POLICY COMMITTEE AGENDA

Farmington Metropolitan Planning Organization

September 19, 2013
1:30 p.m.

Commission Chambers
Aztec City Hall
201 West Chaco Street
Aztec, New Mexico

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
September 19, 2013 1:30 PM

This meeting will be held at in the Commission Chambers at Aztec City Hall, 201 West Chaco, Aztec, New Mexico.

ITEM	**PAGE**
1. Call meeting to order	
2. Approve the minutes from the August 7, 2013 Special Policy Committee meeting.	**25**
3. Hold the Annual Election of Officers.	**1**
4. Receive an overview of Technical Committee concerns regarding regional priorities, maintenance, and communications with NMDOT District 5.	**2**
5. Consider approval of Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP). a. Review the projects in Amendment #2 b. Consider approval of Amendment #2 c. Consider approval of the Self Certification document for Amendment #2	**5**
6. Receive a report on the proposed 2014 meeting schedule for the Policy Committee.	**10**
7. Receive a report from NMDOT a. District 5 *(Phil Gallegos)* b. Planning Division *(Brian Degani)*	
8. Receive a status report on federally funded projects in FFY2013 and in the FFY2014-2019 TIP.	**12**
9. Receive a report on the update to the Regional Traffic Model.	**22**
10. Receive a report on the 2013-2014 traffic count program.	**23**
11. Information Items: a. Statewide Policy Summit – September 14 in Albuquerque b. Update on the Transportation Alternatives Program (TAP) c. MPO Quarterly – September 18 in Santa Fe d. Metropolitan Transportation Plan Update e. Other	**24**
12. Business from: a. Chairman b. Members c. Staff	
13. Business from the Floor	
14. 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:	Annual Election of Officers
Prepared by:	Joe Delmagori, MPO Planner
Date:	September 10, 2013

BACKGROUND

- As outlined in the MPO Committee Bylaws, the Annual Election of Officers was moved to September to allow newly elected members to become familiar with Policy Committee proceedings.
- Beginning in September 2013, each September the Policy Committee selects the Chair and Vice-Chair from their membership who will serve until the following annual election.
- The Chair presides over the meetings and is responsible for the other duties outlined in the Committee Bylaws and Operating Procedures document.
- The Vice-Chair presides over the meetings in the absence of the Chair.
- Dr. Henderson served as the last Policy Committee Chair; Mr. Pat Lucero serves as the current Vice Chair.

ELECTION

- Elections will take place to select a Policy Committee Chair and Vice-Chair until September 2014.

RECOMMENDATION

- It is recommended that the Policy Committee accept nominations and vote to elect the Chair and Vice-Chair.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #4

Subject:	Technical Committee Concerns
Prepared by:	Joe Delmagori, MPO Planner
Date:	September 10, 2013

BACKGROUND or PREVIOUS WORK

- At the August 22 Technical Committee meeting, members discussed concerns and issues they have with NMDOT relating to regional priorities, economic development, maintenance, jurisdictions, and communications.
- The Technical Committee would like to address these concerns with District 5 and develop solutions during an upcoming work session.

CURRENT WORK

- Staff prepared a summary of the concerns discussed at the August 22 Technical Committee meeting and provided it to the Policy Committee and NMDOT.
- Dave Keck, Technical Committee Chair, will present an overview of the concerns.
- The Technical Committee would like to hold a work session to further discuss the concerns and develop solutions.

ANTICIPATED WORK

- Define the context and discussion items for a work session.
- Develop viable solutions that address the concerns.

ATTACHMENTS

- Summary of the Technical Committee concerns.

RECOMMENDATION

- It is recommended that the Policy Committee receive an overview of Technical Committee concerns regarding regional priorities, economic development, maintenance, jurisdictions, and communications with NMDOT District 5.

Technical Committee Regional Concerns Discussion - August 22, 2013

During the August 22, 2013 Farmington MPO Technical Committee meeting, the members discussed the need to have a collective voice that addresses and develops solutions to several concerns at the regional and local levels regarding interaction and communication with NMDOT District 5.

The members agreed that a strong collective voice with support from the Policy Committee would be very useful for addressing community concerns. The Technical Committee would like to present an overview of these concerns to the Policy Committee on September 19 to ensure that the elected officials are aware of these concerns. They would then like to schedule a work session with District 5 so that the concerns can be discussed and solutions can be developed.

The concerns and issues involve the following:

- Regional project priorities and federal funding
    - Millions of dollars in federal funding are going to US 64 which is creating a burden for other priorities that the entities and the MPO have established, such as the extension of Pinon Hills Blvd, the improvement to CR 3900, and the East Arterial project in Aztec
    - The members believe other regional priorities would provide relief to state highways, which would extend the life of these roads
    - These other regional priorities would also provide greater economic development benefits which would improve the regional economy and thus the state economy
    - Could these federal funds be used for beautification projects and bicycle/pedestrian facilities that would draw tourists and improve the local economies
- Maintenance of state highways
    - Routine maintenance on state highways is often not done – mowing grass and medians to ensure adequate visibility for safe driving, weed control, debris removal, etc
    - Due to lack of maintenance by District 5, the entities often take care of road issues themselves, often placing a budgetary and workforce burden on these entities
- Jurisdictional Issues and Public Complaints
    - The general public does not differentiate between levels of government – they just want a problem fixed
    - Complaints regarding state highways often are directed to the city/county staff, who oftentimes are hesitant to fix the issue because of the liability of working on state-owned highways
    - The local governments would be interested in developing MOUs with District 5 where the local entities can do the maintenance and receive reimbursement for the work/materials.

