Governor, presented on the Office of the Governor's funding priorities for ongoing transportation programs. Secretary Serna presented on current DOT grant programs and activity. The presentation materials can be found here:

<https://www.nmlegis.gov/Committee/Handouts?CommitteeCode=TIRS&Date=11/13/2023&ItemNumber=5>.

School Bus Modernization Act: Electric School Buses (3:45 p.m.)

Charles Goodmacher, board member, NMVC Action Fund; Gabe Jacquez, deputy superintendent for operations, Las Cruces Public School District; and Abbas Akhil, former state representative, District 20, discussed the funding opportunities for and impact of school districts transitioning from diesel to electric school buses. The presentation materials can be found here:

<https://www.nmlegis.gov/Committee/Handouts?CommitteeCode=TIRS&Date=11/13/2023&ItemNumber=6>.

Approval of Minutes (4:16 p.m.)

On a motion duly made and seconded, and without objection, the subcommittee unanimously approved the minutes of the September 29, 2023 and October 23, 2023 meetings.

Consideration of Legislation for Endorsement (4:16 p.m.)

Subcommittee members discussed legislation for endorsement. The subcommittee unanimously endorsed bills making TIRS a statutory committee, creating the Transportation Trust Fund and establishing a task force to study an intrastate airline. The subcommittee endorsed a bill adjusting the distribution of the motor vehicle excise tax, increasing motor vehicle registration fees and requiring an additional registration fee for electric and plug-in hybrid vehicles, with Representatives Pettigrew and Jones voting in the negative. The legislation endorsed by the subcommittee can be found here:

https://www.nmlegis.gov/Committee/endorsed_legislation?CommitteeCode=TIRS&Year=2023.

Public Comment

There was no public comment.

Adjournment

There being no further business before the subcommittee, the meeting adjourned at 4:45 p.m.

- 4 -



I-40 Corridor Study Arizona to Albuquerque Milepost 0 to 150

Transportation Infrastructure Revenue
Subcommittee
November 13, 2023



I-40 Corridor Study Purpose

2

Develop a long-term corridor improvement plan to improve **traveler safety**; **traffic operations** and **reliability**; and the **condition** of I-40 and associated infrastructure.

Meeting the project purpose requires consideration of:

- Projected traffic growth
- The ability to accommodate and **adapt to changing conditions and technologies** (e.g., changes in traffic growth, autonomous vehicles).





Stakeholder Engagement

3

Stakeholder	Summary
Public	<ul style="list-style-type: none"> November 2022 April 2023 January 2024 (Planned)
New Mexico Trucking Association	<ul style="list-style-type: none"> January 2023
Regional Transportation Planning Organizations	<ul style="list-style-type: none"> September 2022 May/June 2023
Tribes and Organizations	<ul style="list-style-type: none"> September/October 2022 May/June/July 2023
	<ul style="list-style-type: none"> Bureau of Indian Affairs Acoma Pueblo Laguna Pueblo Navajo Nation Zuni Pueblo



Project Website: i40nmstudy.com



I-40 Perspectives and Perceptions

4

- The I-40 Corridor is **unreliable**, delays make it hard to predict how long a trip will take.
- There are **too many trucks**, and they slow people down.
- The trip is **unsafe**.
- The **pavement** is in bad condition.
- It must be time for a **third lane**.
- Drivers want **alternate routes** because they get stuck in back-ups and want to keep moving.





Public and Freight Survey Results

5

What highway or safety issues do you encounter on I-40?

1. Traffic back-ups = 91% public (1) | 56% freight (3 tie)
2. Roadway/lane closures due to accidents = 82% public (2) | 50% freight (6 tie)
3. Lane closures due to construction = 78% public (3) | 69% freight (2)
4. Conflicts with large commercial trucks = 68% public (4) | NA freight
5. Poor road or pavement condition = 51% public (5 tie) | 72% freight (1)
6. People driving too fast = 51% public (5 tie) | 56% freight (3 tie)
7. Slow moving vehicles = 51% public (5 tie) | 31% freight (8)
8. Drivers attempting to make unsafe passing moves = 49% public (8) | 50% freight (6 tie)
9. Poor weather conditions = 23% public (9) | 53% freight (5)



What Have We Learned?

6

- Traffic back-ups are caused by **construction, maintenance, and crashes**
- **Reducing I-40** to 1-lane for **any reason is problematic** during daytime hours
- Crashes have been **increasing** and fatal and serious injury crash rates **are higher** than state averages for similar roadways
- Quality **traffic volume data** and I-40 closure information **is limited**, making it challenging to identify trends and **adapt**



What Have We Learned?

7

- I-40 has **multiple deficiencies** and immediate needs
 - Pavement is **deteriorating rapidly**, pavement needing reconstruction or rehab more than doubled from 18 miles in 2022 to 38 miles in 2023
 - There are **118 curve deficiencies** and **shoulders are narrow**
 - **2/3 of ramps** and merge areas are **too short**
 - Flooding is an ongoing issue at Ft. Wingate (near MP 30), and drainage maintenance and improvements are needed
 - **4 bridges** are in poor condition and need repair
- A **combination** of I-40 improvements, along with operational enhancements, **policies**, and **procedures** are needed.
- **I-40 with 2 travel lanes** in each direction **without lane reductions** will be sufficient in **most areas** until 2050 and beyond.
 - Additional capacity will be needed in Gallup and at 32 ramps



Reducing I-40 to 1-Lane is Problematic

8

- 8-week period from 7/11/22 to 9/12/22
- 17 incidents (@ 27% of the time)
 - **9 maintenance-related closures**; 8, 1-lane single direction closures, 1 ramp closure.
 - **7 crashes**, 1 closure both directions; 2 closures in one direction; 3, 1-lane closures EB or WB, 1 ramp closure.
 - **1 flooding closure** at MP 33 (Fort Wingate area).

