



TECHNICAL COMMITTEE AGENDA

Farmington Metropolitan Planning Organization

April 24, 2014
10:00 a.m.

Executive Conference Room
Farmington City Hall
800 Municipal Drive
Farmington, New Mexico

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
April 24, 2014 10:00 AM

This meeting will be held in the Executive Conference Room at Farmington City Hall, 800 Municipal Drive, Farmington, New Mexico.

ITEM	PAGE
1. Call meeting to order	
2. Approve the minutes from the March 27, 2014 Technical Committee meeting.	19
3. 2040 Metropolitan Transportation Plan (MTP). a. Hold a discussion on addressing key questions for developing the 2040 MTP. b. Review and discuss the vision/mission and goals and objectives. c. Review the current and future population/employment data. d. Review the timeline for development of the 2040 MTP.	1
4. Receive a report on the Spring 2014 traffic count location list.	12
5. Receive a report from NMDOT a. District 5 (<i>David Quintana</i>) b. Planning Division (<i>Brian Degani</i>)	
6. Receive an update on Complete Streets.	15
7. Review and discuss the Highway Safety Improvement Program (HSIP) application and new changes.	16
8. Receive a report on the FFY2015-2016 Unified Planning Work Program.	17
9. Information Items a. Traffic Demand Model update b. NMDOT/Technical Committee Workshop rescheduled for May 6. NMAPA Conference. c. Complete Streets Workshops & Safe Routes to School Events on May 12 & 13. d. Other	18
10. Business from Chairman, Members, and Staff	
11. Business from the Floor	
12. Adjournment	

ATTENTION PERSONS WITH DISABILITIES: If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the MPO Administrative Aide at the Downtown Center, 100 W Broadway, Farmington, New Mexico or at 505-599-1466 at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the MPO Administrative Aide if a summary or other type of accessible format is needed.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #3

Subject:	2040 Metropolitan Transportation Plan (MTP)
Prepared by:	Fran Fillerup, Acting MPO Planner
Date:	April 16, 2014

BACKGROUND OR PREVIOUS WORK

- The Metropolitan Transportation Plan (MTP) is the long range planning document that addresses transportation needs for the next twenty-five years.
- The MPO's MTP is updated every five years and the 2035 MTP was adopted in 2010.
- Development of the 2040 MTP began in November 2013 and is expected to be adopted in April 2015.
- Overview presentations have been given to the Technical and Policy Committees, entity Councils and Commissions, and other organizations.
- The Stakeholder Workshop was held on February 5.
- The Technical Committee reviewed the goals and objectives on March 27.

CURRENT WORK

- Staff will discuss key questions about the 2040 MTP with the Policy Committee on April 17. (The 2035 MTP can be found online at fmtn.org, under government select Metropolitan Planning Organization, select Metropolitan Transportation Plan, then follow the 2035 MTP link near the bottom of the page.)
- Identify goals and strategies that will guide the articulation of the 2040 Mission and Vision Statements.
- Previously developed population and employment data will be reviewed.
- Staff is developing an RFQ to hire a consultant to work on the public participation efforts for the 2040 MTP.

ANTICIPATED WORK

- Select a consultant based on the RFQ for Public Participation efforts.
- Approve the Vision/Mission and Goals/Objectives based on public outreach.
- Data collection for performance measures.

ATTACHMENT

- Questions for developing the framework of the MTP.
- Vision and Mission Statements, Goals and Objectives.
- Updated timeline for the MTP process will be presented at the meeting.
- 2040 Population/Employment data will be provided at the meeting.

RECOMMENDATION

- It is recommended that the Policy Committee:
 - a. Provide comments on key questions regarding the 2035 MTP;
 - b. Review and discuss the MTP goals and objectives;
 - c. Review current and future population/employment data;
 - d. Review overall MTP timeline.

2040 Metropolitan Transportation Plan
Questions for Developing the Project Planning Process

What aspects of the 2035 MTP do you like and want to repeat for the update?

- Keep document to about 10 chapters
- Structure of chapter by mode (but interaction among modes would be useful)
- Utilize GIS skills for improved illustrations, maps, and graphics
- Overview presentations and a MTP snapshot brochure
- Landscape format

What aspects of the 2035 MTP should be changed or improved upon?

- Stronger discussion with Navajo DOT, NAPI, Navajo Nation
- Continued interaction with 4CED
- Improved planning for freight, air, and rail (cite the state planning processes for these modes as they are developed)

List new stakeholders, clubs, and other organizations that need to be involved in the MTP update process.

- NAPI, Navajo Nation
- Trucks and freight movement
- Rail companies
- 4CED

What areas of the MTP need additional focus?

- Crash data - UNM releases data to the MPO on a quarterly or semi-annual basis; Provide shape-file data that we transform into thermal maps
- NAPI and its impact on freight and the State Rail Plan
- Consultant for public outreach and marketing; include online components

Identify planning elements that are not part of the current 2035 MTP that should be part of the update.

- Complete Streets - use products of that process for MTP update
- The needs of the graying population and the millennial population
- Title VI and survey targeting
- Use data from the Census On the Map program

Provide initial thoughts on performance measures and targets? What data can the MPO use? What should the performance measures be trying to improve?

- Research what other MPOs are doing
- Gather crash data
- Gather traffic data
- Reducing traffic volumes by x% over y years
- Increasing pedestrian activity by x% over y years in what parts of the region
- Converting x% of existing road network into Complete Streets over y years

Below are the Vision and Mission Statements, plus the table of Goals and Objectives from the 2035 Metropolitan Transportation Plan, pages 1-2 and 1-4.

1.2) VISION AND MISSION STATEMENTS

The Metropolitan Transportation Plan is shaped within the framework of the vision and mission statements for the MPO. These were developed in response to the planning factors outlined by SAFETEA-LU and in cooperation with the MPO Technical Committee, the MPO Policy Committee, and NMDOT.

Vision Statement

The Farmington Metropolitan Planning Organization vision is for a safe, efficient and reliable multi-modal transportation system that meets the needs of residents and visitors in the region.

Mission Statement

Provide a forum to develop an effective transportation system to move people and goods safely, economically and efficiently while maintaining a high quality of life.

1.3) GOALS AND OBJECTIVES

GOALS	OBJECTIVES
<ul style="list-style-type: none"> Support the economic vitality of the MPO region by providing a balanced, multi-modal transportation system that moves people, goods and information safely, economically and efficiently. 	<ol style="list-style-type: none"> Provide adequate land area and access for commercial opportunities to serve future population growth Minimize congestion to improve delivery of goods and services
<ul style="list-style-type: none"> Foster regional coordination and transportation system continuity 	<ol style="list-style-type: none"> Maximize use of current transportation system Involve local planners in the transportation planning process
<ul style="list-style-type: none"> Develop and connect transportation systems and associated facilities into a cohesive intermodal system 	<ol style="list-style-type: none"> Increase transit, bicycle and pedestrian connections
<ul style="list-style-type: none"> Minimize congestion on the transportation system 	<ol style="list-style-type: none"> Minimize congestion and minimize delay
<ul style="list-style-type: none"> Provide reasonable access to services and jobs for all of the region's residents, regardless of age, income or disability 	<ol style="list-style-type: none"> Increased multi-modal accessibility
<ul style="list-style-type: none"> Minimize negative environmental impacts and enhance the environmental quality of the MPO region 	<ol style="list-style-type: none"> Minimize air quality impacts Minimize impacts to existing neighborhoods Develop strategies to educate the

	public about how travel choices affect air quality
<ul style="list-style-type: none"> Identify and develop funding sources adequate to build, operate and maintain the metropolitan transportation system 	<ol style="list-style-type: none"> Minimize total transportation system costs Maximize transportation system performance per project costs
<ul style="list-style-type: none"> Identify and implement new technology for balanced multi-modal transportation 	<ol style="list-style-type: none"> Improve multi-modal street design for high activity areas Increase mode split
<ul style="list-style-type: none"> Develop a transportation system that maintains and/or enhances the existing quality of life and works in concert with cultural and environmental resources and adopted local plans 	<ol style="list-style-type: none"> Minimize access to adjacent developments along key arterials to maximize capacity
<ul style="list-style-type: none"> Integrate transportation and land use planning to improve quality of life and to protect the natural environment 	<ol style="list-style-type: none"> Encourage the local entities to integrate regional transportation policies into their adopted local plans
<ul style="list-style-type: none"> Ensure public safety for all modes 	<ol style="list-style-type: none"> Improve system safety through improved levels of service and reduced congestion Promote safety design practices for all modes Minimize emergency vehicle response time
<ul style="list-style-type: none"> Coordinate with local agencies on security planning and strategies 	<ol style="list-style-type: none"> Implement Intelligent Transportation Systems (ITS) technologies for improving the safety and security of transportation modes

Below is an example from a plan document for the MPO in Washington, DC. Here, objectives and specific strategies are identified which will help to meet the goals of the plan.