    - NMDOT approves driveway access permits within a municipality's legal boundaries without consulting with the municipality, frequently causing land use planning issues
- Operations and communications within District 5
    - Difficulties arise when a NMDOT staff contact is unable to answer questions even though they are assigned to handle that particular task and/or are responsible for interpreting a particular section of state statute a local government may have questions about
    - District 5 staff does not return phone calls in a timely manner
    - Lack of answers and responses frustrates the local government staff and also consultants and developers
- Interaction between economies and transportation
    - Ray Hagerman, CEO for Four Corners Economic Development, Inc. (4CED) needs to be invited to the work session so he can share the organization's perspective on how transportation aesthetics impacts economic development
    - He can explain the committees that have been established by 4CED and their focus on the regional economy and tourism industry

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #5

Subject:	FFY2014-2019 TIP Amendment #2
Prepared by:	Joe Delmagori, MPO Planner
Date:	September 10, 2013

BACKGROUND

- On August 15, 2013 the Farmington MPO advertised Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP).
- The amendment revises one project, adds three projects to the TIP, and removes one project as described in the attached notice.

CURRENT WORK

- The revised project is for Phase 4 of the US 64 widening project, which revises funding amounts and fiscal years.
- Two of the new projects are Phases 5 and 6 of the US 64 widening project.
- These two phases were identified by District 5 during development of the update to the Statewide Transportation Improvement Program (STIP).
- The City of Aztec is adding construction of a trail connecting Aztec Ruins to the Animas River Pedestrian Bridge to Martinez Lane.
- The CR 7950 project in San Juan County is being removed from the TIP since the County is no longer programming federal and local funding to the project.
- A public hearing on Amendment #2 was held on August 22, 2013 during the Technical Committee meeting.
- The Technical Committee recommended approval of Amendment #2.

ANTICIPATED WORK

- Seek approval of the amendment at the September 19 Policy Committee meeting.
- Include the project revisions in the STIP.

ATTACHMENTS

- Amendment #2 Public Notice that describes the project details.

RECOMMENDATION

- It is recommended that the Policy Committee approve Amendment #2 to the FFY2014-2019 TIP and the Self-Certification document for Amendment #2.

PUBLIC NOTICE

The Farmington Metropolitan Planning Organization (FMPO) is the transportation planning forum for the cities of Farmington, Aztec and Bloomfield and the surrounding county area. The MPO develops a Transportation Improvement Program (TIP), which is a program of projects reasonably expected to be funded within the next six years. This public comment period meets all of the applicable requirements of the federal transportation bill MAP-21 and the federal transit requirements of Section 5307(c) (1-7).

The Farmington MPO is advertising Amendment #2 to the FFY2014-2019 Transportation Improvement Program which includes the following projects:

- **US 64 Phase IV (CN F100110)** – revise funding and fiscal years as shown in the following table:

Existing Project	**Amended Project**
$3,951,000 in National Hwy Performance Program (NHPP) with $673,000 in State match in FFY2014	$3,284,964 in NHPP with $559,797 in State match in FFY2015
$3,161,280 in NHPP with $538,720 in State match in FFY2015	$8,544,000 in NHPP and $2,268,636 in Small Urban Area with population 5,000 to 200,000 with $1,842,603 in State match in FFY2016
Total Funding - $8,325,000	Total Funding - $16,500,000

- **US 64 Phase V (CN F100112) -** adds this phase of the US 64 widening project (milepoint 56 to 58) to the Regionally Significant List from the Unfunded List using the amounts, sources, and fiscal years as shown in the following table. Total funding for this phase is $17,655,750.

	Federal Amount & Source	**State Match**
FFY2015	$773, 873 in NHPP	$131,877
FFY2017	$4,240,116 in NHPP	$722,566
FFY2018	$10,071,084 in NHPP	$1,716,234

- **US 64 Phase VI (CN F100113) -** adds this phase of the US 64 widening project (milepoint 54 to 56) to the Regionally Significant List using the amounts, sources, and fiscal year as shown in the following table. Total funding for this phase is $9,000,000.

	Federal Amount & Source	**State Match**
FFY2019	$6,565,803 in NHPP and $1,123,797 in Small Urban Area with population 5,000 to 200,000	$1,310,400

- **Animas River Trail** – the City of Aztec will use local Municipal Road Funds in FFY2014 to construct a bicycle/pedestrian trail connecting Ruins Road to the Animas River Pedestrian Bridge (CN F100120) to Martinez Lane. The Municipal Road Fund will be in the amount of $806,911.

- **CR 7950 (CN L5076)** – removes this resurfacing project from the TIP. San Juan County has determined that it will not program a federal earmark and local funds to this project.

As required by federal law and the Farmington MPO Public Participation Plan, the FMPO is holding a 30-day Public Comment period and Public Hearing on Amendment #2. The 30-day comment period is from Thursday, August 15, 2013 to Tuesday, September 17, 2013. The public may also make comments on the proposed amendment at the following meeting:

Public Hearing: During the Farmington MPO Technical Committee meeting at 10:00 a.m. on **Thursday, August 22, 2013** in the Council Room at Bloomfield City Hall, 915 N First St., Bloomfield, New Mexico.

Written comments may be sent to the Farmington MPO at:

Fax: (505) 599-1299
Mail: Farmington MPO, 800 Municipal Drive, Farmington, New Mexico, 87401
Email: jdelmagori@fmtn.org

The public may view this amendment at www.farmingtonmpo.org. For more information contact Joe Delmagori, MPO Planner, at (505) 599-1392

MPO SELF-CERTIFICATION

Amendment #2 to the FFY2014-2019 TIP

The Farmington Metropolitan Planning Organization hereby certifies that the following amendment is being conducted in accordance with all applicable requirements of 23 CFR 450.218 and 23 CFR 450.324 and the federal transit requirements of Section 5307(c) (1-7). The TIP Amendment was made available to the public via a notice in the local newspaper and on the MPO website. A 30-day public comment period was held from August 15 through September 17, 2013.