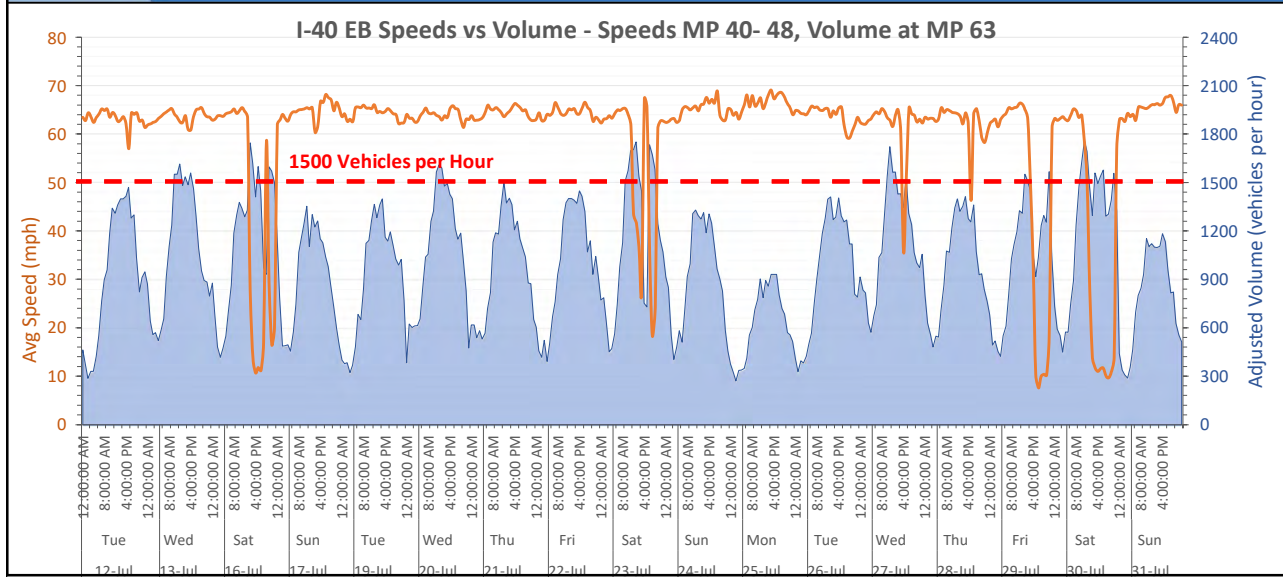




Reducing I-40 to 1-Lane is Problematic

Speed Data at Coolidge, Traffic Volume at MP 63 (Prewitt)

9

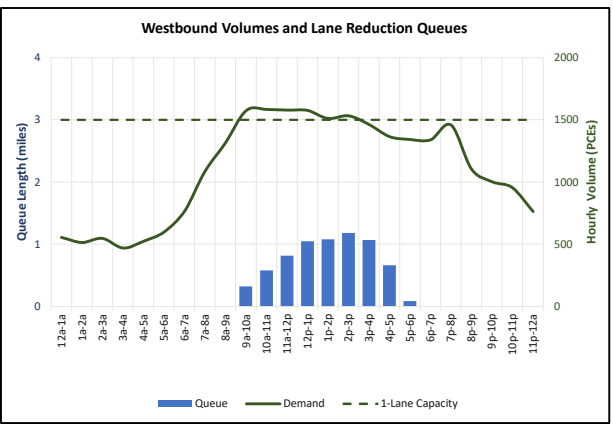
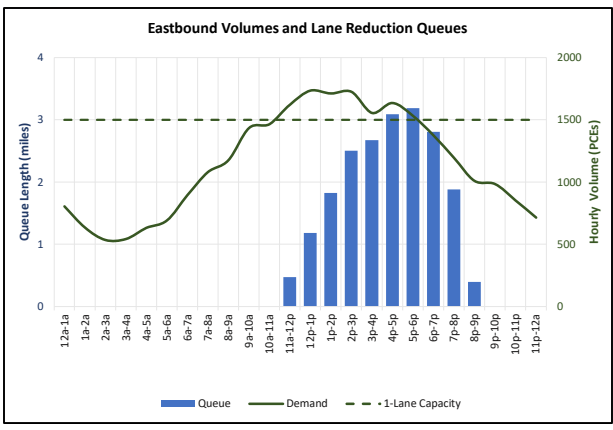


