

RESOLUTION NO. 2017-1632

A RESOLUTION ADOPTING AN INFRASTRUCTURE CAPITAL IMPROVEMENT PLAN (ICIP)

WHEREAS, the City Council of the City of Farmington recognizes that the financing of public capital projects has become a major concern in New Mexico and nationally; and

WHEREAS, in times of scarce resources, it is necessary to find new financing mechanisms and maximize the use of existing resources; and


WHEREAS, systematic capital improvements planning is an effective tool for communities to define their development needs, establish priorities and pursue concrete actions and strategies to achieve necessary project development; and

WHEREAS, this process contributes to local and regional efforts in project identification and selection in short and long range capital planning efforts.

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the City of Farmington that:

1. The City Council of the City of Farmington has adopted the attached 2019-2023 Infrastructure Capital Improvement Plan, and
2. It is intended that the Plan be a working document and is the first of many steps toward improving rational, long-range capital planning and budgeting for New Mexico's infrastructure.
3. This Resolution supersedes Resolution No. 2016-1601


PASSED, SIGNED, APPROVED AND ADOPTED this 25th day of July, 2017.



Tommy Roberts, Mayor

SEAL

ATTEST:



Dianne Smylie, City Clerk

**The City of Farmington
ICIP Project Listing for FY2019-2023
FY2018**

Priority #	Top Nine (9) Projects Listed in Order of Priority
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1	Pinon Hills Bridge & Extension	\$ 22,250,000
	<p>The extension of Pinon Hills Boulevard (PHB) East from NM Highway 516 South to County Road 3000 will provide a key transportation link between northeast Farmington and the rapidly-growing Crouch Mesa area. The bridge and PHB extension will significantly reduce traffic congestion on Browning Parkway. The project includes 4 vehicle lanes, pedestrian and bicycle facilities. The project is in Phase 1, \$4 Million, and phase 2 is estimated at \$18.25 Million.</p>	
2	Downtown Farmington Revitalization - Complete Streets Phase I	\$ 6,000,000
	<p>The City of Farmington is committed to revitalizing Downtown Farmington. This first phase combines the execution of both infrastructure improvements and aesthetic changes (i.e. repainting of lanes, sidewalk improvements, etc.) that work to prepare for the full transition to the Complete Streets concept. Complete Streets transforms streets by addressing all modes of transportation (pedestrian, bicycles, and vehicles, etc.) and drawing residents and new businesses to the area to promote economic development.</p>	
3	Widening Foothills (Rinconada-Mesa Del Oso) with Bike Lanes and Pedestrian Pathway	\$ 882,500
	<p>This project includes resurfacing the roadway, adding on street bike lanes and a separated multi-use path on the east side. Drainage issues are mitigated. Traffic calming features include raised median at Johnson Terrace, wider striping and narrower lanes. The design is complete and right of way acquisition is underway. This project will require NMDOT approval of takes.</p>	
4	Villa View Detention Pond Phase 2	\$ 1,000,000
	<p>This project will consist of the construction of a detention pond on vacant school property at Country Club Elementary and additional inlet infrastructure to capture and direct water to the detention pond. Storm drain infrastructure will also be provided at Main Street (NM 516) and Villa View Drive. This construction addresses storm drainage improvements near Villa View Drive for capture and control of storm water that has historically resulted in major flooding at the intersection of Villa View Drive and Main Street, along Main Street to Pryor Lane and in Rancho De Animas.</p>	
5	Among the Waters Extension	\$ 500,000
	<p>Among the Water (ATW) Trail extension is a planned component of the Animas River Trail Network. The planned trail extension is begins along the northern edge of the Animas River near its confluence with the San Juan River and will terminate at Murray Drive. This component of the Animas River Trail Network creates an addition 3/4 mile trail along the river and finalizes majority of the trail required to connect Browning Parkway to the Bisti Highway. The ATW trail extension will include overlooks, benches, fencing, and security lighting along the trail.</p>	
6	North River Trail Connection	\$ 1,500,000
	<p>The North River Connection Trail begins at Gateway Museum and extends the Animas River Trail Network towards the corner of Railroad Street and Largo Street, which is the location of the proposed Anesi Park. This supplemental trail option minimizes the need for river crossing by staying on the northern bank of the Animas River and helps reduce construction cost. The proposed length of the North River Connection is approximately 2.5 miles and has a proposed cantilevered boardwalk that allows people to bike, run, or walk over a part of the river. By connecting Gateway Museum to Anesi Park, the North River Connection creates an additional amenity for the community, access to the river, and opportunities for families to recreate together.</p>	

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7	La Plata Highway Waterline Project	\$ 3,463,000
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This project is the replacement of approximately 2.0 miles of 1950's 6" cast iron pipe with 12" waterline at the intersection of La Plata Highway and Cunningham Street to the intersection of La Plata Hwy and Pinon Hills Blvd. to the intersection of La Plata Highway and Coyote Drive. This improvement to the aging water infrastructure is one of many planned phased improvements to the City of Farmington's ancient waterline system. Engineering is 30% complete for this project but archaeological and environmental studies needing to be completed. Construction on this \$3,490,000 project could begin in summer of 2018 and be completed in 2020, this project can be broken into two phases if required. Total project time for this would take approximately 36 months at a total cost of \$3,490,000. The City of Farmington has spent approximately \$27,000 on this project for engineering.

8	Culpepper Hood Arroyo Detention Pond	\$ 974,700
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These improvements will consist of the construction of a detention pond on a 7.5 acre vacant property at Hood Arroyo, north of Crestwood Drive. The vacant property was acquired by the City of Farmington in January 2015. Floyd Hinesley plans to develop the land to the north and east of the existing Crestwood Estates Subdivision. Mr. Hinesley has agreed to contribute costs for the construction of the Culpepper Detention Pond. A contribution of \$3,850 per lot, at the time of closing, is expected. Assuming 78 lots are created, a total of \$300,300 is likely to be contributed to the pond construction by buildout. This construction will address storm drainage improvements near Crestwood Drive for capture and control of storm water that has historically resulted in major flooding and overtopping of roadways at Crestwood Drive, Hill-N-Dale Drive, Pinon Hills Boulevard and Hubbard Road.

9	Red Apple Transit "Hub" Center	\$ 3,000,000
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The Orchard Plaza strip mall houses the existing transit center which was never intended to be a permanent location. The parking lot at the strip mall is used for bus arrivals and departures, which is also a potential hazard to the riders as they have to maneuver in-between the buses and cars that bring people there for shopping. Therefore, a need for a permanent transit center with its own bus parking lanes was identified. Transit centers are sheltered waiting areas for riders and dedicated parking islands for the buses. Customers converge at the center to take advantage of route-to-route transfers. The structures usually include basic amenities such as public restrooms, waiting area, a climate control lobby, ticketing counter, bicycle storage, and enhanced transit information such as next trip real time departure signs. The dedicated lanes inside the facility provide segregation between maneuvering buses and keeps riders on an island to keep them from walking in between buses. The Farmington MPO hired Huitt-Zollars, a full-service architecture and Engineering firm to prepare a feasibility study which analyzes potential locations for a new transit center within the City of Farmington. Three site locations were carried forward in the study based on the sites being able to meet minimum space requirements necessary. Two of the locations are within the City of Farmington's Metropolitan Redevelopment Area (MRA) and a third is at the former Family Fun Center site on Scott Ave. Based on the rankings, the downtown sites scored the highest.