The projects and revisions that were part of the amendment are as follows:

- **US 64 Phase IV (CN F100110)** – revise funding and fiscal years as shown in the following table:

Existing Project	**Amended Project**
$3,951,000 in National Hwy Performance Program (NHPP) with $673,000 in State match in FFY2014	$3,284,964 in NHPP with $559,797 in State match in FFY2015
$3,161,280 in NHPP with $538,720 in State match in FFY2015	$8,544,000 in NHPP and $2,268,636 in Small Urban Area with population 5,000 to 200,000 with $1,842,603 in State match in FFY2016
Total Funding - $8,325,000	Total Funding - $16,500,000

- **US 64 Phase V (CN F100112)** - adds this phase of the US 64 widening project (milepoint 56 to 58) to the Regionally Significant List from the Unfunded List using the amounts, sources, and fiscal years as shown in the following table. Total funding for this phase is $17,655,750.

	Federal Amount & Source	**State Match**
FFY2015	$773, 873 in NHPP	$131,877
FFY2017	$4,240,116 in NHPP	$722,566
FFY2018	$10,071,084 in NHPP	$1,716,234

- **US 64 Phase VI (CN F100113)** - adds this phase of the US 64 widening project (milepoint 54 to 56) to the Regionally Significant List using the amounts, sources, and fiscal year as shown in the following table. Total funding for this phase is $9,000,000.

	Federal Amount & Source	**State Match**
FFY2019	$6,565,803 in NHPP and $1,123,797 in Small Urban Area with population 5,000 to 200,000	$1,310,400

- **Animas River Trail** – the City of Aztec will use local Municipal Road Funds in FFY2014 to construct a bicycle/pedestrian trail connecting Ruins Road to the Animas River Pedestrian Bridge (CN F100120) to Martinez Lane. The Municipal Road Fund will be in the amount of $806,911.

- **CR 7950 (CN L5076)** – removes this resurfacing project from the TIP. San Juan County has determined that it will not program a federal earmark and local funds to this project.

_____

Pending
Farmington MPO
Policy Committee Chair

_____
Date

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #6

Subject:	2014 Annual Meeting Schedule
Prepared by:	Joe Delmagori, MPO Planner
Date:	September 11, 2013

BACKGROUND

- Each year the Policy Committee approves a resolution ensuring compliance with the open meetings act and establishes its meeting schedule for the coming year.

CURRENT WORK

- Staff will present a proposed meeting schedule for discussion with the Policy Committee
- It is suggested that the Policy Committee hold seven regular meetings during 2014.
- Meetings are recommended for January, March, April, June, August, September, and November.
- Meeting can continue to be held on the third Thursday at 1:30pm on a rotating basis among the entities or held at more appropriate days and times.
- Formal action to adopt a meetings resolution will be done in November.

ATTACHMENTS

- Proposed Policy Committee meeting schedule for 2014.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the proposed 2014 meeting schedule for the Policy Committee.

*** PROPOSED ***
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
2014 Regular Meeting Schedule

POLICY COMMITTEE		
All meetings will be held at 1:30pm at the locations listed below		
Date	**Location and City**	
January 16 , 2014	Commission Chambers San Juan County Administrative Bldg. 100 S. Oliver	Aztec
March 20, 2014	City Council Chambers Bloomfield City Hall 915 N. First St.	Bloomfield
April 17, 2014	Executive Conference Room Farmington Municipal Building 800 Municipal Drive	Farmington
June 19, 2014	Commission Room Aztec City Hall 201 W. Chaco St.	Aztec
August 21, 2014	Executive Conference Room Farmington Municipal Building 800 Municipal Drive	Farmington
September 18, 2014	City Council Chambers Bloomfield City Hall 915 N. First St.	Bloomfield
November 13, 2014 (2nd Thursday)	Executive Conference Room Farmington Municipal Building 800 Municipal Drive	Farmington

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #8

Subject:	Status of TIP Projects
Prepared by:	Joe Delmagori, MPO Planner
Date:	September 9, 2013

BACKGROUND

- The STIP Protocols, finalized in January 2012, indicate that a status report on projects in the current TIP will be provided twice a year.
- The status report is given around March or April and again in August or September.
- Reviewing the status of projects is an opportunity to review project details, programmed amounts, and any potential situations that may affect funding.
- A status report on the federally funded projects in FFY 2013 and in the FFY2014-2019 TIP was presented to the Technical Committee on August 22.

CURRENT WORK

- Staff will review projects that are expected to be obligated in FFY2013.
- Staff will discuss the list of TIP/STIP projects that are receiving federal funding for FFY2014 through FY2019.
- Staff will highlight an upcoming amendment needed for project revisions.

ATTACHMENTS

- FFY2013 list of federally funded projects expected to be obligated.
- FFY2014-2019 list of federally funded projects in the TIP-STIP.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the status of federally funded projects in FFY2013 and in the FFY2014-2019 TIP.

FFY2013 Federally Funded Projects in the MPO

City of Aztec

Project Name:	**East Arterial Route**	**Project Description:**	**Design, engineering, environmental assessment and construction for Phase 1B**		
Lead Agency: City of Aztec		**Work Description:**			
TIP ID: A-12 **NMDOT ID:** F100090		**Fiscal Year:**	2013	2013	2013
From: US 550 S of Aztec **To:** NM 173 E of Aztec		**Fund Type:**	Federal	Federal	State
Project Type:	Roadway	**Source:**	Federal Earmark (NM083)	Surface Transportation Program	Match
Functional Class:	Urban Principal Arterial	**Funds:**	588,000	2,402,573	409,427
		Total Programmed Funds: 3,400,000			