Reducing I-40 to 1-lane is Problematic

1-Lane Closure near Mesita 2022

10

MP 120/Mesita at year 2022

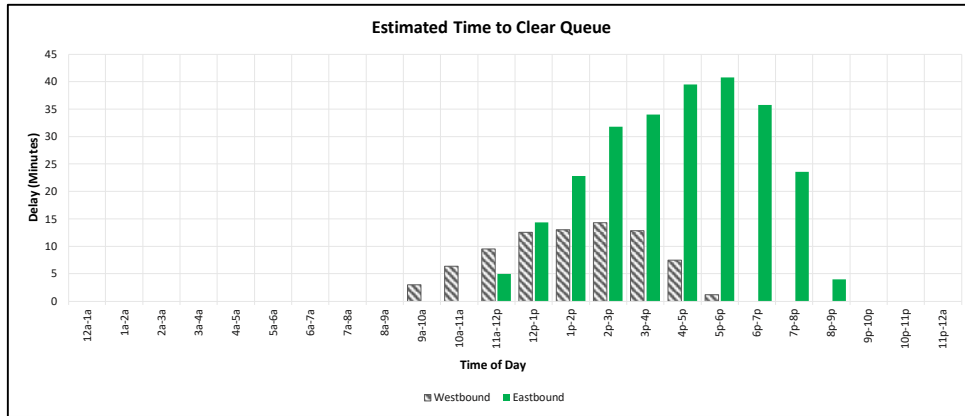




Reducing I-40 to 1-Lane is Problematic

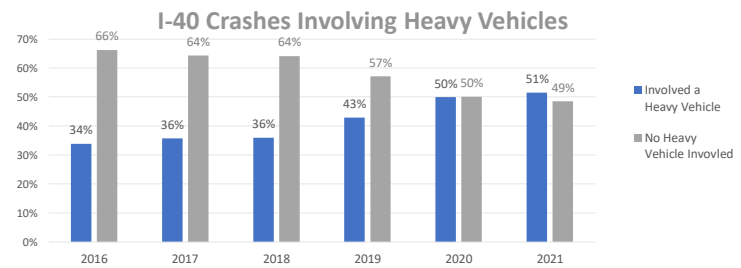
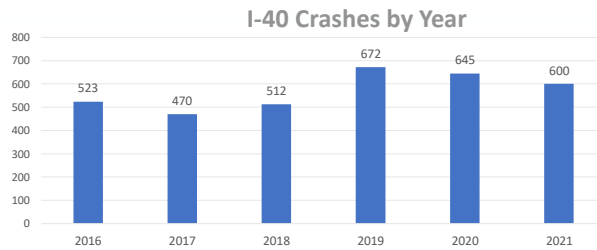
1-Lane Closure near Mesita 2022

MP 120 at year 2022



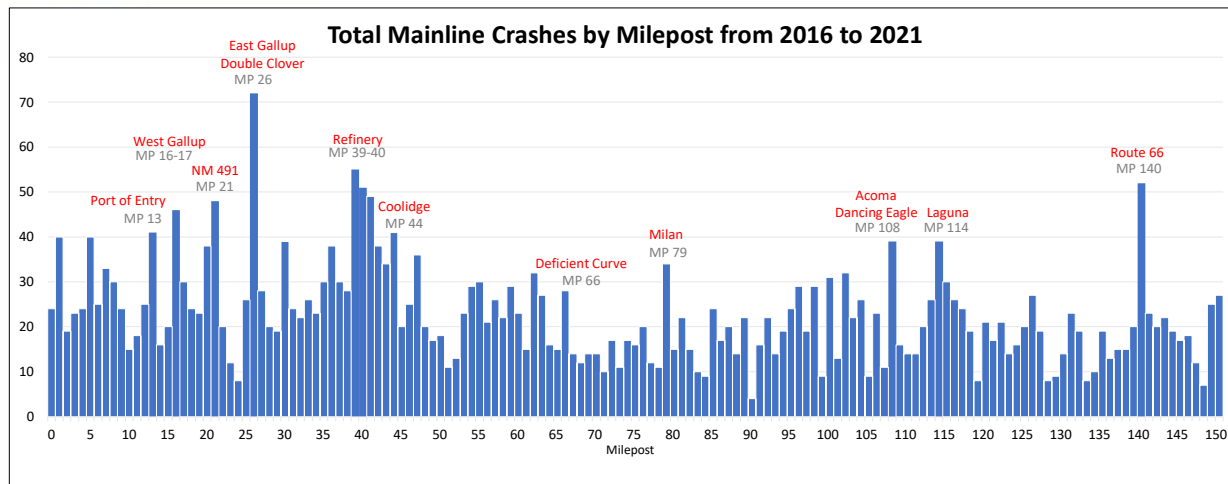
Safety: Crashes on I-40 Have Been Increasing

- Crashes reached a high in 2019.
- Heavy vehicle crashes have substantially increased.
- Fatal and serious injury crashes have not increased, but are higher than state averages.
- Most common crash types are:
 - Fixed object (20%)
 - Side-swipes (17%)
 - Overtuns (14%)
 - Rear-ends (13%)