Goal (1 of 8). The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
Metropolitan Washington Council of Governments, www.mwcog.org

Objectives

1. A comprehensive range of choices for users of the region's transportation system
2. Accurate, up to date and understandable transportation system information which is available to everyone in real time, and is user friendly for first time visitor and residents, regardless of mode of travel or language of the traveler
3. Fair and reasonable opportunities for access and mobility for persons with special accessibility needs
4. Convenient bicycle and pedestrian access

Strategies

1. Plan, implement, and maintain a truly integrated, multi-modal regional transportation system
2. Plan and implement a tourist friendly system that encourages the use of transit and provides international signage and information
3. Make the region's transportation facilities safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.
4. Plan and implement a uniform fare system for transit and commuter rail
5. Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equality, and cost effectiveness and reasonable fares.

**DRAFT PROJECT TIMELINE/MILESTONES FOR THE
2040 METROPOLITAN TRANSPORTATION PLAN**

October 2013 to April 2015

TASK	STATUS	Oct 2013	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015
PRELIMINARY ACTIVITIES																				
Identify activities and elements of the MTP	Complete	█	█																	
Identify stakeholders for involvement in the process	Ongoing		█	█																
Review/Approve Goals & Objectives	Review in March; possibly approve in April?						█	█	█	█										
Review/Approve Vision									█	█	█	█								
PUBLIC PARTICIPATION																				
MTP overview presentations	Councils/Comm. complete in Jan Feb Mar				█	█	█													
Review and expand stakeholder contact list	Completed for Stakeholder Workshop in Feb			█	█	█														
Stakeholder Kickoff Mtg	Held February 5					█														
Public meetings	4 public mtgs held in late Jan & Feb				█	█			█			█						█		
Presentations to clubs/ organizations				█	█	█		█	█			█	█					█	█	
Stakeholder meetings										█				█				█		
Hire Consultant for Public Participation process	RFP in Mar/Apr						█	█												
Consultant develops Survey & analyzes results									█	█	█	█	█							
Consultant & social media										█	█	█	█	█	█	█	█	█	█	
Consultant & other methods										█	█	█	█	█	█	█	█	█	█	
MTP displays at public events							█	█	█			█	█							
POPULATION/EMPLOYMENT																				
Review current year population/employment data	Review in March & April						█	█	█											
Review mid-range and long range projections	Review in March & April						█	█	█											
Maps & charts for illustrations								█	█											
Draft MTP chapter								█	█											
Final Work Products																█	█			

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October 2013 to April 2015

TASK	STATUS	Oct 2013	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015
ROADWAY PLAN																				
Complete traffic model calibration/validation update	Calibration & review, documentation done in Mar	█	█	█	█	█	█													
Gather data on proposed future roads							█	█	█	█										
Determine areas of congestion and deficiency							█	█	█	█	█									
Finalize project details for proposed roads										█	█	█	█							
Run alternatives in model and perform analysis									█	█	█	█	█							
Approve prioritized list of proposed roads											█	█	█							
Incorporate Completes Streets guidelines & policies											█	█	█	█	█					
Develop roadway policies and strategies												█	█	█	█					
Final Work Products																	█	█	█	
TRANSIT PLAN																				
Finalize mapping and illustrations of data collection							█	█												
Discuss with Red Apple their goals and needs							█	█												
Gather historical ridership and other data collected								█	█	█										
Determine projections for ridership									█	█	█									
Identify and analyze route changes										█	█	█	█							
Identify scheduling and route improvements												█	█	█	█					
Develop transit policies and strategies															█	█	█	█		
Final Work Products																█	█	█		

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October 2013 to April 2015

TASK	STATUS	Oct 2013	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015
BICYCLE/PED PLAN																				
Identify future projects																				
Collect project details																				
Rank and prioritize projects																				
Develop Safe Routes to School strategies																				
Incorporate Complete Streets guidelines & policies																				
Develop bike/walk policies and strategies																				
Final Work Products																				
Update MPO Bike/Ped Plan	Summer 2015 based on MTP process																			
Complete Streets																				
Road Typologies & Land Use Context Areas	Prelim approval by CSAG in Jan; TC in Feb; PC in Mar																			
Develop design guidelines	Started in Feb																			
Intersection design guidelines																				
CS Policies																				
FREIGHT PLAN																				
Be involved in NMDOT Freight Plan	NMDOT held meetings in Dec & Feb																			
Gather truck volume and classification data																				
Identify trucking stakeholders for their input																				
Identify existing and future truck routes																				
Coordinate regional freight planning with NMDOT Freight Plan update																				
Develop freight policies																				
Final Work Products																				

**DRAFT PROJECT TIMELINE/MILESTONES FOR THE
2040 METROPOLITAN TRANSPORTATION PLAN**

October 2013 to April 2015

TASK	STATUS	Oct 2013	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015
OTHER PLAN ELEMENTS																				
Transportation/Land Use Planning																				
Rail Planning																				
Airport Planning																				
Equestrian Planning																				
Environmental Justice																				
Air Quality/Environmental Planning																				
Safety Planning																				
Security Planning																				
Integrate the East Main Study into Road Plan																				
Collect crash data	Received from UNM in Jan; ongoing																			
Produce crash maps	Vehicle & bike/ped maps complete																			
Integrate crash data into modal plans & performance measures																				
Planning for the Generations (elderly, millenials)																				
Final Work Products																				
PERFORMANCE MEASURES																				
Collect national and state measures	No national measures as of Feb 2014																			
Identify MPO measures																				
Collect existing data to supprt MPO measures																				
Identify methods for carrying out MPO measures																				
Develop a means of assessment for MPO measures																				
Final Work Products																				

**DRAFT PROJECT TIMELINE/MILESTONES FOR THE
2040 METROPOLITAN TRANSPORTATION PLAN**

October 2013 to April 2015

TASK	STATUS	Oct 2013	Nov 2013	Dec 2013	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015
FINANCIAL PLAN																				
Local entity cost & revenue estimates																				
Targets from District 5																				
Year of Expenditure figures																				
Link cost estimates to projected revenues																				
Financial charts and summary																				
Final Work Products																				
DELIVERABLES																				
Draft MTP Development																				
Final MTP Development																				
Final Public Comment																				
Adoption																				

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #4

Subject:	2014-2015 Traffic Count Program
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	April 14, 2014

BACKGROUND

- The MPO maintains traffic counts for over 220 locations throughout the MPO area.
- Locations are counted according to a three-year cycle and periodically change due to the deletion or addition of various locations.
- Staff split the annual traffic count list into a semi-annual calendar which began in the fall of 2013.
- The 2014 Traffic counts are in the second year of a three-year cycle.

CURRENT WORK

- The MPO scheduled 47 weekday and 10 weekend volume counts (16 Speed/Class) to take place on the week of April 27, 2014.
- MPO Staff has renewed a one-year contract with a consultant to take counts for 2014 and 2015.

ANTICIPATED WORK

- Staff will analyze the results of the traffic counts in late May and begin to post the volumes into GIS formats.

ATTACHMENTS

- The 2014 spring traffic count location (weekday, weekend and re-count locations).

RECOMMENDATION

- Staff recommends that the Technical Committee receive a report on the 2014-2015 Traffic Count Program.