Project Name:	**East Arterial Route**	**Project Description:**	**Design, engineering, environmental assessment and construction for Phase 1B**		
Lead Agency: City of Aztec		**Work Description:**	Design/Engineer/Construct	Design/Engineer/Construct	
TIP ID: A-12 **NMDOT ID:** F100090		**Fiscal Year:**	2013	2013	
From: US 550 S of Aztec **To:** NM 173 E of Aztec		**Fund Type:**	Federal	State	
Project Type:	Roadway	**Source:**	Transportation Community System Preservation Program	State Match	
Functional Class:	Urban Principal Arterial	**Funds:**	288,990	72,248	
		Total Programmed Funds: 361,238			

Project Name:	**North Animas River Bridge**	**Project Description:**	**Property acquisition, design, environmental, archeological, and construction of a pedestrian bridge and connecting trails**		
Lead Agency: City of Aztec		**Work Description:**	Construction	Construction	
TIP ID: A-16 **NMDOT ID:** F100120		**Fiscal Year:**	2013	2013	
From: Ruins Rd **To:** N Main Extension		**Fund Type:**	Federal	Local	
Project Type:	Bicycle/Pedestrian	**Source:**	STP/Enhancements	Local Match	
Functional Class:	N/A	**Funds:**	900,000	300,000	
		Total Programmed Funds: 1,200,000			

City of Farmington

Project Name:	**East Main St Adaptive Traffic Control System**	**Project Description:**	**Installation of an adaptive traffic control system (ACS Lite) along E. Main for 2.25 miles and at 11 intersections.**		
Lead Agency: City of Farmington		**Work Description:**	Construction	Construction	
TIP ID: F-63 **NMDOT ID:** F100190		**Fiscal Year:**	2013	2013	
From: Hutton **To:** English		**Fund Type:**	Federal	Local	
Project Type:	Roadway	**Source:**	Transportation, Community, & System Preservation	Local	
Functional Class:	Urban Principal Arterial	**Funds:**	400,000	100,000	
		Total Programmed Funds: 500,000			

Project Name:	**Pinon Hills Blvd & Farmington Ave**	**Project Description:**	**Construct sidewalks**		
Lead Agency: City of Farmington		**Work Description:**	Construction	Construction	
TIP ID: F-58 **NMDOT ID:** F100070		**Fiscal Year:**	2013	2013	
From: PHB from Butler to E. Main St **To:** Farmington Ave from 20th St to 30th St		**Fund Type:**	Federal	Local	
Project Type:	Pedestrian	**Source:**	STP/Enhancements	Local Match	
Functional Class:	N/A	**Funds:**	450,000	150,000	
		Total Programmed Funds: 600,000			

Project Name:	**Safe Routes to School Phase II Infrastructure**	**Project Description:**	**Construct sidewalks and other pedestrian/bicycle facilities at or near elementary schools participating in the SRTS program.**		
Lead Agency: City of Farmington		**Work Description:**	Construction		
TIP ID: F-62 **NMDOT ID:** W500012		**Fiscal Year:**	2013		
From: N/A **To:** N/A		**Fund Type:**	Federal		
Project Type:	Pedestrian/Bicycle	**Source:**	SRTS Phase 2 Infrastructure funding		
Functional Class:	N/A	**Funds:**	250,000		
		Total Programmed Funds: 250,000			

City of Farmington

Project Name:	**Safe Routes to School Phase II Infrastructure**	**Project Description:**	**Construct sidewalks on Hutton Ave near Animas Elementary; on Windsor near Mesa Verde Elementary; and on Hydro Plant Rd and McCormick School Rd near McCormick Elementary.**		
Lead Agency: City of Farmington		**Work Description:**	Construction		
TIP ID: F-70 **NMDOT ID:** W500040		**Fiscal Year:**	2013		
From: N/A **To:** N/A		**Fund Type:**	Federal		
Project Type:	Pedestrian/Bicycle	**Source:**	SRTS Phase 2 Infrastructure funding		
Functional Class:	N/A	**Funds:**	250,000		
		Total Programmed Funds: 250,000			

Project Name:	**Safe Routes to School Phase II Non-Infrastructure**	**Project Description:**	**SRTS Coordinator and other educational activities relating to the SRTS program.**		
Lead Agency: City of Farmington		**Work Description:**			
TIP ID: F-71 **NMDOT ID:** W500011		**Fiscal Year:**	2013		
From: N/A **To:** N/A		**Fund Type:**	Federal		
Project Type:	Pedestrian/Bicycle	**Source:**	SRTS Phase 2 Non-Infrastructure funding		
Functional Class:	N/A	**Funds:**	25,000		
		Total Programmed Funds: 25,000			

Red Apple Transit

Project Name:	**Red Apple Transit Capital/Operating**	**Project Description:**	**Annual operating costs and purchase of 2 cutaway buses**		
Lead Agency: Red Apple Transit		**Work Description:**	Operating Expense	Capital Expense	
TIP ID: RAT-11 **NMDOT ID:**		**Fiscal Year:**	2013	2013	
From: N/A **To:** N/A		**Fund Type:**	Federal/Local	Federal/Local	
Project Type:	Transit	**Source:**	FTA 5307	FTA 5307	
Functional Class:	N/A	**Funds:**	536,136 (federal & local)	155,700 (federal & local)	
		Total Programmed Funds: 1,383,672			

San Juan County

Project Name:	**CR 7150 (Bridge #8105)**	**Project Description:**	**Bridge repair**		
Lead Agency: San Juan County		**Work Description:**			
TIP ID: SJ-18 **NMDOT ID:** F100180		**Fiscal Year:**	2013	2013	2013
From: Bridge #8105 **To:**		**Fund Type:**	Navajo DOT	Federal	Local
Project Type:	Bridge	**Source:**	Navajo DOT	National Hwy Performance Program	San Juan County
Functional Class:	N/A	**Funds:**	1,500,000	700,000	350,000
		Total Programmed Funds: 2,550,000			