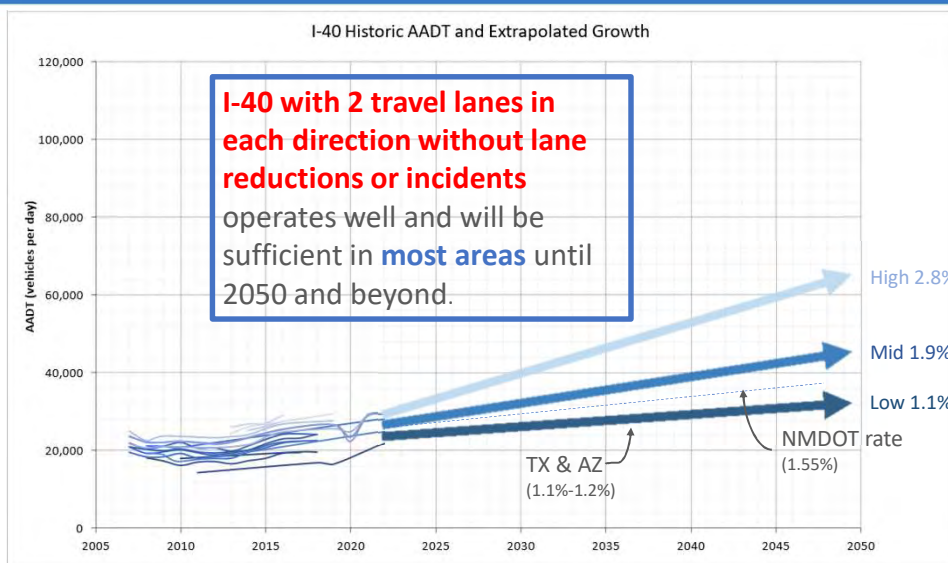


Safety: I-40 Crashes, 2016-2021



Future Traffic Growth

- Historic traffic data shows a variety of trends
- Range of growth rates to bracket the future
 - Considers rapid growth in recent years for freight
 - Considers growth rates on I-40 in Arizona and Texas
 - Accounts for long-term growth





What does all of this data mean?

How do we **reduce** congestion, **improve** safety, and **prepare** for the future?



What Alternatives Are Being Evaluated?

- **Build Alternative 1** = Enhanced Two-Lane w/ Added Lanes + Operational Enhancements
- **Build Alternative 2** = Widen to 3 Lanes + Operational Enhancements

Both Build Alternatives

Address geometric, ramp, pavement, drainage, and bridge deficiencies

Operational Enhancements (Both Alternatives)

- Minimize Lane Closures during construction and maintenance
- Intelligent Transportation Systems (ITS) – Data collection, cameras, digital messaging, etc.
- Improve Alternate Routes
- Incident Management



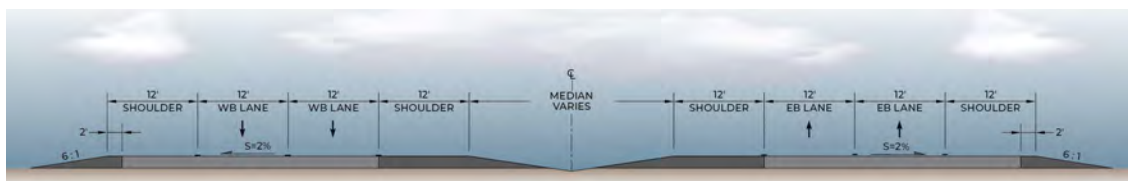
Enhanced 2-Lane with Added Lanes Alternative

17

Existing 2-Lane



Proposed



Enhanced 2-Lane with Added Lanes Alternative

18

- Provides 2 travel lanes in each direction, widens shoulders to 12-feet on both sides:
 - 48-foot-wide roadway section allows for **two lanes** to be provided during construction and provides space for maintenance.
 - **Wider shoulders** could be used to provide space for incident management to get traffic moving as soon as possible.
 - Is **“future ready”** to be expanded to 3 lanes
- Third lane provided where needed (Gallup)
- Addresses geometric, drainage, bridge, and pavement deficiencies
- Provides crossovers



3-Lane Alternative

19



What are the Safety Benefits?

20

Treatment		Before	After	% Crash Reduction	
Lengthen Ramps	Lengthen Entrance Ramp	300 ft	1,000 ft	29%	
	Lengthen Exit Ramp	300 ft	1,000 ft	5%	
Improve Horizontal Curves	Increase Radius	2,500 ft	3,000 ft	4%	
			3,500 ft	7%	
Widen Shoulders	Widen Inside Shoulder	2 ft	8 ft	9%	
			12 ft	15%	
			4 ft	8 ft	6%
	Widen Outside Shoulder	6 ft	12 ft	14%	
			8 ft	12 ft	9%
			10 ft	12 ft	5%
Widen to 3-Lanes	Add Travel Lane	2 lanes	3 lanes	10%	



Geometric Correction Made in 2021

21



After Curve Correction

Before Curve Correction



What are the Costs?

22

Preliminary!!! For comparison and discussion purposes only.

Alternative	Per Mile	Total
Enhanced 2-Lane	\$23.5-25.5 million	\$3.5 to 3.8 billion
3-Lane	\$30-32 million	\$4.5 to 4.8 billion
No Build	\$12-14 million	\$1.8 to 2.1 billion

- Cost estimates are evolving – identifying areas for ramp extensions and crossovers
- Includes 20% contingency, in 2023 dollars
- Doesn't include NMGR, right-of-way, project development
- Doesn't include improvements for ITS, alternate routes, incident management



What Is Our Recommendation?

- Enhanced 2-lane provides the **greatest benefit**, to the **most people**, in a **shorter period of time**
- Responds to immediate needs and **improves safety** – **addresses pavement** and **fixes geometric deficiencies**
- Makes improvements that reduce the main causes of traffic back-ups - **construction, maintenance, and incidents**
- Is **future ready** for **easy expansion to 3-lane** should **conditions change**
- Meets performance/capacity **needs**



What Should Be Done First?

- **Maintain 2-lanes during construction (policy)**
 - Requires planning and in some cases, detour pavement
 - **This commitment has been made and is being incorporated into projects being designed.**
- **Limit planned lane closures for maintenance (policy)**
 - Consider conducting routine maintenance during lower volume traffic times, would not apply to emergency repairs
 - **Could start within the next year**
- **Reduce the number of incidents**
 - There are **118 curve deficiencies** on I-40 and more than **70 ramps** and merge areas that are **too short**.
 - Fixing these issues will require time to fund and build projects
 - Could also improve incident management/response, **push/pull legislation** would help.