2014 Spring Weekday Traffic Count Locations

LOCAL ID	Posted Route	On Road	From	To	Located At	Functional Class	Speed/Class	Trvl Ln	All Ln	Area	County	MPO Comments
AZ_125	FL4185	Park Ave	Rio Grande Ave	Chaco St	At intersection of Llano St.	Collector		2	2	Aztec	San Juan	
AZ_32	FL4188	Blanco	Mesa Verde	E Urban Limit	At Pollard	Collector		2	2	Aztec	San Juan	
AZ_41	FL4184	Chaco St	NM 516	Park Ave	Animas River Crossing	Minor Arterial	Y	2	2	Aztec	San Juan	
AZ_92	FL4189	McCoy	US 550	End of Route	South of Willow	Collector		2	2	Aztec	San Juan	
AZ_94	FL4181	Mesa Verde	Chuska	Blanco	At Chaco St	Collector		2	2	Aztec	San Juan	
AZ_95	FL4181	Mesa Verde	Blanco	US 550	North of Safford	Collector	Y	2	2	Aztec	San Juan	
FM_1	FL4395	20th	Municipal Dr	Sunset	At Summit Dr	Minor Arterial	Y	2	2	Farmington	San Juan	
FM_10	FL4396	30th	Dustin	Butler	West of Crestridge Dr	Minor Arterial	Y	4	4	Farmington	San Juan	
FM_102	FL5398	Navajo St E	Vine Ave	Main St	Approx. 500' North of Main	Collector		2	2	Farmington	San Juan	NMDOT needs to create TIMS ID for this section
FM_105	NM0170	NM 170	US 64	Pinon Hills Blvd	Approximately 4500' north of US 64	Principal Arterial	Y	4	4	Farmington	San Juan	
FM_148	FL4388	Sullivan	15th	20th	At intersection of 18th St.	Minor Arterial	Y	2	3	Farmington	San Juan	
FM_153	FL5321	Twin Peaks Rd	NM 170	Troy King Rd	One mile east of Troy King Rd	Collector	Y	4	4	Farmington	San Juan	
FM_184	FL5369	Wildflower Pkwy	NM 516/Browning	Wildflower Mesa Dr	Approximately 500' west of Wildflower Mesa	Minor Arterial		2	3	Farmington	San Juan	
FM_20	FL4391	Apache	US 64/W Main	Palmer	Between Comanche & Hicks	Minor Arterial	Y	2	3	Farmington	San Juan	
FM_22	FL4391	Apache	Airport	Auburn	Approximately 200' west of Schwartz Ave	Minor Arterial		2	3	Farmington	San Juan	
FM_225	FL4387	Butler	Carlton Ave	Sunrise Pkwy	Approximately 500' North of Carlton Ave	Minor Arterial	Y	2	2	Farmington	San Juan	NMDOT needs to create TIMS ID for this section
FM_25	FL5375	Arrington	Airport	Wall	West of Auburn	Collector		2	2	Farmington	San Juan	
FM_3	FL4395	20th	Dustin	Butler	Approximately 100' E of Monterrey	Minor Arterial		4	4	Farmington	San Juan	
FM_40	FL5382	Carlton	Murray	US 64/Broadway	Approximately 1000' north of Murray	Collector		2	2	Farmington	San Juan	
FM_43	FL5471	Cliffside	Fairview	Hutton	Between Culpepper and Rio Vista	Collector	Y	2	2	Farmington	San Juan	
FM_66	FL5386	Fairview	Main St	20th	Between 16th and 17th	Collector		2	2	Farmington	San Juan	
FM_7	FL5373	24th	Glade	Sunset	West of Western Ave	Collector		2	2	Farmington	San Juan	
FM_71	FL5323	Hood Mesa Tr	Pinon Hills	Anasazi Trail	Approximately 1000' northeast of Kokopelli Trail	Collector		2	2	Farmington	San Juan	
FM_78	FL4384	Lake St	US 64/Broadway	Main St	Approximately 100' N of US 64/Broadway	Collector		2	3	Farmington	San Juan	NMDOT needs to create TIMS ID for this section
FM_79	FL5390	Largo St	NM 516/E Main St	English	East of Washington	Collector		2	3	Farmington	San Juan	
FM_80	FL5390	Largo St	English	Rail Road	Approximately 500' east of Kayenta	Collector		2	2	Farmington	San Juan	
FM_83	FL4357	Main St	US 64/Broadway	Airport	Approximately 200' W of Airport	Principal Arterial	Y	4	4	Farmington	San Juan	
FM_86	FL4357	Main St	Auburn	Butler	Approximately 400' W of Butler	Principal Arterial		4	4	Farmington	San Juan	
FM_9	FL4396	30th	Sunset	Dustin	West of Crescent Ave	Minor Arterial		4	4	Farmington	San Juan	
FM_97	FL4394	Municipal Dr	Navajo	20th	Between Gladden and Ashurst	Minor Arterial		2	2	Farmington	San Juan	
SJ_111	NM0371	NM 371	Old Fruitland Hwy/NR 36	Murray Dr/NM 5001	San Juan River Crossing	Minor Arterial	Y	4	4	County	San Juan	
SJ_174	US0064	US 64	CR 5500	Church	Approximately 4 mi east of CR 5500	Principal Arterial	Y	4	4	County	San Juan	
SJ_49	453500	CR 350	CR 5580	CR 5030	Between CR 5589 and CR 5030	Collector	Y	4	4	County	San Juan	
SJ_50	453500	CR 350	CR 5030	CR 3000	Approximately 500' S of CR 3000	Collector	Y	4	4	County	San Juan	
SJ_55	453500	CR 3940	Morningstar Dr	CR 3934	At CR 3937	Collector		2	2	County	San Juan	
SJ_56	455500	CR 5500	US 64	CR 5510	San Juan River Crossing	Collector		2	2	County	San Juan	
SJ_99	NM5001	Murray Dr/NM 5001	Pinon St	Miller	Animas River Crossing	Principal Arterial		4	4	County	San Juan	

2014 Spring Weekend Count Locations

LOCAL_ID	Posted Route	On Road	From	To	Located At	Functional Class	Speed/Class	Trvl Ln	All Ln	Area	County	MPO Comments
AZ_119		NM 516	Lt Plant Rd	Ruins Rd	Approximately 200' East of Light Plant Road	Principal Arterial		4	4	Aztec	San Juan	Weekend Count Location
BL_155		US 550	Sullivan Rd	US 64	San Juan River Crossing	Principal Arterial		4	5	Bloomfield	San Juan	Weekend Count Location
FM_129		Pinon Hills Blvd	College	NM 516/Main St	Approximately 500' west of English Road	Principal Arterial		4	4	Farmington	San Juan	Weekend Count Location
FM_165		US 64	NM 489 (CR 6100)	NM 170	Approximately 3000' east of CR 6100	Principal Arterial		4	4	Farmington	San Juan	Weekend Count Location
FM_5		20th	Sullivan	Hutton	Between Tucker and Huntzinger	Minor Arterial		4	5	Farmington	San Juan	Weekend Count Location
FM_85		Main St	Lake St	Auburn	Approximately 300' east of Schwartz Ave	Principal Arterial		4	5	Farmington	San Juan	Weekend Count Location
FM_89		Main St	San Juan Blvd	Browning Pkwy	Approximately 400' east of San Juan Blvd	Principal Arterial		6	6	Farmington	San Juan	Weekend Count Location
SJ_111		NM 371	Old Fruitland Hwy/NR 36	Murray Dr/NM 5001	San Juan River Crossing	Minor Arterial		4	5	Farmington	San Juan	Weekend Count Location
SJ_161		US 550	NM 173	5.362 mi S of Col State Line	At CR 2800	Principal Arterial		4	4	County	San Juan	Weekend Count Location
SJ_49		CR 350	CR 5580	CR 5030	Between CR 5589 and CR 5030	Collector		4	4	County	San Juan	Weekend Count Location

2013 Fall Re-count Locations

LOCAL_ID	Posted Route	On Road	From	To	Located At	Functional Class	Speed/Class	Trvl Ln	All Ln	Area	County	MPO Comments
FM_149	FL4388	Sullivan	20th	30th	Approximately 100' S of Cliffside Dr.	Minor Arterial		4	4	Farmington	San Juan	2013 Recount Locations (weekday)
FM_2	FL4395	20th	Sunset	Dustin	West of Brookside Dr.	Minor Arterial		4	4	Farmington	San Juan	2013 Recount Locations (weekday)
FM_38	FL4387	Butler	Ute	20th	North of Ute	Minor Arterial		2	3	Farmington	San Juan	2013 Recount Locations (weekday)
FM_65	FL5385	Fairgrounds	Main St	Cooper	Between Navajo and 11th St	Collector		2	2	Farmington	San Juan	2013 Recount Locations (weekday)
FM_84	FL4357	Main St	Airport	Lake St	At Giles	Principal Arterial		4	4	Farmington	San Juan	2013 Recount Locations (weekday)
FM_112	NM0516	NM 516	Morningstar	E Main St	Animas River Crossing	Principal Arterial	Y	4	4	Farmington	San Juan	2013 Recount Locations (weekday)
FM_185	FL5369	Wildflower Pkwy	Wildflower Mesa Dr	Andrea Dr	Approximately 1200' west of Andrea Dr.	Minor Arterial		2	2	Farmington	San Juan	2013 Recount Locations (weekday)
SJ_163	US0064	US 64	CR 6700	CR 6800	Between CR 6700 and CR 6825	Principal Arterial		4	4	County	San Juan	2013 Recount Locations (weekday)
SJ_173	US0064	US 64	CR 5569	CR 5500	Approximately 200' east of CR 5568	Principal Arterial		4	4	County	San Juan	2013 Recount Locations (weekday)

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #6

Subject:	Complete Streets
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	April 16, 2014

BACKGROUND or PREVIOUS WORK

- Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, including driving, walking, biking, and transit.
- Staff has worked with the Advisory Group on development of land use context areas (LUCAs) and road typology overlays.
- The Advisory Group held its latest meeting on April 16.