Project Name:	**School Bus Routes**	**Project Description:**	**Maintain, restore, and rehabilitate county roads that serve as school bus routes**		
Lead Agency: San Juan County		**Work Description:**			
TIP ID: SJ-20 **NMDOT ID:** 5100361		**Fiscal Year:**	2013		
From: Various **To:** Various		**Fund Type:**	Navajo Nation School Bus Routes		
Project Type:	Roadway	**Source:**	Navajo Nation		
Functional Class:	N/A	**Funds:**	210,000		
		Total Programmed Funds: 210,000			

Project Name:	**CR 7500**	**Project Description:**	**Design, Right-of-Way, and Resurfacing**		
Lead Agency: San Juan County		**Work Description:**	Design and ROW	Resurfacing	Resurfacing
TIP ID: NRS-22 **NMDOT ID: F100040**		**Fiscal Year:**	2013	2014	2014
From: MP 0 **To:** MP 7.2		**Fund Type:**	Federal	Federal	Local
Project Type:	Roadway	**Source:**	Federal Earmark (NM090)	Federal Earmark (NM090)	Local
Functional Class:	Local Road	**Funds:**	30,000	264,000	361,000
		Total Programmed Funds: 655,000			

San Juan County

Project Name:	**CR 7950**	**Project Description:**	**Environmental Document, Design, Right-of-Way, and Resurfacing**		
Lead Agency: San Juan County		**Work Description:**	Environmental, Design, ROW	Resurfacing	Resurfacing
TIP ID: NRS-19 **NMDOT ID:** L5076		**Fiscal Year:**	2013	2014	2014
From: MP 4.38 **To:** MP 12.59		**Fund Type:**	Federal (Local Match)	Federal (Local Match)	Local
Project Type:	Roadway	**Source:**	Federal- HPP	Federal- HPP	Local
Functional Class:	Local Road	**Funds:**	160,000 (40,000)	225,161 (56,290)	426,549
		Total Programmed Funds: 908,000			

FFY2014-FFY2019 Federally Funded Projects in the MPO

City of Bloomfield

Project Name:	**Bergin Lane**	**Project Description:**	**Construct pedestrian improvements**		
Lead Agency: City of Bloomfield		**Work Description:**	Construction	Construction	
TIP ID: B-12 **NMDOT ID:** F100140		**Fiscal Year:**	2015	2015	
From: US 64 **To:** W. Blanco		**Fund Type:**	Federal	Local	
Project Type:	Pedestrian	**Source:**	Transportation Enhancements	Local Match	
Functional Class:	Urban Collector	**Funds:**	854,400	145,600	
		Total Programmed Funds: 1,000,000			

- Since the TPE Program has been replaced by the TAP Program, this project will need an amendment to be removed from the TIP. Part of that amendment will be adding the TAP funding for phases 2 and 3 of the San Juan river trail.

City of Farmington

Project Name:	**20th Street**	**Project Description:**	**Pedestrian Facilities, including sidewalks**		
Lead Agency: City of Farmington		**Work Description:**	Construction	Construction	
TIP ID: F-59 **NMDOT ID:** F100130		**Fiscal Year:**	2014	2014	
From: Santiago **To:** Main		**Fund Type:**	Federal	Local	
Project Type:	Pedestrian	**Source:**	Transportation Enhancements	Local Match	
Functional Class:	N/A	**Funds:**	368,250	122,750	
		Total Programmed Funds: 491,000			

- An amendment will need to be made to replace this TPE project with TAP funds that were approved for Phases 1 and 2. The amendment will also add the TAP funds for the Southside River Road river trail.

City of Farmington

Project Name:	**E Pinon Hills Blvd**	**Project Description:**	**Full Rebuild of the Intersection of Pinon Hills and NM 516; Extension of Pinon Hills Blvd to include earthwork, asphalt, street lighting, drainage improvements and signalization upgrades**		
Lead Agency: City of Farmington		**Work Description:**			
TIP ID: F-60 **NMDOT ID:** F100100		**Fiscal Year:**	2015	2015	
From: NM 516 (E. Main) **To:** Hubbard		**Fund Type:**	Federal	State	
Project Type:	Roadway/Bicycle/Pedestrian	**Source:**	Small Urban Area 5,000 to 200,000	State Match	
Functional Class:	Urban Principal Arterial	**Funds:**	2,563,200	436,800	
		Total Programmed Funds: 3,000,000			

Project Name:	**San Juan Blvd/Scott Ave Intersection**	**Project Description:**	**Traffic Signal reconstruction**		
Lead Agency: City of Farmington		**Work Description:**	Construction		
TIP ID: F-75 **NMDOT ID:** F100200		**Fiscal Year:**	2014		
From: N/A **To:** N/A		**Fund Type:**	Federal		
Project Type:	Roadway	**Source:**	Highway Safety Improvement Program		
Functional Class:	Urban Minor Arterial	**Funds:**	375,000		
		Total Programmed Funds: 375,000			

NMDOT

Project Name:	**US 64 Phase IV**	**Project Description:**	**Widen to 6 lanes**		
Lead Agency: NMDOT		**Work Description:**			
TIP ID: DOT-13 **NMDOT ID:** F100110		**Fiscal Year:**	2014	2015	
From: MP 58 **To:** MP 60		**Fund Type:**	Federal	Federal	
Project Type:	Roadway	**Source:**	National Hwy Performance Program (State Match)	National Hwy Performance Program (State Match)	
Functional Class:	Urban Principal Arterial	**Funds:**	3,951,600 (673,400)	3,161,280 (538,720)	
		Total Programmed Funds: 8,325,000			

Pending approval of Amendment #2

- Revising the funding amounts and fiscal years for US 64 Phase 4
- Adding US 64 Phase 5 to the TIP in 2015, 2017, and 2018
- Adding US 64 Phase 6 to the TIP in 2019