What Other Improvements Are Recommended?

- **ITS Improvements**

- **Data collection must be a priority!**
- Recommendations include a short-term and long-term plan, includes fiber optic for full corridor

- **Improve Alternate Routes**

- **Providing a contiguous, parallel route to I-40 has limited value and does not address needs on I-40**
- Reconstruct pavement where needed, address bridges, address vertical clearance issues

- **Improve Incident Management**

- **Push/pull legislation**, D6 TMC, ITS improvements, coordination, first responder training.

**NEW MEXICO STATE TRANSPORTATION COMMISSION
MEETING**

Moriarty Civic Center

202 Broadway

Moriarty, NM 87035

January 11, 2024

The New Mexico State Transportation Commission (STC) held a regular meeting on January 11, 2024, at the Moriarty Civic Center, Moriarty, New Mexico. Chairman Adams called the meeting to order at 8:35 a.m. He asked for a roll call to establish a quorum. Christine Guillen, Office of the Secretary, New Mexico Department of Transportation (NMDOT), proceeded to call the roll. Commissioners Thomas Taylor, Greg Tonjes, Hilma Chynoweth, Walter Adams were present. Commissioner Chandelle Sisneros appeared telephonically.

Approval of the STC Meeting Agenda

Chairman Adams asked for a motion to approve the STC meeting agenda.

Commissioner Tonjes made a motion to approve the agenda; Vice-Chair Commissioner Chynoweth seconded; motion carried unanimously.

Approval of the STC Minutes

Chairman Adams asked for a motion to approve the November 16, 2023, regular meeting minutes. Vice-Chair Commissioner Chynoweth made a motion to approve the minutes; Commissioner Tonjes seconded; motion carried unanimously.

Ethan Moya, REDW, discussed the Internal Control over Financial Reporting professional standards. There were no material weaknesses or significant deficiencies reported. An instance of noncompliance with the NM State Audit Rule was identified as a lack of proper documentation regarding use of state issued fuel card usage. NMDOT qualified as a low-risk auditee.

Mr. Montoya stated that the prior year findings have been resolved. The financial overview of NMDOT, assets/ deferred outflows show an increase of approximately \$400 million due to increases of capital assets. Liabilities, as of June 30, 2023, went down due to bond payments made. Net position has been increased by \$600 million.

I-40 Corridor Study

Chris Baca, Parametrix, explained the role of Parametrix and the purpose of the study. Mr. Baca introduced Stephanie Miller, Deputy Project Manager, Parametrix.

Ms. Miller discussed phases A and B of the study. Issues from the public include traffic back-up and poor pavement conditions. The study shows 118 curve deficiencies, 2/3 of ramps/merge are too short, narrow shoulders, and poor bridge conditions. Two lanes of travel on I-40 will be sufficient though the planning horizon year of 2050.

Mr. Baca discussed the safety improvements, such as addressing deficiencies. He said that the preliminary cost for enhanced 2-lanes is \$3.5 to 3.8 billion, 3-lanes is \$4.5 to 4.8 billion, and maintenance is \$ 1.8 to 2.1 billion.



I-40 Corridor Study Arizona to Albuquerque Milepost 0 to 150

Transportation Commission
January 11, 2024



I-40 Corridor Study Purpose

2

Develop a long-term corridor plan to improve **traffic operations** and **reliability**; **traveler safety**; and the **condition** of I-40 and associated infrastructure.

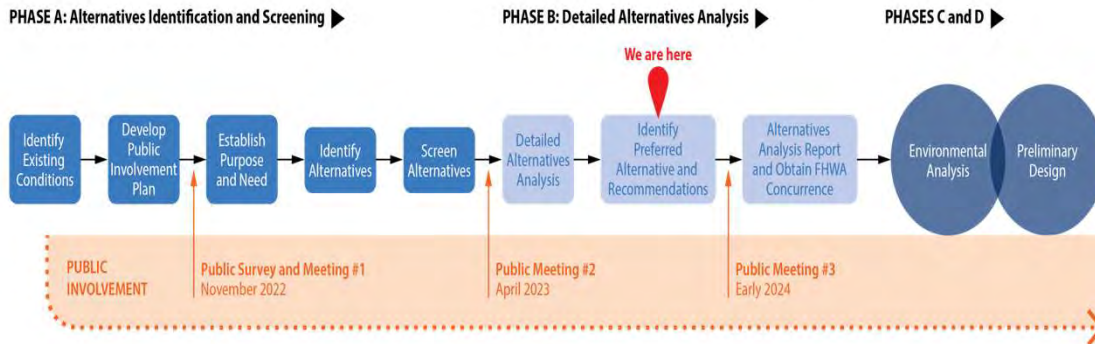
Meet state and federal requirements





NMDOT Corridor Study Process

3



Summary: Public and Stakeholder Engagement

4

Stakeholder	Summary
Public Meetings <ul style="list-style-type: none"> Meeting 1, November 2022 Meeting 2, April 2023 Meeting 3, Planned for early 2024 	<ul style="list-style-type: none"> 56 attendees, 70 people completed a survey 76 attendees
Tribes and Organizations <ul style="list-style-type: none"> Bureau of Indian Affairs Acoma Pueblo Laguna Pueblo Navajo Nation Zuni Pueblo 	<ul style="list-style-type: none"> Initial meetings occurred in September and October 2022 Follow-up meetings occurred in May, June, and July 2023
Regional Transportation Planning Organizations <ul style="list-style-type: none"> Mid-Region Council of Governments Northwest New Mexico 	<ul style="list-style-type: none"> Initial meetings in September 2022 Follow-up meetings occurred in May and June 2023
New Mexico Trucking Association	<ul style="list-style-type: none"> Survey in January 2023, 32 people responded
State Patrol	<ul style="list-style-type: none"> Meeting in January 2023



Public and Freight Survey Results

What highway or safety issues do you encounter on I-40?