CURRENT WORK

- The Road Typologies and LUCAs were discussed and consolidated by the advisory group to steer the design guideline process. Two groups formed and revised the number of road typologies from eight total; one group identified four typologies and the other group identified five. Additionally, one group narrowed the number of LUCAs from eight total to five.
- Staff will identify and summarize common themes to be considered in the design guideline creation process.
- Prepare and submit CS progress updates and documents to Dan Burden as he prepares for his workshops with the Advisory Group in May.
- Staff will continue to apply the four themes (Adoptability, Resourcefulness, Flexibility & Simplicity) as activities continue to move forward.

ANTICIPATED WORK

- Continue to develop Complete Streets design guidelines.
- Staff will research other complete street elements to include in the document such as intersection design, green infrastructure and a treatment tool box.

ATTACHMENTS

- The revised nomenclature title changes (Road Typologies and Land Use Context Areas) that came from the April 16 Complete Streets Advisory Group Meeting will be provided at the meeting.

RECOMMENDATION

- It is recommended that the Technical Committee receive an update on Complete Streets.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #7

Subject:	Highway Safety Improvement Program (HSIP)
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	April 16, 2014

BACKGROUND

- The HSIP program is part of an ongoing mission to reduce traffic crashes causing fatalities and serious injuries in New Mexico.
- The NMDOT has changed the administration of funds to the HSIP program for FFY 2014-2017.
- Local governments must send their applications first to their respective MPO or RTPO for review, processing and approval.
- Projects will be submitted by the MPO to NMDOT's General Office- Traffic Technical Support Bureau.
- Safety submittals are now ongoing with application to be reviewed by a rotating committee once every 3 months.

CURRENT WORK

- Staff will collect the most recent history of crash data (5 years) at the MPO level that can be used as part of the application process.
- Staff will work with committee members and local entity staff to assist with the application process.
- NMDOT has established goals for funding cities, counties, tribes as lead agencies. As part of this goal they wish to allocate \$569,100 or 10% of the total MPO funds (\$5,691,000) to the Farmington MPO.
- Bullet List Calendar of important HSIP application dates is being confirmed by the MPO.

ANTICIPATED WORK

- Identify the months in which the Technical and Policy Committees will need to review and approve safety applications.
- FMPO Staff will represent the State-wide MPOs at the first Project Selection Committee on May 16th.

ATTACHMENTS

- Bullet List Calendar of important HSIP application dates will be presented at the meeting.
- An HSIP Application will be reviewed at the meeting.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the administration changes to the Highway Safety Improvement Program.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #8**

Subject:	FFY2015-2016 Unified Planning Work Program
Prepared by:	Fran Fillerup, Acting MPO Planner
Date:	April 16, 2014

BACKGROUND

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.
- In FY2014, the MPOs agreed to align the work activities and budget with the federal fiscal year to provide for better coordination and timely distribution of PL funds.
- The UPWP covers planning activities and work products to be completed during two federal fiscal years, 2015 and 2016, consistent with MPOs throughout the state. The time covered will be October 2014 to September 2016.

CURRENT WORK

- Staff is working with the entities and NMDOT to identify projects for FFY2015-2016.
- Staff has reviewed the current UPWP to identify partially completed projects that may carry into FFY2015.
- Staff will work with NMDOT to develop PL and 5303 estimates for the MPO budget.
- Based on the NMDOT Planning Procedures Manual, a working draft will be provided to NMDOT by April 30. The UPWPs for MPOs throughout the state are transitioning to a similar format.

ATTACHMENTS

- A draft FFY 2015-2016 UPWP, including a list of possible activities by program area, will be provided at the Technical Committee meeting.

ANTICIPATED WORK

- Develop the UPWP in April and May.
- Develop the UPWP budget in April and May.
- Review of the UPWP by the Technical Committee again in May.
- Seek approval of the FFY2015-2016 UPWP by the Policy Committee in June.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the FY2015-2016 Unified Planning Work Program.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #9

Subject:	Information Items
Prepared by:	Fran Fillerup, Acting MPO Planner
Date:	April 16, 2014

INFORMATION ITEMS

- a. Traffic Demand Model update.
- b. **NMDOT/Technical Committee Workshop.** This workshop is scheduled for May 6 at the MPO Office.
- c. **National APA Conference.** Mr. Wakan will be attending the National APA Conference in Atlanta on April 26 - 30, 2014.
- d. **Complete Streets Workshop.** The Complete Streets Workshops and Safe Routes to School events are scheduled for May 12 & 13, 2014.
- e. Other.

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
MARCH 27, 2014

Technical Members Present: Bill Watson, City of Aztec
Cynthia Lopez, City of Farmington
Nica J. Westerling, City of Farmington
Dave Keck, San Juan County

Technical Members Absent: Teresa Brevik, City of Bloomfield

Staff Present: Mary Holton, MPO Officer
Duane Wakan, MPO Associate Planner
June Markle, MPO Administrative Aide

Staff Absent: Joe Delmagori, MPO Planner

Also Present: Larry Hathaway, San Juan County

1. CALL TO ORDER

Ms. Lopez called the meeting to order at 10:05 a.m.

2. APPROVE THE MINUTES FROM THE FEBRUARY 27, 2014 TECHNICAL COMMITTEE MEETING

Mr. Keck made a motion to approve the minutes from the February 27, 2014 Technical Committee meeting. Mr. Watson seconded the motion. The motion to approve the minutes was passed unanimously.

3. APPROVE THE MINUTES FROM THE MARCH 10, 2014 SPECIAL TECHNICAL COMMITTEE MEETING

Mr. Keck made a motion to approve the minutes from the March 10, 2014 Special Technical Committee meeting. Mr. Watson seconded the motion. The motion to approve the minutes was passed unanimously.

4. 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

Subject:	2040 Metropolitan Transportation Plan (MTP)
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 18, 2014

BACKGROUND OR PREVIOUS WORK

- The Metropolitan Transportation Plan (MTP) is the long range planning document that addresses transportation needs for the next twenty-five years.
- The 2035 MTP was adopted in 2010.
- Development of the 2040 MTP began in November 2013 and is expected to be adopted in April 2015.
- Overview presentations have been given to the Technical and Policy Committees, Councils, and other organizations.
- The Stakeholder Workshop was held on February 5.

CURRENT WORK

- Staff will discuss key questions about the 2040 MTP with the Technical Committee on March 27.
- Staff values comments and input from our committee members to steer the development of the MTP.
- Identify goals and strategies that will guide the articulation of the 2040 Mission and Vision Statements.
- Previously developed population and employment data will be reviewed.
- Staff is developing an RFP to hire a consultant to work on the public participation efforts for the Plan.

RECOMMENDATION

- It is recommended that the Technical Committee:
 - a. Brainstorm on key questions;
 - b. Review and discuss the MTP goals and objectives;
 - c. Review current and future population/employment data;
 - d. Review overall MTP timeline.

DISCUSSION: Mr. Wakan reported that work on the 2040 Metropolitan Transportation Plan (MTP) had begun in November 2013 and would continue into early 2015.

Mr. Wakan stated that Staff was seeking feedback from the Technical Committee on updating the MTP. Mr. Wakan referred to Pages 2 and 3 of the Agenda which listed some questions Staff had considered as they began the update process to the MTP:

What aspects of the 2035 MTP do you like and want to repeat for the update?

- It had been created in-house which allowed document to be created as desired;
- Keep overall document to about ten chapters;

- Utilize GIS skills for improved illustrations, maps, and graphics;

Regional Interactions

- Improve interactions with adjacent agencies: Navajo Nation, NW Regional Transportation Organization (NMRTP), 4CED, and both the Animas River and San Juan River Watershed Groups (Ms. Westerling noted that Mr. Paul Montoia of City of Farmington was a member of both of these groups), and BLM
- Engage agencies that might previously not have had input into the document.
- Other stakeholders new to the area.

What areas of the MTP need additional focus?

- Include crash data

Mr. Wakan noted that Staff also planned to discuss the inclusion of crash data into the traffic model, projecting that data out into the future, and not just using the baseline. With enough years of crash data history, data can be extrapolated and crashes then assigned to the link and to the TAZ.

Mr. Watson asked how road improvements that were made after the model was updated and subsequent crash data gathered would be tracked. Mr. Wakan said crash data would be gathered every year and comparisons made of that particular intersection to other similar intersections. Mr. Watson asked if the traffic model would be continually updated to include new road improvements. Ms. Lopez said that the model documents a current condition with current crash data. Following the updating of crash data, the effect of the road improvements could then be noted. Mr. Watson asked if the model could not be used as an ongoing tool and updated accordingly. Mr. Wakan said that as the model is updated every few years, the road improvements made and the updated crash data would then be incorporated.

Ms. Westerling commented that being able to tweak the model to see what happened to a high accident area after certain improvements were made would be a good tool. Mr. Watson agreed that the model should be available as a tool and not just to provide a snapshot.

Ms. Lopez asked if there was a way to project potential benefits of incorporating certain Complete Streets designs into a road section or intersection. She thought this could help decide what would be the best treatments and improvements to include.