Project Name:	**NM 173**	**Project Description:**	**Safety Improvements**		
Lead Agency: NMDOT		**Work Description:**	Construction	Construction	
TIP ID: DOT-16 **NMDOT ID:** F100170		**Fiscal Year:**	2014	2014	
From: MP 2 **To:** MP 3.5		**Fund Type:**	Federal	State	
Project Type:	Roadway	**Source:**	High Risk Rural Road Safety Program	State Match	
Functional Class:	Rural Principal Arterial	**Funds:**	1,852,800	147,200	
		Total Programmed Funds: 2,000,000			

Red Apple Transit

Project Name:	**Red Apple Transit Capital/Operating**	**Project Description:**	**Annual operating costs and purchase of 1 cutaway buses**		
Lead Agency: Red Apple Transit		**Work Description:**	Operating Expense	Capital Expense	
TIP ID: RAT-11 **NMDOT ID:**		**Fiscal Year:**	2014	2014	
From: N/A **To:** N/A		**Fund Type:**	Federal	Federal	
Project Type:	Transit	**Source:**	FTA 5307	FTA 5307	
Functional Class:	N/A	**Funds:**	605,106	63,500	
		Total Programmed Funds: 668,606			

San Juan County

Project Name:	**CR 350/ CR 390 Intersection**	**Project Description:**	**Preliminary Engineering, plan, design, and construct improvements**		
Lead Agency: San Juan County		**Work Description:**	Design & ROW	Construction	
TIP ID: SJ-21 **NMDOT ID:** F100210		**Fiscal Year:**	2014	2014	
From: N/A **To:** N/A		**Fund Type:**	Federal	Federal	
Project Type:	Roadway	**Source:**	Highway Safety Improvement Program	Highway Safety Improvement Program	
Functional Class:	N/A	**Funds:**	90,000	560,000	
		Total Programmed Funds: 650,000			

- CR 7500 has federal funds in both FFY2013 and FFY2014
- Pending approval of Amendment #2, the CR 7950 project will be removed from the TIP.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #9

Subject:	Regional Traffic Model Update
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	September 12, 2013

BACKGROUND or PREVIOUS WORK
▪ Staff completed baseline population/employment estimates and changes to the Traffic Analysis Zones (TAZ) boundary structure. ▪ The Policy Committee approved the new TAZ boundary structure on April 23. ▪ The Policy Committee approved the TAZ base year and future (2010, 2025, and 2040) population and employment projections and distribution on August 7. ▪ An update on the work on the Traffic Model was given to the Technical Committee on August 22.

CURRENT WORK
▪ The consultant has begun TAZ boundary review and traffic count integration. ▪ Staff is updating the traffic count links (peak hour traffic analysis) for model integration. ▪ The consultant will initiate model calibration, validation and staff training in late September.

ANTICIPATED WORK
▪ Staff will work with the consultant to review trip assignments, network linkages, and traffic count integration. ▪ The consultant will train staff on new software functionality and other topics as requested. ▪ Staff will use the model updates to assist with MTP planning activities starting in early fall 2013.

RECOMMENDATION
▪ It is recommended that the Policy Committee receive a report on the update to the Regional Traffic Model.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #10

Subject:	2013-2014 Traffic Count Program
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	September 12, 2013

BACKGROUND

- The MPO maintains traffic counts for over 220 locations throughout the MPO boundary.
- Locations are taken according to a three year cycle and periodically change due to the deletion or addition of various locations.
- The 2013-2014 Traffic counts are in the first year of a new three-year cycle.
- Counts that were not approved last year or were affected by road construction will be counted in 2013.
- The MPO conducted 88 volume counts in 2012 (30 Speed/Class).
- The MPO also conducted 32 initial Weekend Counts in May 2013.

CURRENT WORK

- Staff is splitting the annual traffic count list into a fall/spring calendar format.
- Staff is also merging the weekend count calendar to coordinate with the weekday count calendar on a semi-annual basis.
- MPO Staff has renewed a one-year contract with a consultant to take counts for 2013 and 2014.

ANTICIPATED WORK

- Staff will coordinate a count schedule and time-line to take the counts in early to mid- October.

ATTACHMENTS

- The 2013 traffic count location list will be provided at the meeting for review.

RECOMMENDATION

- Staff recommends that the Policy Committee receive a report on the 2013-2014 Traffic Count Program.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #11

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	September 11, 2013

INFORMATION ITEMS

a. **Statewide Policy Summit.** Councilor Dan Darnell and Joe Delmagori attended the statewide meeting of the MPO Policy Committees on September 14. A summary of the meeting will be provided on September 19.

b. **Transportation Alternatives Program.** Staff will provide a status report on the TAP program as the MPO prepares to submit all required documents to NMDOT by October 1.

c. **MPO Quarterly Meeting**. Duane Wakan attended the MPO Quarterly in Santa Fe on September 18.

d. **Metropolitan Transportation Plan Update.** Every five years the MPO needs to update its long range plan. Development of the 2040 MTP will begin in October 2013 and conclude in April 2015.

e. **Other.**

M I N U T E S
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
SPECIAL POLICY COMMITTEE MEETING
August 7, 2013

Policy Members Present:	Sherri Sipe, City of Aztec Gayla McCulloch, City of Farmington Scott Eckstein, San Juan County Dan Darnell, City of Farmington (arrived at approximately 2:15 p.m.)
Technical Members Absent:	Pat Lucero, City of Bloomfield
Staff Present:	Mary Holton, MPO Officer Joe Delmagori, MPO Planner Duane Wakan, MPO Associate Planner June Markle, MPO Administrative Aide
Staff Absent:	None
Also Present:	Phil Gallegos, NMDOT District 5 Larry Hathaway, San Juan County

1. CALL TO ORDER

Ms. Sipe, Acting Chair called the meeting to order at 1:30 p.m.

2. APPROVE THE MINUTES FROM THE JUNE 20, 2013 POLICY COMMITTEE MEETING

Ms. McCulloch moved to approve the minutes from the June 20, 2013 Policy Committee meeting. Mr. Eckstein seconded the motion. The motion was approved unanimously.