5

Public Responses

1. Traffic back-ups = 91% public
2. Roadway/lane closures due to accidents = 82%
3. Lane closures due to construction = 78%
4. Conflicts with large commercial trucks = 68%
5. Tie = 51%
 - Poor road or pavement condition
 - People driving too fast
 - Slow moving vehicles
8. Drivers attempting to make unsafe passing moves = 49%
9. Poor weather conditions = 23%
10. Inadequate shoulders = 14%

Freight Responses

1. Poor road or pavement condition = 72%
2. Lane closures due to construction = 69%
3. Tie = 56%
 - Traffic back-ups
 - People driving too fast
5. Poor weather conditions = 53%
6. Tie = 50%
 - Roadway/lane closures due to accidents
 - Drivers attempting to make unsafe passing moves
8. Tie = 31%
 - Slow moving vehicles
 - Inadequate shoulder width
10. Illegally parked vehicles along ramps = 16%



What Have We Learned?

6

- Traffic back-ups are caused by **construction, maintenance, and crashes**
- **Reducing I-40** to 1-lane for **any reason is problematic** during daytime hours
- Crashes have been **increasing** and fatal and serious injury crash rates **are higher** than state averages for similar roadways
- I-40 has **multiple deficiencies** and immediate needs



What Issues Need to be Addressed?

7

- Reduce lane closures on I-40
- Improve safety
- Improve roadway condition
- Prepare for the future



Reduce Lane Closures

8

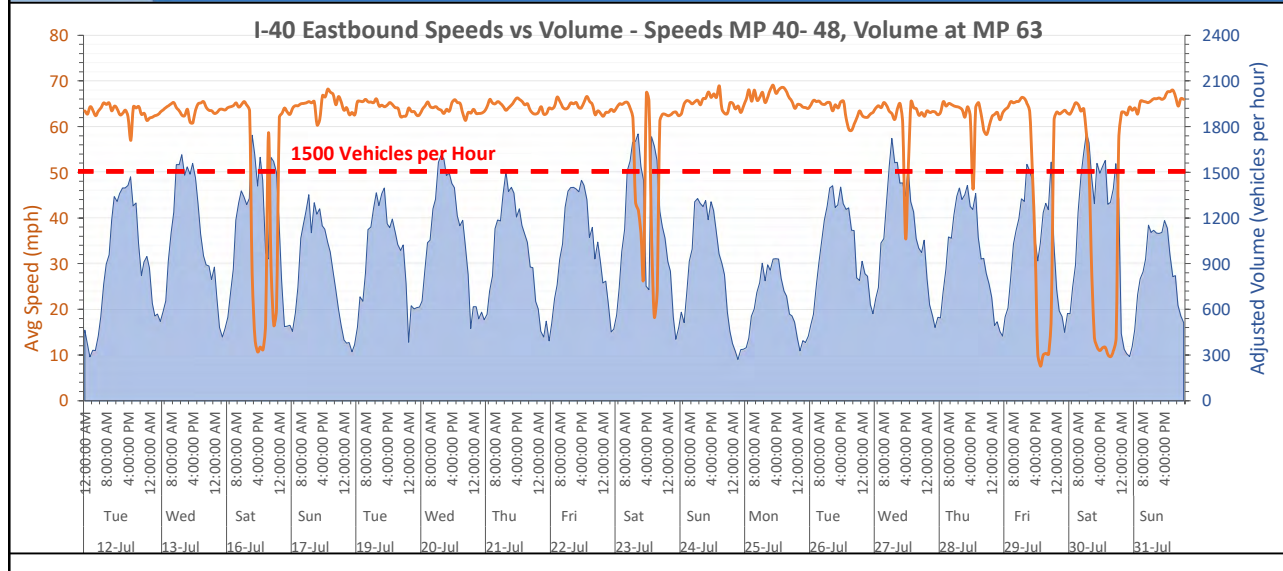
- Traffic back-ups are caused by lane reductions due to **construction, maintenance, and crashes.**
- During an 8-week period there were 17 incidents (27% of the time)
 - **9 maintenance-related closures**
 - **7 crashes**
 - **1 flooding closure**





Construction: I-40 Reduced to 1-Lane Eastbound at Coolidge Speed Data at Coolidge, Traffic Volume from MP 63 (Prewitt)