- Hire a consultant for public outreach and marketing

Mr. Wakan stated that this would be an important step in the process to visualize different scenarios and provide opportunities for public feedback.

Identify planning elements that are not part of the current 2035 MTP that should be part of the update.

- Complete Streets
- The needs of the graying population and the millennial population
- Title VI Plan - create environmental justice maps to ensure the distribution of resources is done equally.

Provide initial thoughts on performance measures and targets.

- Begin collecting data (traffic, crash, vehicle miles traveled)
- Establish goals for decreasing crashes, reducing traffic volumes, increasing pedestrian activity, and converting road networks into Complete Streets.

Mr. Wakan referred to Pages 4 and 5 of the Agenda which showed the current Vision Statement, Mission Statement, and Goals and Objectives for the 2035 MTP. Staff would like the Technical Committee to consider making changes or additions to these documents. Ms. Lopez asked if the current statements and goals were liked could they be retained. Mr. Wakan said that these statements could be kept if they were still applicable.

Ms. Westerling asked if with the implementation of Complete Streets, the need to purchase additional right-of-way was considered. She noted that for the current project on 20th Street, she is being pushed to include Complete Streets designs and this would require additional right-of-way from property owners along this stretch of roadway. Ms. Westerling asked if the economic impact of implementing Complete Streets, especially with a retrofit, was part of the Complete Streets Advisory Group discussions.

Ms. Lopez said this had been discussed and the need to work within the existing right-of-way. She said the standard rights-of-way were unknown and the Advisory Group did discuss how to fit in the desired Complete Streets designs, especially with a retrofit, without having to purchase additional right-of-way.

Mr. Wakan said Staff had created some Photo Visions which used existing street dimensions and then incorporated different Complete Streets concepts to work within existing right-of-way. Mr. Wakan said that for the upcoming workshop with Mr. Dan Burden, Staff will ask him to spend some time on economics and the upfront costs as well as the long-term costs and benefits.

Goals & Objectives

Mr. Wakan said that defining the goals and objectives would help to articulate the vision and mission statements. He noted the current list of goals and objectives was fairly lengthy and could possibly be consolidated. On Page 6 of the Agenda, Mr. Wakan showed an example of how another MPO had defined eight goals and then used a list of Objectives and Strategies that specifically addressed the goal. Mr. Wakan thought the MTP document should be designed to better tie together the objectives and strategies to the goals. Ms. Lopez said this format was similar to the outline for the comprehensive plan.

Mr. Watson asked if the MTP plan would actually address the performance measure shown on Page 3 that said, "Reducing traffic volumes by x% over y years". He wondered how this would be addressed. Ms. Westerling said she agreed with "reducing vehicle miles traveled", but not the "traffic volumes". Mr. Wakan said the wording for these statements likely needed to be clarified. Ms. Westerling said that traffic volumes would likely increase but can the vehicle miles be reduced. Mr. Watson asked who would determine the "x" factor. Mr. Wakan said that with the assistance of the consultant and the Technical Committee, these values can be developed. Ms. Lopez added that these were goals to strive for and work towards.

Mr. Wakan also reviewed the Gant chart shown on Pages 7-11 of the Agenda. One of the next big tasks is to hire the consultant for the public participation process. Some of the tasks may get flipped and condensed until the new MPO Planner is hired. Mr. Wakan said the chart provided a good snapshot of where the update process should be throughout the rest of this year and to April 2015.

Mr. Wakan added that population/employment numbers that will be used in the MTP will be the date used for the 2040 traffic model. Using the 2010 population number of about 100,000, the 2040 population number was projected at 138,000. For the employment figures, quarterly workforce indicators from the U.S. Census Bureau are used to project the 2040 total job figure at 64,000. Ms. Westerling noted that these numbers did not forecast an oil and gas boom for the region. Mr. Wakan added that the more conservative numbers were chosen for inclusion.

ACTION: The report was received.

5. RECEIVE A REPORT FROM NMDOT

Neither Mr. David Quintana from District 5 nor Mr. Brian Degani from the Planning Division of NMDOT was able to attend the meeting.

Mr. Wakan reiterated updates that Mr. Quintana had provided at the Policy Committee meeting on March 20:

Update on District 5 Projects

US 64 - Phase 3 of the project from mile marker 60-62 - the contractor is ahead of schedule and making good progress.

US 64 - Phase 2 - contractor is working to replace some cracked concrete panels at the intersection with US 550. Some impacting of traffic is expected as they complete this work. Mr. Quintana said there were still some punch list items before the project would be wrapped up.

NM 516 - Intersection with Light Plant Road - this project is on a temporary suspension until school lets out for the summer.

NM 173 - District 5 is negotiating with the consultant, Wilson & Company, to do a final design of the project. Mr. Quintana said the contract should be finalized in the next three to four weeks. Mr. Keck explained where these road safety improvements were planned.

NM 371 & N 36 - Representative Clahchischillage was able to obtain some capital outlay funding for a temporary flashing beacon. District 5 is working to design a signalized intersection project. Mr. Quintana said it is hoped to have a full-signalized intersection in the next two years or so depending on funding.

Mr. Keck commented that there had been some discussion about extending "dusk to dawn" lighting from Browning Parkway to this intersection.

NM 371 corridor - Mr. Quintana reported that District 5 has been doing some resurfacing work along this corridor. Work was completed in the past year on a section of the road approximately 40 miles south of Farmington. He stated there was a project being developed to repave another ten miles of the corridor approximately 20-25 miles south of Farmington. This project is being developed as a "shelf" project so that it can be brought into the STIP and, if money became available or if another project currently programmed could not meet their schedule, this project would be a back-up project. Mr. Quintana expected this project to be funded and be programmed into the STIP in the next two years.

It was noted that this project was actually outside the MPO area, but that the MPO has worked with the county on projects before that were outside of the MPO boundary by getting them added to the TIP. Mr. Keck said this method of working through the MPO worked much better than having to go through the RTPO.

Ms. Westerling stated that there might be a potential amendment for the Pinon Hills extension project to increase the local share.

Ms. Westerling commented on a recent meeting with District 5 where she was told that in order to use the federal funding for the Pinon Hills project, she would be required to connect both the Rancho de Animas subdivision as well as Hubbard Street to the extension. NMDOT had raised concerns about environmental justice if only one of the two areas were to be connected.

Mr. Keck asked if a new date had been set for the meeting with District 5 and NMDOT to discuss regional concerns and maintenance issues. Mr. Watson asked if NMDOT was serious about having this meeting with the MPO and entities. Ms. Westerling said she had reported to the new Public Works Director that this seeming lack of concern by NMDOT in cancelling at least two scheduled dates for this meeting was a large part of the overall issues with NMDOT. Ms. Lopez said that NMDOT and District 5 do not appear to want to meet and so continue to cancel the dates. Mr. Wakan said he would take this discussion to the MPO Officer.

Mr. Keck asked if the Technical Committee wanted to try once more to schedule the meeting. It was noted that during the Policy Committee meeting, Mr. Delmagori had announced to all that the April 3 meeting was cancelled and that the MPO was waiting for District 5 to set a new meeting date. Even though Mr. David Quintana was on the speaker phone, he did not speak up about another meeting date. Mr. Keck said that the County's leadership had told him that the next step would be to contact Mr. Butch Mathews. Ms. Westerling added that the Farmington City Manager had said much the same thing. Mr. Keck said he had a letter from a lead engineer with NMDOT promising that a whole list of items would be completed more than a year ago and that none of the items have been done.

The Technical Committee discussed their next steps. Mr. Keck said his management wanted to bring Mr. Mathews into the discussion months ago. Ms. Lopez said the issue needed to be presented to the Policy Committee to let them decide how they wanted the MPO to proceed. Mr. Wakan said Staff would bring this to the MPO Officer for her input and recommendations. The Committee members believed that the entities are held to a high standard by NMDOT, but cannot hold NMDOT to those same standards.

Mr. Keck reiterated that the County Manager had directed him to try to solve the issues at the Technical level, but if that was not possible, then he was ready to contact Mr. Mathews. The members agreed that they needed NMDOT cooperation and to push them for resolution to the current issues was more difficult at the Technical Committee level. The Technical Committee agreed that the next step was to have the issue handled at the management and political levels. They thought that some political consequences were necessary to see that MPO issues were addressed. Mr. Wakan said he would present the Technical Committee's recommendation to the MPO Officer and then the best way to proceed could be determined.

Mr. Wakan reiterated updates that Mr. Degani had provided at the Policy Committee meeting on March 20:

The freight advisory committee which includes representatives from private industry would be meeting the week of April 14-18 in Albuquerque. Mr. Paul Sittig is responsible for the development of the freight plan in conjunction with the state's long-range plan.

The Data Management Bureau of the Planning & Safety Division is updating GIS files from the base year of 2007 to 2013. This update will then reflect the shape files the MPOs have on record.

