



**Jal Relief Route (NM 128)
Public Information Meeting Summary
February 13, 2020
Woolworth Community Library 6:00 pm to 8:00 pm**

This is a summary of the public comments and questions received at the Public Meeting held on February 13, 2020.

Question or Comment	Stantec/City Response
Are you going to consider the businesses that are established at NM 18/NM128, businesses that have just been established in the last couple of years, for that purpose because of the traffic?	Yes, the project development includes property owner coordination at the intersection and along the corridor.
Feasibility of an overpass at NM 18?	An interchange is on the table. An interchange would likely have larger right of way impacts in order to design the proper access for on ramps and off ramps than other at-grade intersection improvements.
How much does the railroad complicate the issue being close to the intersection? Turning lane is short for Eastbound.?	The railroad is an important stakeholder. The railroad presents some challenges, due to the proximity of the tracks to the intersection. Options to mitigate will be explored.
Economic impact of a relief route was discussed.	We are conducting an economic study for the project. The intent is to relieve traffic but not adversely impact businesses in Jal. The project development team understands the importance of Gross Receipts Taxes that businesses generate for the State and local government. It is important to include and recognize this in the economic impact study.
A traffic signal at NM 18 and NM 128 would create very long queues.	Noted.



<p>What concerns are you hearing from the merchants?</p>	<p>There is a concern if additional r/w is required. But for the most part the stakeholders (based upon input from our stakeholder meeting earlier in the day) are open to allowing the project development process to work to decide on the preferred alternative.</p>
	<p>NMDOT is working on a project on NM 128 from City Limits to NM/18-NM 128 intersection. Some areas have substantial right-of-way and less r/w in other areas.</p>
	<p>Other cities are faced with a similar situation to Jal. Traffic must be relieved but at the same time consideration given to business impact.</p>
<p>How long will the project development process take?</p>	<p>A couple of years to study design and several to build. Five years potentially. It will depend on the availability of construction funding.</p>
	<p>NM 128 project through Jal was discussed. There was discussion as to the proposed detour routes and the impact to local roads. For industry traffic, Orla Road takes traffic on a 70- or 91-mile detour to Pecos. One option locally is Dump Ground Road, to Wyoming, to 3rd Street to NM 128. State funding will be needed to re-build the local roads to accommodate the expected detour traffic. It is the desire of the City to route traffic out of residential if possible.</p>
	<p>The City is fortunate to have a revenue stream to allow for the current street reconstruction project.</p>
<p>State and Federal entities generally prefer to have shovel ready projects. They usually ask where your plan is. This project will result in the City having a plan designed and ready for construction (shovel ready).</p>	
	<p>The NMDOT Transportation Commission came down to Jal in October for their meeting and to observe the traffic situation on NM128.</p>
	<p>The City and Eddy County made a trip to DC to advocate for funding in Southeastern NM for infrastructure.</p>

	The team described the difference between Design-Build and Design Bid- Build. NMDOT has only done a handful of Design Build Projects. The NM 31-NM 128 project is going to be a Design Build from US 285 to the NM-TX State Line.
	From a public safety standpoint this is a good project in favor of doing improvements.
Annexation: The annexation of businesses on the northern inner route was discussed as a possibility.	Annexation can be a challenge, particularly because property owners in the area must all be for it. In addition, there are oil and gas leases which impact annexation. City utilities are usually desired and one reason for favoring annexation.
	NMDOT and consultants have been able to identify grant/funding opportunities to support infrastructure improvement before, during and after for the City of Jal.
The City receives request for speed humps on 3rd Street (NM 205).	This is a state road that falls under the jurisdiction of NMDOT.
	Enforcement of commercial traffic signing seem to be working in Jal.
	The City is considering other routes besides Wyoming to the Clinic, such as Montana.
	There are private property owners to coordinate with such as Woolworth for the North Outer Alignment.
There is a Nuclear storage facility that could be proposed north of Eunice. This occurred a couple of years ago. If this development goes in it would have transportation impacts and in particular rail that could potentially impact this project. (2 years ago).	

<p>What about the possibility of a loop?</p>	<p>An entire loop route would be significant in terms of economic impacts, cost etc. A south alternative was proposed at the stakeholder meeting for consideration in this study. This will be developed in more detail and included in the study.</p>
	<p>We will have additional public involvement during the process. We will come back at the end of this phase. And more public involvement will occur during the project development process.</p>
<p>It will ultimately be the Jal City Council decision on the preferred alternative.</p>	
<p>How far do the city limits go?</p>	<p>The City Limits were described at the meeting. The limits are shown on the concept map. The team will make the City Limits more visible on the maps and documents so they can be more easily identified.</p>
<p>Once the project is built who takes over operation and maintenance?</p>	<p>We will be working to answer this question as we move forward.</p>
<p>What about Eminent Domain?</p>	<p>Eminent Domain is a tool that the government can use as a last resort if the public benefit/interest outweighs the cost to a single or several private property owners. It is the desire of the City and all government entities to work through the project development process and avoid the use of eminent domain if possible.</p>
<p>Does the City have eminent domain power outside of the City Limits?</p>	<p>The City may not have this ability outside of the City Limits, but eminent domain could fall to NMDOT in this case. This is a legal question that would require legal experts to weigh in on.</p>