9



Improve Safety and Roadway Condition

10

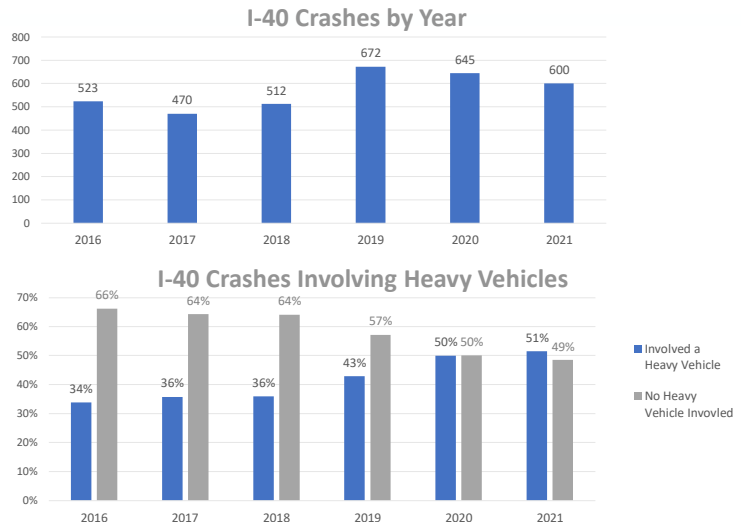
- I-40 has multiple deficiencies and **immediate needs**:
 - Pavement is **deteriorating**
 - **118** curve deficiencies
 - **2/3 of ramps/merge areas** are too short
 - **Narrow** shoulders
 - **Flooding** near MP 30
 - 4 bridges in **poor** condition



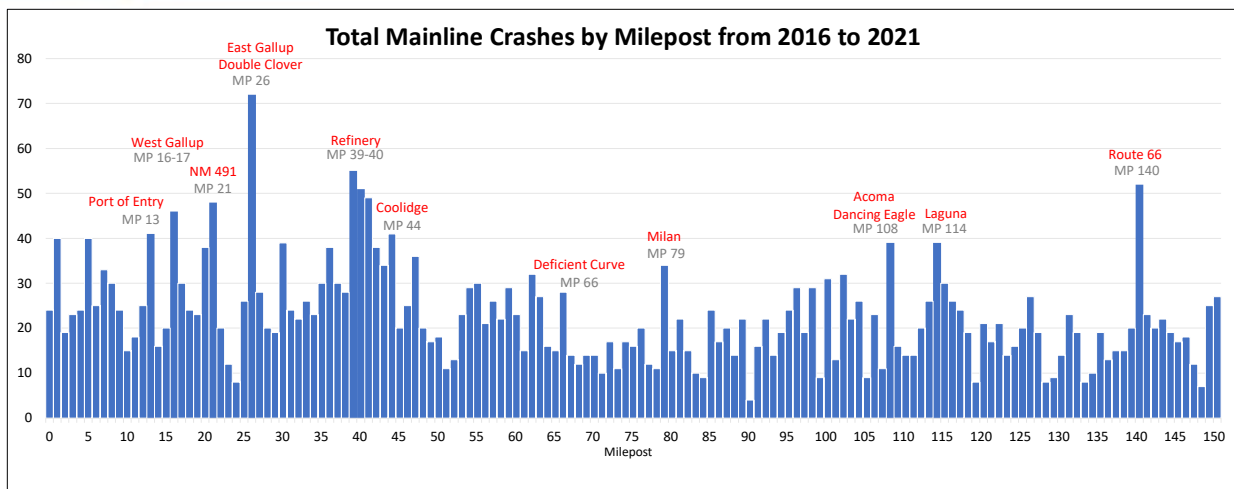


Improve Safety and Roadway Condition

- Crashes have been **increasing**
- Fatal and serious injury rates **are higher** than state averages
- **Weather** is a factor in 21% of crashes



Safety: I-40 Crash Locations, 2016-2021



Most common crash types: Fixed object (20%) Side-swipes (17%) Overturns (14%) Rear-ends (13%) = 64%



Prepare for the Future

13

- **Capacity** – I-40 with 2 travel lanes in each direction will be sufficient in **most areas** through the planning horizon year of 2050.

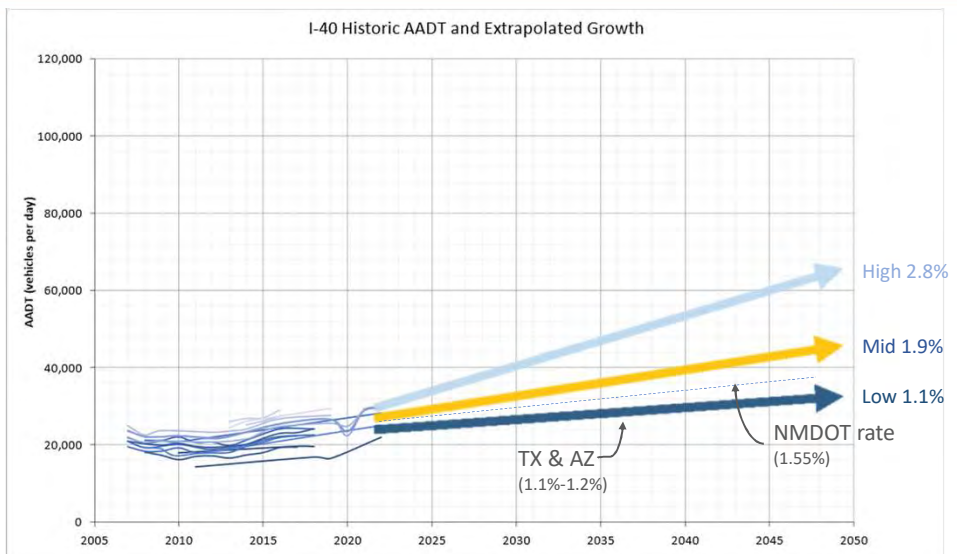
- Need to provide additional capacity at 32 ramps, in Gallup, and on some uphill grades.