The Planning & Procedures Manual is being finalized. The draft document is due to FHWA on April 1.

The Recreational Trails Program was reassigned from the Energy, Minerals & Natural Resources Department to NMDOT on January 1. Memorandums of agreement are being prepared for existing grantees whose projects were transferred.

The 2040 statewide long-range, multi-modal transportation plan website is available online. Mr. Claude Morelli is responsible for the ongoing updates to the plan.

The TAP Coordinator is reviewing the TAP process program for FY2014 and FY2015. Mr. Wakan added that when considering projects to improve bike and ped amenities, that the crash data be used as supporting documentation.

The NMDOT Local Government Agreement Unit will now require separate agreements for the design and construction phases of projects even when they are part of the same project. The draft agreements for design phases will be forthcoming. The construction agreement boilerplate is being drafted. Local governments need to complete their design phases and PS&E packages before the draft instruction agreements will be sent out. Mr. Sean Sandoval is the contact for this and can be reached at (505) 476-3784.

The local entities who were awarded TAP funding should be working on their certification agreement processes. For FY2014 construction funds, the certifications must be completed by July 15. Ms. Westerling said she had not yet received any contract for the TAP projects. Mr. Wakan suggested contacting Ms. Rosa Kozub, TAP Coordinator, with any questions.

6. RECEIVE AN UPDATE ON COMPLETE STREETS

Subject:	Complete Streets
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 20, 2014

BACKGROUND or PREVIOUS WORK

- Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, such as walking, biking, and transit.
- Staff has worked with the Advisory Group on development of land use context areas (LUCAs) and road typology overlays.
- The Technical Committee recommended approval of the titles and definitions for the road typologies and land use context areas at their February 27 meeting.
- A presentation on Complete Streets design guidelines was given on February 27.
- The Advisory Group held its latest meeting on March 19.

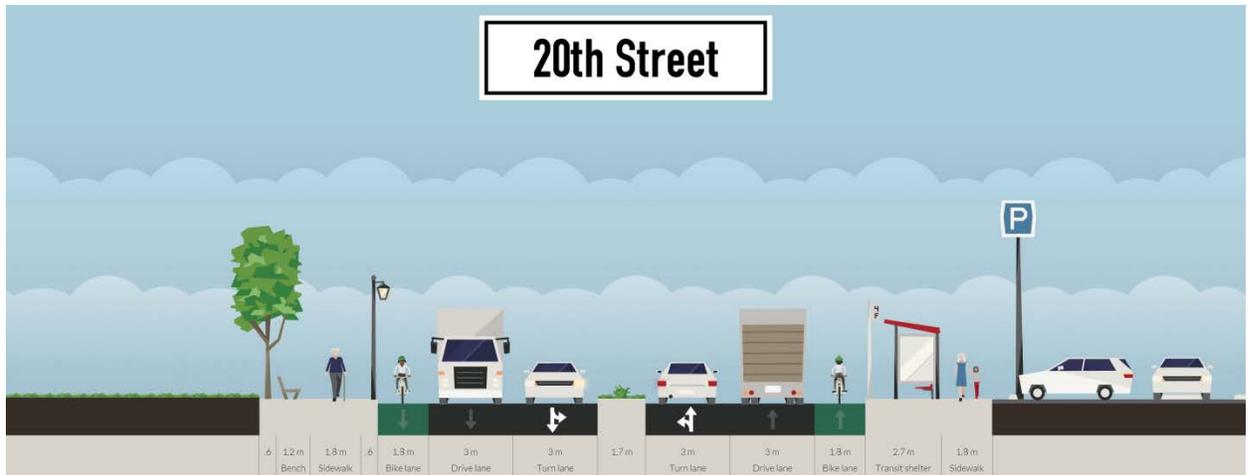
CURRENT WORK

- The Advisory Group went through an exercise to create road cross-section diagrams using an on-line illustration tool (Streetmix.net).
- Staff will identify and summarize common themes to be considered in the design guideline creation process.
- The Road Typologies and LUCAs will be consolidated and confirmed to steer the design guideline process.
- Staff will continue to apply the four themes (Adoptability, Resourcefulness, Flexibility & Simplicity) as activities continue to move forward.

RECOMMENDATION

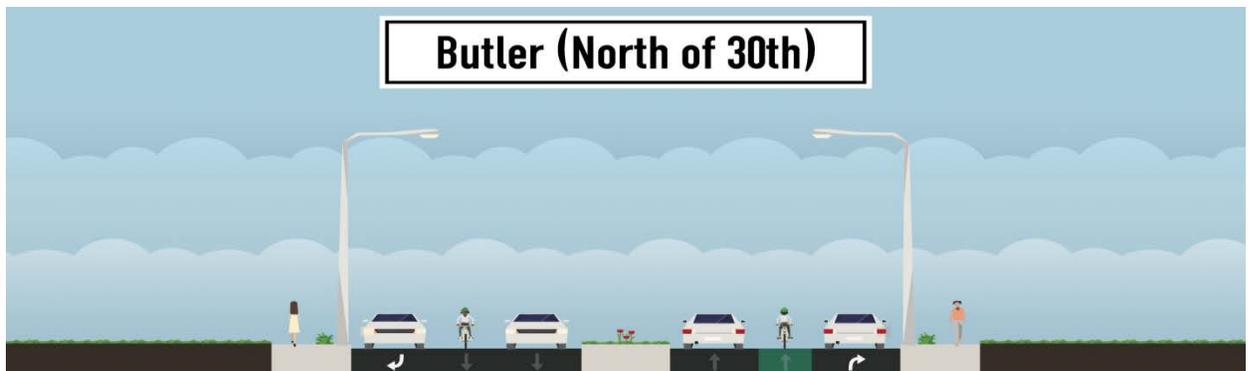
- It is recommended that the Technical Committee receive an update on Complete Streets.

DISCUSSION: Mr. Wakan reported that at the March 19 meeting of the Complete Streets Advisory Group, they completed road cross-sections for different road typologies and land uses using Streetmix software. This exercise was to get the Advisory Group members considering ways that local roadways might be re-created. Mr. Wakan showed a few examples of the designs that were created by the Advisory Group.



Road Typology	Community Arterial
Land Use Context Area	

- One lane in each direction
- Median would be raised and serve left turns; provide safe zone for pedestrians crossing roadway
- ROW would allow for bike lanes and wider sidewalks



Road Typology	Community Arterial
Land Use Context Area	City Commercial

- One lane in each direction
- Median would be raised and also would serve left turns
- Buffered sidewalks
- Combine bike lane and right-turn lane - allows for turning where needed



Road Typology	Commercial Collector
Land Use Context Area	Central Business District/Downtown

- Median (landscaped) would be raised and also would serve left turns
- Protected bike lane in each direction
- Buffers in each direction between bike lane and travel lanes
- Parking on both sides of street



Road Typology	Commercial Collector
Land Use Context Area	City Commercial

- Two travel lanes in each direction to provide capacity for higher volumes (20th St. or East Main St.)
- Areas shown with grass would also include parking with landscaping buffer along the street
- Median would be raised and also would serve left turns
- Protected bike lane in each direction
- Sidewalks would be typical 5' or 6'

Ms. Westerling said she had been directed to use Complete Streets designs on a current 20th Street project, but explained that there was not enough funding in the project to implement any Complete Streets designs. She also asked if the feasibility of these types of designs was being considered by the Advisory Group. Ms. Lopez said that most of the Advisory Group members were not planners and did not fully understand the constraints there could be with their designs.

Ms. Westerling stated that when the Complete Streets concepts are presented they, unfortunately, give the community the misconception that these types of road designs and treatments are viable. Ms. Lopez said that these early Complete Streets designs will not be what are eventually in the design guidelines. She stated that the final designs would propose a specific road typology linked to the land use. The Advisory Group members are still trying to understand how these would work together.

Ms. Westerling again said that she had been directed to use Complete Streets designs along 20th Street. She added that the 20th Street design pictured above is now becoming the vision of much for 20th Street. Ms. Westerling said she did not think the design pictured was a doable option. Mr. Wakan explained that the design guidelines have not been fully developed. Once the road typologies and context areas are fully defined and developed, appropriate designs will be created. Ms. Lopez said that she believed some Complete Streets designs were being sought to possibly be included in the retrofit of sidewalks along 20th Street along with the application of some of the Complete Streets principles.

Ms. Lopez stated that using the available funding for the 20th Street project, could the sidewalk be pulled away from the curb to create a small buffer so that pedestrians do not have to walk right next to the heavy traffic along 20th Street or could a bicycle lane be included? Ms. Lopez said that when Mr. Dan Burden walked 20th Street several years ago, he had recommended narrowing the lanes to allow for more Complete Streets amenities and the slowing of traffic. She noted that these are the concepts the Advisory Group and others are hearing from experts like Mr. Burden. Ms. Lopez added that since money was still being spent on projects, could the incorporation of some Complete Streets designs be considered. These areas could then become the model for future developments and retrofits.

