



I-40 CORRIDOR STUDY PUBLIC MEETING NOTES (CN 6101580)

MEETING DATE: November 15, 2022 TIME: 6:30 – 7:45 PM

SUBJECT: I-40 Corridor Study Public Meeting #1 (via Zoom)

NMDOT and Consultant Panelists

Joseph Casares – NMDOT
Jill Mosher - NMDOT
Rais Rizvi – NMDOT
Pricilla Benavides - NMDOT
Steve Gisler – NMDOT
Jennifer Mullins - NMDOT
Brent Hamlin – Parametrix
Chris Baca – Parametrix
Jeff Fredine – Parametrix
Stephanie Miller – Parametrix
Tyler Pennington – Parametrix
Charles Allen – Parametrix

Meeting Purpose

The purpose of the public meeting was to inform the public of the I-40 Corridor Study that is being conducted between the Arizona/New Mexico state line and Albuquerque at milepost 150. This involved discussing the purpose of the study, the information being collected, what the team has learned so far (future growth, traffic, and crash information, drainage and bridge condition, alternative routes, work zone safety, and Intelligent Transportation Systems [ITS] and the types of alternatives that will be considered. The other purpose of the meeting was to provide opportunities for people to ask questions and provide comments on the study.

Meeting Overview

The meeting began at 6:30 p.m. and ended about 7:45 p.m. The project team gave a presentation during the first 50 minutes and hosted a question-and-answer session for about 25 minutes. The presentation included information about how people could make comments during the meeting or outside of the meeting via email, postal mail, or phone through December 14th, 2022. A copy of the presentation is attached to these meeting notes.

Meeting Attendance

In addition to the 12 NMDOT and consultant presenters/panelists, 56 people attended the meeting. Three meeting participants called in via the phone and the remaining participants attended online. Most attendees participated for the entire meeting. Because the meeting was conducted virtually, a formal sign-in sheet was not provided, so full names and contact information are not available.

Of the 56 attendees, 13 were part of the NMDOT or consultant team for the project and 43 were members of the public or agency representatives. Known participants included 2 elected officials, 1 member of the media, 13 agency or tribal staff members, and 27 members of the public. Elected officials in attendance included NM State Senator, District 3 Shannon Pinto, and Cibola County District I: 2nd Vice-Chair County Commissioner Christine Lowery. A member from the KOAT News desk also attended.

Question and Answer Session

A question-and-answer session followed the meeting presentation as summarized below. Seven people asked questions, the initial questions were asked by the project team to encourage people to ask questions or provide comments.

Question (Q), Jeff Fredine/Project Panel (member of the project team, not a member of the public) (51:55): How are improvements for bicycles being considered? How will I-40 and frontage road improvements be funded?

- Response (R), Chris: When looking at the corridor we are including all modes of transportation, this includes transportation via bicycles. As our data shows, we currently have some conflicts between pedestrians and the interstate, managing how pedestrians cross the interstate is part of this study. To answer the second question, as the alternatives developed, cost will be considered. However, because alternatives have not yet been developed, we do not have proposed costs, so possible funding sources have not been investigated. As alternatives are narrowed and decisions are made, funding sources will be investigated further.
- R, Jill: Once alternatives are developed there are multiple funding sources that can be pursued. This includes funding opportunities across all districts the project touches. However, to pursue these opportunities we need a cost estimate first. This corridor is long, and so large amounts of funding will be needed to implement the selected alternatives, this means that a phased approach will likely be necessary.

1. Q (55:23): Any chance a barrier will be installed in the median to prevent head on collisions?
 - R, Chris: There are several areas where barriers have been placed, near Laguna. We will be looking at roadway geometry of different alternatives. Number of lanes and width of the medians will play a role in determining if median barriers can be implemented. There is potential for barriers in the plans, but nothing has been determined.
 - R, Jill: Current NMDOT policy is that if a median is greater than 50 feet, a barrier is not required. However, each section will be investigated independently to determine if the barrier could/should be implemented.
2. Q, Christina Sandoval (57:00): Does this include a proposed exit at 118th street?
 - R, Chris: 118th is outside of the project area to the east and is not part of this study.
3. Q, Jonathan Sims (57:47): Is it true that the DOT hour per day limit for truckers is 16 hours? And if so, does that place these large trucks in the 102 exit to the Albuquerque area at the time most truckers are hitting their limitation after leaving the LA ports? Will this driver hour data be taken into account?
 - R, Chris: Various ports along the west coast and their travel times to and from are being investigated by our team. This is to determine if I-40 currently has sufficient parking and rest areas along the corridor.
 - R, Charles: There is 14-hour work limit but an 11-hour driving limit and so this puts LA just outside of our project area, however we are looking at other ports such as central California, Dallas, Kansas City etc.

We are studying travel times from these port areas to determine if a truck driver might reach their driving limit in the study area and if there are sufficient amenities for these drivers in this section of I-40.

- Comment (C), Anonymous Attendee (1:00:39): Gallup is within the hours-of-service limit from the seaports complex in LA.
 - R, Charles: The majority of the project area is not in those service limits, it is possible that the western most portion is within the limits.
4. Q, Gaylord Siow (1:01:14): Is the FRA going to assist with cost where tracks cross I-40?
- R, Chris: Depending on what alternatives are developed and what is needed, it may be considered. There are some major rail crossings and bridge infrastructure. At this point we do not anticipate any moving rail lines, but as previously mentioned, all potential funding sources will be considered in regard to future alternatives.
5. Q, Frank A. Kozeliski (1:03:20): Is there a number to call?
- R, Stephanie, yes 505.445.5464
 - He plans to call to discuss flooding in the Fort Wingate area.
6. Q, Nadine K (1:05:19): I live right off a frontage road right off exit 124. If the number of cars is projected to increase, what sorts of infrastructure ideas are being considered to address handling the increased capacity to make it safer for drivers and pedestrians?
- R, Chris: Some things that will be considered include potentially adding lanes, improvements to interchanges, and auxiliary lanes. At this point in the study, we are focusing on understanding the existing traffic conditions to better understand what sorts of improvements may need to be implemented. This includes considering things such as autonomous vehicles, and other technology that are being implemented into the traffic fleets. Depending on what funding comes through, part of the plan will prioritize some areas. Areas most likely to be prioritized in the areas that will see improved traffic flow or safety from implemented alternatives.
 - R, Stephanie, It is likely that different portions of the corridor will have different solutions. Each area will need to be analyzed individually to determine what would benefit each area the most. Our goal is to get the best results across the corridor, not a uniform solution across the entire corridor
7. C, Frank Kozeliski (1:10:54): Great presentation. you did your homework it is all correct. I have lived in Gallup most of my life all the traffic counts I would say are correct. Modern IT is great and the graphs.
- R, Brent: thank you for the comment and it lets us know that we are doing the right thing when it comes to creating and displaying content to the public.