Prepare for the Future

14

I-40 with 2 travel lanes in each direction without lane reductions or incidents operates well and will be sufficient in **most areas** until 2050 and beyond.





Prepare for the Future

15

- **Flexibility for the Future** – The long-term plan must be able to **adapt** to changes in technology and growth.



What Are Possible Solutions?

16

How do we **reduce** lane closures;
improve safety and roadway condition;
and **prepare** for the future?



What Are Possible Solutions?

17

Safety Improvements

Address geometric, ramp, pavement, drainage, and bridge deficiencies



What Are the Safety Benefits?

18

Treatment		Before	After	% Crash Reduction	
Lengthen Ramps	Lengthen Entrance Ramp	300 ft	1,000 ft	29%	
	Lengthen Exit Ramp	300 ft	1,000 ft	5%	
Improve Horizontal Curves	Increase Radius	2,500 ft	3,000 ft	4%	
			3,500 ft	7%	
Widen Shoulders	Widen Inside Shoulder	2 ft	8 ft	9%	
			12 ft	15%	
	Widen Outside Shoulder	4 ft	8 ft	6%	
			12 ft	12%	
			6 ft	12 ft	14%
			8 ft	12 ft	9%
	10 ft	12 ft	5%		
Widen to 3-Lanes	Add Travel Lane	2 lanes	3 lanes	10%	



Example of a Geometric Correction Made in 2021



Before Curve Correction

After Curve Correction



What Are Possible Solutions?

Operational Enhancements

- Minimize lane closures during construction and maintenance
- Intelligent Transportation Systems (ITS) – Data collection, cameras, digital messaging, etc.
- Improve alternate routes
- Incident management



What Are Possible Solutions?

Build Alternatives

- **Build Alternative 1** = Enhanced 2-Lane w/ Added Lanes (3 Lanes in selected areas)
- **Build Alternative 2** = Widen to 3 Lanes

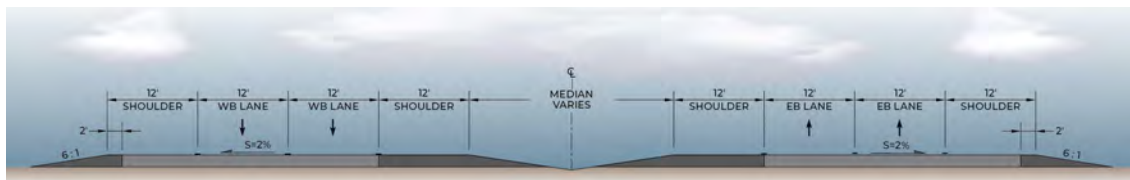


Enhanced 2-Lane with Added Lanes Alternative

Existing 2-Lane



Enhanced 2-Lane





3-Lane Alternative

23

3-Lane



Alternatives

24



Existing



Enhanced 2-Lane



3-Lane



Incident Management

25



Existing



Enhanced 2-Lane



Maintenance

26



Existing



Enhanced 2-Lane



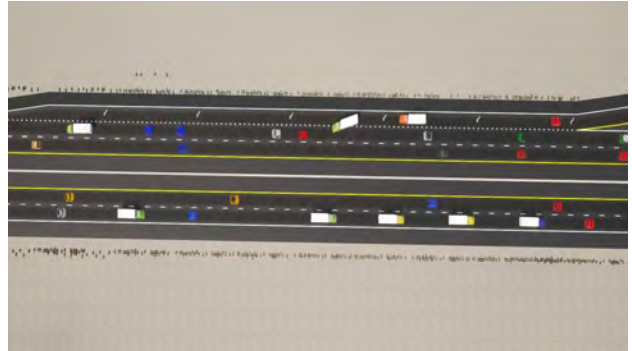
Ramp Extensions

27



Existing Ramp

Extended Ramp



Comparison of Roadway Widths

28

Roadway Type	Total Width	Total Width Added
Existing I-40	38 ft x 2 directions = 76 ft	0 ft
Enhanced 2-Lane	48 ft x 2 directions = 96 ft	+ 20 feet
3-Lane	60 ft x 2 directions= 120 ft	+ 44 feet



What are the Costs?

Preliminary!!! For comparison and discussion purposes only.

Alternative	Per Mile	Total
Enhanced 2-Lane	\$23.5-25.5 million	\$3.5 to 3.8 billion
3-Lane	\$30-32 million	\$4.5 to 4.8 billion
Maintenance	\$12-14 million	\$1.8 to 2.1 billion



Recommendation

- **Enhanced Two-Lane w/ Added Lanes + Operational Enhancements**

Operational Enhancements

- Minimize lane closures during construction and maintenance – Policies
- Intelligent Transportation Systems (ITS) Improvements – Data collection, cameras, digital messaging, etc.
- Improve alternate routes
- Incident management



I-40 Recommended Priorities

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- **Immediate Needs** - Address Data Collection and Policy to Improve **Reliability and Safety**
- Smaller-Scale **Safety and Crash Reduction** Improvements (ramps and mainline)
- Larger-Scale Projects to Maintain Critical Infrastructure and **Keep I-40 Open**
- Larger-Scale **Safety Improvement** Projects
- **Expand** to the Enhanced 2-Lane Configuration
- Provide **Capacity** for the **Future**



I-40 Corridor Study Arizona to Albuquerque Milepost 0 to 150

Transportation Commission

January 11, 2024