Ms. Westerling commented that the TAP funding received for the 20th Street project cannot be used to add Complete Streets amenities such as trees and landscaping or to move power poles. If the buffer is included between the street and the sidewalk, it ends up being a dirt strip with no landscaping because there is no money available for trees, shrubs, or plantings. Ms. Westerling said because of this it seemed better to make a wider sidewalk and leave the area hardscaped until additional funding could be identified to add Complete Streets amenities.

Ms. Lopez said the constraints and budget limitations need to be clearly explained to the Advisory Group so they understand what could and could not be done. Mr. Wakan agreed that the potential options and issues needed to be communicated. Mr. Wakan said that the Advisory Group had asked how the community and local neighborhoods could be better included in discussions when the city looked at potential new projects. There was also discussion about the use of neighborhood councils that could allow for a more democratic process and more local input.

Ms. Lopez reported that comments continued to be made about starting somewhere with the Complete Streets designs and trying to include some Complete Streets ideas with the funding available for the project. The Technical Committee members also discussed the concerns the Advisory Group had raised with the restriping on Dustin Avenue and the lack of public involvement with that project. Ms. Westerling said it was restriped exactly as it had been. She commented that when they put in the bike lanes on Sullivan, people were unhappy with the change. Now Dustin was kept exactly as it had been and people are still unhappy. Ms. Lopez said this was one of the reasons for someone from Public Works to attend the Complete Streets Advisory Group meetings and to explain those types of decisions and perspective.

Ms. Lopez explained that the Advisory Group was striving to provide flexible design guidelines for the communities. From these guidelines, the cities would establish their own standards which would provide another level of local guidance on top of the design guidelines. Ms. Lopez said the Advisory Group was working to understand the correlation between the road typologies and the land use areas the roadway traveled through. The Streetmix designs developed by the Advisory Group and presented above were just the first exercise to help them understand how to combine road typologies and context areas. Mr. Wakan said the Advisory Group still needed to refine the list of road typologies and context areas. Once this was accomplished, the matrix would be more clearly defined and understood.

Ms. Westerling commented that the street names assigned to the examples shown were misleading because some of the design concepts proposed for a specific current road segment were not feasible. She believed that this created problems because the community then has an expectation that certain amenities could be added when, in reality, the ideas were not viable options. The Technical Committee discussed that they thought the Advisory Group understood that the designs were visions and that not all could actually be implemented either due to design or to cost. Mr. Wakan said it was good to get the community thinking about the local roads and what they might want to see for the future.

Mr. Wakan said that at the next meeting, the Advisory Group would work to better define their road typologies and context areas. Ms. Lopez added that a Public Works expert needed to attend the Advisory Group meetings to speak up and explain to the members what might work, what is practical, and what costs might be associated with certain designs.

Mr. Wakan said that Staff was creating "photo visions" to show how Complete Streets can be built with flexibility and that it was not a one size fits all template. Mr. Wakan showed these designs created by for the three cities and San Juan County. Shown below is the photo vision for Aztec with a before and after picture:



Mr. Wakan explained that for a central business district such as shown above, the Complete Streets designs created a slower, less auto-centric roadway. The vision shown needed no additional right-of-way, added a bike lane in one direction, extended the sidewalks to either side, and created parallel parking. Mr. Wakan noted that this was one way to re-configure traffic and could align with a city's goals for their downtown area to invite more commercial development and to be pedestrian-centric.

Mr. Wakan also showed a photo vision of Hutton Avenue in front of Animas Elementary. The vision here would be to pinch down the travel lanes to allow for buffered sidewalks.

Mr. Wakan showed a photo vision of South First Street near the Multi-Cultural Center in Bloomfield. There is sufficient right-of-way to extend the sidewalk and to add bike lanes.

The photo vision for San Juan County showed a section along CR 390 where shoulders might be added for use by pedestrians and bicycles.

Ms. Lopez said that the Advisory Group had discussed how streets change in character as they move through different types of land uses and how could those changes be accommodated. The Advisory Group is learning how this fits together. Mr. Wakan added that when Mr. Dan Burden is here in May, Staff will ask him to help articulate and explain the upfront and future costs associated with Complete Streets designs. Ms. Westerling agreed that it was not just about the upfront costs, but stated there was only so much money to go around and only so much that could be done with the available funding.

Mr. Keck noted that this region seemed reluctant to use their bonding capacity to fund projects in the area. He thought this could be a good funding mechanism for many projects.

Ms. Holton added that the Complete Streets designs being presented were guidelines only and were primarily for new facilities. When existing facilities were being proposed for improvement or upgrade, the Advisory Group hopes that Complete Streets ideas and designs will be considered. Ms. Holton added that these concepts should also be considered with retrofit projects; however, they are guidelines and not standards and would establish a menu of choices. Ms. Holton also stated that funding issues were recognized by the MPO. Ms. Westerling said she knew the MPO was aware of the funding constraints but was concerned that the public did not understand this. Ms. Holton replied that this was another reason why some additional educational opportunities were being planned through the WALC Institute visit in May. She encouraged everyone to participate in the upcoming workshop and to express the issues that were confronting the entities.

Mr. Wakan reiterated that the Advisory Group would be refining their road typologies and land use context areas at the next meeting. All of the current Advisory Group work will be shared with Mr. Burden and the WALC Institute and make recommendations on how the Complete Streets effort might proceed.

ACTION: The report was received.

7. REVIEW AND DISCUSS THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION AND NEW CHANGES

Subject:	Highway Safety Improvement Program (HSIP)
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 20, 2014

BACKGROUND

- The HSIP program is part of an ongoing mission to reduce traffic crashes causing fatalities and serious injuries in New Mexico.
- The NMDOT has changed the administration of funds to the HSIP program for FFY 2014-2017.
- Local governments must send their applications first to their respective MPO or RTPPO for review, processing and approval.
- Projects will be prioritized and submitted by the MPO to NMDOT's General Office- Traffic Technical Support Bureau.
- Safety submittals are now ongoing with application to be reviewed by a rotating committee once every 3 months.

CURRENT WORK

- Staff will collect the most recent history of crash data (5 years) at the MPO level that can be used as part of the application process.
- Staff will work with committee members and local entity staff to assist with the application process.
- NMDOT has established goals for funding cities, counties, tribes as lead agencies. As part of this goal they wish to allocate \$569,100 or 10% of the total MPO funds (\$5,691,000) to the Farmington MPO.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the administration changes to the Highway Safety Improvement Program.

DISCUSSION: Mr. Wakan reported that the Highway Safety Improvement Program (HSIP) is part of an ongoing mission to reduce traffic crashes causing fatalities and serious injuries in New Mexico. Recently the NMOT has changed the administration of funds to the HSIP program for FFY2014-2017 which aligns with the TIP.

Mr. Wakan stated that after an HSIP application was reviewed and processed by the respective MPO it would be submitted to the Safety Bureau. Going forward these applications can be submitted on an ongoing basis with would be reviewed by a rotating committee once every three months. Staff will represent the state-wide MPOs at the first Project Selection Committee meeting on May 2. Ms. Westerling asked if the application review was state-wide or district-wide. Mr. Wakan said it would be a

review of projects submitted state-wide. He stated that each member of the Project Selection Committee would receive the applications in advance to review prior to the meeting.

Mr. Wakan commented that the applications can include up to five years of crash data. He added that this additional crash data could strongly help substantiate any applications. HSIP funding can also be used for road safety audits (RSA), the purchasing of rights-of-way, and design and construction. Mr. Wakan said Staff had developed crash data maps which showed hot spots for safety incidents around the county.

Ms. Lopez stated that the MRA Commission had asked the City of Farmington to apply for an RSA on Main Street and Broadway. Ms. Westerling asked if funding was received for this RSA, would funding then be withheld for the other RSAs the city has requested. Ms. Holton stated that once an application is submitted to the MPO, it was assumed that it had gone through all the proper channels with its entity and that the application was ready for submittal and review by the Technical and Policy Committees. There are no application deadlines now and the applications submitted would be reviewed every 90 days. Ms. Holton stated that it is up to each entity to determine which projects they want to prioritize.

Mr. Keck asked again if safety applications could be submitted on an ongoing basis. Mr. Wakan replied that applications would be accepted on a continual basis. Mr. Wakan reported that Mr. Steve Eagan with the Safety Bureau had set aside approximately \$570,000 for each MPO (except for the larger MPOs that would receive additional funds). This amount was a goal only and not a pre-set allocation. Any local government or group of local governments in an MPO can submit as many applications as they wish for any estimated cost without limitation. Mr. Wakan said the Safety Selection Committee would have full discretion on the selection of projects and would not be constrained by funding limitations.

Mr. Keck asked if the local entities could apply for funding to do the project at the intersection of US 550 and NM 173 and act as the agent to do the project even though it was primarily NMDOT's responsibility. Ms. Westerling thought the entities could apply for the funding, but that NMDOT would be the lead agency on the project Mr. Wakan said he would check with Mr. Eagan on this question.

Ms. Westerling asked if a new application would have to be submitted every three months to be considered or would the initial application stay in the hopper until it was funded. Ms. Lopez said the Technical Committee needed to know if a project was not selected, did it go back into the hat for re-consideration in the next round. Ms. Holton said maybe it would be possible to simply write a letter requesting the application be reconsidered during the next selection meeting. Mr. Wakan said he would follow up with Mr. Eagan on this question as well.

Mr. Keck stated that all the local entities needed to communicate with each other and work together on regional projects. He said that it was often difficult to identify safety projects within the County and he would prefer, in that case, to support someone else's project within a regional corridor. Ms. Lopez agreed that cooperating with each other was important. Ms. Westerling added that each entity should submit

their safety projects for every cycle to ensure all San Juan County projects were considered during each selection process.

Mr. Keck believed the road safety audit (RSA) process had worked well for several county projects. Ms. Westerling commented that if NMDOT agreed to do an RSA and through that process identified a problem, project funding would typically follow. However, getting the RSA approved and completed was the difficult part.

ACTION: The report was received.

8. RECEIVE A REPORT ON THE FFY2015-2016 UNIFIED PLANNING WORK PROGRAM (UPWP)

Subject:	FFY2015-2016 Unified Planning Work Program
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 19, 2014

BACKGROUND

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.
- The FFY2015-2016 UPWP will cover planning activities and work products to be completed from October 1, 2014 to September 30, 2016.
- Based on the Planning Procedures Manual (PPM), the MPO needs to provide a draft UPWP to NMDOT in April with final approval in June.

CURRENT WORK

- Staff is working with the entities and NMDOT to identify projects for FFY2015-2016.
- Annual activities will include reporting and budgeting, the traffic count program, TIP maintenance, GIS activities, and Safe Routes to School activities.
- Major activities will include finishing the 2040 MTP and development of the Complete Streets process, transit data collection activities, and data collection for performance measures.
- Staff estimates base federal PL funds of \$198,000 and base federal 5303 funds of \$51,000 for both FFY2015 and FFY2016.
- A new UPWP boilerplate will now be used by all the MPOs in the state.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the FFY2015-2016 UPWP.

DISCUSSION: Mr. Wakan reported that for the FFY2015-2016 Unified Planning Work Program (UPWP), Staff would be working with the entities and NMDOT to identify projects.

Ms. Holton said an MPO budget adjustment for the current fiscal year was being taken before the City of Farmington's Council. The budget changes were necessary because of the carryover amount adjustments made by NMDOT. Work activities will focus on completing the design guidelines for Complete Streets and the update for the Metropolitan Transportation Plan (MTP). Ms. Holton noted that in the next month or so, a consultant would be sought to do the visioning and survey work for the MTP, but the rest of the document is planned to be done in-house.

Mr. Wakan added that the current UPWP activities that have been completed included the completion of the traffic model update, realignment of the TAZ structure, added weekend traffic counts and increased the frequency of the counts. GIS (including Photo Visions), Safe Routes to School, and transit data collection activities will continue forward. Staff estimates base federal PL funds of \$198,000 and base federal 5303 funds continuing at \$51,000 for both FFY2015 and FFY2016. Mr. Wakan noted that a new UPWP boilerplate will be used by all the MPOs.

Ms. Holton noted that the MPO changed over to the federal fiscal year and would now have to deal with both the federal fiscal year for NMDOT and FHWA and also a fiscal year with the City of Farmington as the MPO's fiscal agent.

ACTION: The report was received.

9. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 20, 2014

INFORMATION ITEMS

- a. **NMDOT/Technical Committee Workshop.** The Workshop with NMDOT was cancelled due to scheduling conflicts. A new date for the Workshop is being coordinated with District 5.
- b. **NM 371 Corridor Study Presentation.** A summary of the NM 371 Corridor Study presented to the Policy Committee on March 20, 2014 will be presented to the Technical Committee.
- c. **Other**

DISCUSSION: As discussed earlier, the workshop with NMDOT scheduled for April 3 was cancelled due to scheduling conflicts.

Mr. Wakan reiterated the Technical Committee's earlier meeting discussion to now involve the political authorities to assist in getting the workshop scheduled. Ms. Westerling stated that city and county management had asked that the Technical Committee members try to resolve the issues with NMDOT at the technical level. Ms. Holton asked if the Technical Committee thought that had been done. Everyone agreed that this had been tried. Ms. Holton suggested that the Technical Committee try one more time to make the meeting happen. If it was still unsuccessful, the MPO would report that to the Policy Committee and receive guidance from them on how to proceed.

Mr. Keck said that the County executive staff wanted to make this a political issue now. He believed that the workshop would not take place without some political backing to encourage NMDOT to participate in the conversation. Ms. Holton said that some of this evasiveness was now being seen by NMDOT planning and noted that at the last MPO Quarterly they evaded answering questions and postponed other items. She added that this was frustrating and appeared that it might be impacting FMPO funding levels. Ms. Holton added that maybe it was time to report back to city and county management and to let them know what was going on. The Technical Committee members agreed.

Mr. Wakan commented that the next MPO Quarterly would be in Farmington in June. He invited the Technical Committee members to attend this meeting to see first-hand the interaction of NMDOT and the MPOs from around the state. Ms. Holton said she thought that the MPOs needed to meet separately prior to the next quarterly to prepare and strategize. Mr. Wakan said there was usually some discussion among MPO staffs on the evening before the quarterly meeting. One of the items noted by the MPO staffs was that the MPO Quarterly was beginning to become an NMDOT Quarterly. Mr. Wakan said the quarterly meeting provided no opportunity to learn of planning projects, best practices, receiving input from the other MPOs, or hearing how others had accomplished specific projects.

Ms. Holton and Mr. Wakan both said that there was good working relationships with the MPO liaisons especially Mr. Degani. Ms. Westerling stated, however, that often neither he nor Mr. Quintana attended the committee meetings and did not hear the concerns of the Committee members. She noted that even when Mr. Quintana attended the meetings, he would not be the correct person to respond to the concerns and could only reiterate the discussion to his management.

Mr. Keck thought NMDOT should have an FMPO liaison that lived in this area. He also said that at a Technical Committee meeting late last year, Mr. Phil Gallegos had said that NMDOT was going to be hiring two people and that one of those would be solely assigned to address issues and concerns from San Juan County. No further word on the hiring of these people has been provided by District 5. Mr. Keck asked if the members had now agreed to report back to their entity management that the workshop with NMDOT had again been cancelled. Ms. Lopez said the continued cancellations of this workshop demonstrated the lack of importance the meeting had to NMDOT. She thought that the Technical Committee would have to show them the importance of

this meeting to the FMPO. Mr. Keck said he would speak with Mr. Kim Carpenter, San Juan County CEO, and ask his willingness to contact the other cities' management to determine how to proceed. Ms. Holton recommended that all the Technical Committee members should contact their city management to update them on what had transpired.

Mr. Wakan reported that NMDOT and several consultants had given a presentation on a recently completed corridor study of NM 371. They showed roadway conditions seen along many stretches of this corridor that travels south to Thoreau. This was a preliminary study and environmental document search only and there was no funding currently set aside for any of the identified improvements for this road. Ms. Holton noted that funding was identified to install a flasher at the intersection with N 36 and a signal for the intersection was warranted. The signal project was hoped to be funded possibly within two years.

Mr. Wakan said that Mr. Joe Delmagori had accepted a senior transportation planner position with a large MPO in Milwaukee, Wisconsin. Ms. Holton reported that effective April 1, Mr. Fran Fillerup would be appointed as the Acting MPO Planner.

Ms. Holton reported on a meeting set for April 8 with the Central Consolidated School District. At the MTP Stakeholder Workshop, representatives of the school district and they voiced their interest in participating in the Safe Routes to School (SRTS) program. They identified there are missing sidewalk segments or no sidewalks for many of the schools and would like to be included in MTP document. Part of the school district is within the MPO boundary, but much of it is outside the MPO boundary. She would like San Juan County, the NWRTPPO, NMDOT, and District 5 representatives be invited to the meeting and asked that the invitation be forwarded to this group of participants.

10. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

There was no business from the Chairman, Members and Staff.

11. BUSINESS FROM THE FLOOR

There was no business from the Floor.

12. ADJOURNMENT

Ms. Westerling moved to adjourn the meeting. Mr. Keck seconded the motion. Ms. Lopez adjourned the meeting at 12:06 p.m.

Cynthia Lopez, Chair

June Markle, MPO Administrative Aide