3. UPDATE TO THE REGIONAL TRAFFIC MODEL

Subject:	Population/Employment Base and Projections
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	July 31, 2013

BACKGROUND or PREVIOUS WORK
▪ Staff completed baseline population/employment estimates and changes to the Traffic Analysis Zones (TAZ) boundary structure. ▪ The Policy Committee approved the new TAZ boundary structure on April 23.

▪ The Technical Committee recommended approval of the population and employment for the baseline (2010), mid-year (2025), and long-range (2040) time frames at their July 25 meeting.

CURRENT WORK
▪ Staff used historical population & employment data sources to extrapolate and determine mid-year and long-range projections for the county and MPO boundary. ▪ Staff re-assigned population and employment distribution based on feedback from land-use planners, developers, Four Corners Economic Development Inc. and other data sources. ▪ Staff intends to make administrative changes to the TAZ structure and/or demographic distribution as needed based on calibration/validation results when updating the regional traffic model. ▪ A consultant was hired to calibrate & validate updates to the model. ▪ Staff has developed a work schedule for traffic model update activities that will be completed in-house and by the consultant.

ANTICIPATED WORK
▪ Staff will work with the consultant over the next several months on the model updates (calibration/validation) and gain software training opportunities. ▪ Staff will use the model update to assist with MTP planning activities starting in the fall 2013.

ATTACHMENTS
▪ Final Population and Employment TAZ Distribution Maps and the traffic model work schedule will be provided at the meeting.

RECOMMENDATION
▪ It is recommended that the Policy Committee approve the FMPO population and employment data for the baseline (2010), mid-range (2025), and long-range (2040) time frames and their distribution across the TAZ structure. It is also recommended that the Policy Committee allow staff to complete administrative changes to the TAZ structure and/or demographic distribution based on the calibration/validation process when updating the regional traffic model.

DISCUSSION: Mr. Wakan reported that Staff has been working on population and employment projections for the MPO boundary area. The TAZ structure was approved by both the Technical and Policy Committees earlier in the year. Mr. Wakan said he would present the FMPO population and employment data for the baseline (2010), mid-range (2025), and long-range (2040) time frames and show their distribution across the TAZ structure.

Mr. Wakan said Staff had been working with several data sources to get the information needed to update the population/employment forecasts. For projecting future population, Mr. Wakan stated that Staff is looking at data provided by the Bureau of Business & Economic Research (BBER) through UNM. The BBER projections provide population data for San Juan County for the future years of 2025 and 2040.

For the employment data, Mr. Wakan said that Staff considered information from the Bureau of Economic Analysis - Regional Economic Information System (BEA REIS) & the Quarterly Workforce Indicators (US Census Bureau). After looking at both sources, Staff chose to use the data provided by the US Census Bureau.

Mr. Wakan reported that Staff met with local entity planners, a local developer, as well as staff from Four Corners Economic Development that included a representative from the oil and gas industry. These groups reviewed the employment projections and provided Staff with their thoughts on expected future growth in the area.

Mr. Wakan explained that Staff had calculated three different scenarios to project future MPO population numbers. Using the data provided by BBER for the County as well as historical data from the US Census, Staff was able to calculate the MPO population. Staff determined that the MPO area would include approximately 75%-80% of the total County population. The scenario with the most realistic data on the percentage of MPO population compared to the county population showed 74.46% in 2010, 77.77% in 2025, and 79.31% in 2040.

Using these percentages and the county's population projections provided by BBER, Staff developed corresponding MPO population numbers:

2010 - 96,925 (current per US Census Bureau data)
2025 - 119,316
2040 - 138,505

Mr. Wakan said that Staff will next distribute the population numbers over the approved TAZ structure. He showed some slides which showed how the population distribution by TAZ will change from the current year of 2010 out to 2040. To distribute population over the TAZ structure, Staff also had to look at zoning maps for the three cities and speak with County officials to see where they anticipated their future growth. Staff had to consider available land, river corridors, agricultural land, and how established areas have already been built out. If there was no room for growth in a particular TAZ, population would be constrained and pushed elsewhere.

The New Mexico Workforce Solutions employment projection for the year of 2020 is 55,653. Using this information and data from the Quarterly Workforce Indicators from the US Census Bureau, Staff again developed three scenarios to project future employment. One scenario provided the most realistic numbers for 2040 and came close to the 2020 employment number of New Mexico Workforce Solutions. From these numbers, Staff then calculated the employment numbers for the MPO boundary area. Using the 2010 employment number of 45,069, employment forecasts were determined for 2025 at 55,342 and at 64,485 for 2040.

Mr. Wakan stated that Staff may need to make some administrative adjustments to the TAZ structure or the distribution of the numbers. Staff has hired Mr. Bob Shull, a traffic model consultant, who will review the MPO's data and then calibrate and validate the traffic model. He may recommend changes to the TAZ structure as well as to possibly moving around the population/employment numbers within the TAZs.

Mr. Wakan said Staff was seeking approval of the FMPOs population and employment projections, and their distribution across the TAZ structure, and also approval for Staff to

make administrative changes to the TAZ structure and/or demographic distributions for the model calibration and validation process. Ms. Holton asked if these changes would be in consultation with the local planners and city staffs. Mr. Wakan said MPO Staff would certainly work with the local entities on any changes recommended by Mr. Shull.

ACTION: Mr. Eckstein moved to approve the FMPO population and employment data for the baseline (2010), mid-range (2025), and long-range (2040) time frames and their distribution across the TAZ structure and to approve allowing Staff to complete administrative changes to the TAZ structure and/or demographic distribution based on the calibration/validation process for the regional traffic model update. Ms. McCulloch seconded the motion. The motion was approved unanimously.

4. TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Subject:	Transportation Alternatives Program (TAP)
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 30, 2013

BACKGROUND or PREVIOUS WORK
▪ MAP-21 has created the new Transportation Alternatives Program (TAP). ▪ Funding for TAP projects will be based on a project selection process. ▪ Final TAP guidelines were developed and approved in April. ▪ An overview of the guidelines and project selection process were presented to the Policy Committee and with the Technical Committee in June.

CURRENT WORK
▪ MPO Staff scored the first round of TAP applications on July 23 and the Technical Committee reviewed and recommended approval on July 25. ▪ These awarded projects will be funded with the full amount of FFY2014 funds and a portion of the FFY2015 funds. ▪ Because there is a total of $301,348 in TAP funds remaining for FFY 2015, a second round of TAP applications are being submitted by August 5. ▪ MPO Staff will score any additional TAP project applications on August 6. ▪ The recommended list of selected TAP projects from the first and second rounds will be presented to the Policy Committee for approval on August 7.

ANTICIPATED WORK
▪ Approve the selected projects in August. ▪ Amend the TIP to include the selected TAP projects. ▪ Work with sponsoring agencies to ensure all TAP requirements are met by October 1.

ATTACHMENTS
▪ TAP applications will be provided to the Policy Committee separately. ▪ Scoring for received TAP applications will be provided at the meeting.

- TAP federal funding and local match estimates for the MPO.
- Submitted TAP projects, descriptions, and costs.
- Summary of planning factors used in the scoring process.
- Breakdown of TAP funding by category, project, and year.

RECOMMENDATION
▪ It is recommended that the Policy Committee: a. Review submitted projects for the TAP program and their scoring. b. Approve the selected list of projects for TAP funding in FFY2014 and FFY2015.

DISCUSSION: Mr. Wakan reported that the new MAP-21 legislation was a two-year funding bill and which provided the new funding program called Transportation Alternatives Program (TAP). The MPO issued a call for TAP applications and three applications were received by the due date of July 15. Mr. Wakan explained those three projects:

First Round Scored and Ranked TAP Applications

Sponsoring Agency	Project Name	Project Scope	Target Area	Fiscal Year(s)
1.Bloomfield	Verada De Rio San Juan Trail Phase II	Trail development and infrastructure along San Juan River	Urban	2014
2.Farmington	SSRR River Trail	Trail Development along Animas River	Rural	2014
3.Farmington	20th Street Sidewalks Phase I	Sidewalk construction - Fairview to Clayton	Urban	2014-2015

The Southside River Road (SSRR) River Trail project submitted by the City of Farmington was a rural project. The TAP guidelines allow the awarding of funds to both urban and rural project designations. The designation of a rural or urban area is defined by the US Census and determines how the TAP money is distributed across MPOs and RPOs.

Mr. Delmagori said the SSRR River Trail project is in the vicinity of the proposed Pinon Hills extension. He displayed a map that showed the proposed extension as SSRR or CR 3000 and how it will intersect with CR 3900. The SSRR River Trail will start at this point and head back to the southwest along the river. Ms. Holton added that this is an unincorporated area and has been owned by the City of Farmington for some time with plans to build a trail.

Ms. McCulloch noted that this trail also appeared to be in the area of the future planned pedestrian bridge in the Rancho de Animas subdivision area. It was noted that the SSRR River Trail project is for the trail project only and does not include the pedestrian bridge.

Mr. Wakan said the City of Bloomfield submitted a Phase II application for trail development of their Verada De Rio San Juan Trail. This trail project fell within the urbanized area of Bloomfield so was competing for Urban funds. This project will connect to the current river trail and include utility infrastructure such as lighting for safety purposes.

The third application also requested Urban funding and was from the City of Farmington for sidewalk construction along 20th Street from Clayton to Fairview (Phase I).

Mr. Wakan explained that at the July 25th Technical Committee meeting, the Technical Committee members recommended approval of the first round of applications. However, they noted there was plenty of TAP funds still available and suggested another call for projects. The members also agreed that the first round of applications would be ranked only against each other and would take priority over any additional applications that might be submitted during a second round of applications.

The deadline for the second round of TAP applications was August 5. Mr. Wakan explained the applications received for this second round:

Second Round TAP Applications

Sponsoring Agency	**Project Name**	**Project Scope**	**Target Area**	**Fiscal Year(s)**
1. Bloomfield	Verada De Rio San Juan Trail Phase III	Trail development and infrastructure along San Juan River	Urban	2015
2.Farmington	20th Street Sidewalks Phase II	Sidewalk construction Sullivan Ave to Fairview Ave	Urban	2015

Mr. Wakan showed the Policy Committee members a map of the Phase III of the Verada De Rio San Juan Trail project. He explained how it is planned to connect to the Phase II portion of the trail and will include the installation of the mitigation pond for erosion and insect control.

A second application from the City of Farmington for the 20th Street Sidewalks Phase II project was received for the second round of TAP applications. This will continue the sidewalk project along 20th Street from Fairview to Sullivan.

Both of the applications received were requesting Urban funds; no rural project applications were received during the second round.

Mr. Wakan stated that Staff had scored and ranked all the projects based on the TAP Guidelines. Projects were required to submit a Project Identification Form (PIF) and a TAP Application. The PIF includes the Project Readiness criteria of right-of-way, design, and environmental clearances. A second criteria is Planning which scores the project based on what other city and/or planning documents the project is named in (i.e.; ICIP, TIP, STIP, etc.). The TAP Application required the projects to detail in writing how it met six different scoring factors.

Mr. Wakan reviewed the TAP Scorecards for each of the projects with the Policy Committee members. A summary of those scorecards is shown below:

TAP SCORECARD

		First Round of TAP Applications			Second Round of TAP Applications	
		Points Awarded			Points Awarded	
Project Readiness	Possible Points	Verada De Rio San Juan Phase II	20th Street Sidewalks Phase I	SSRR Trail	Verada De Rio San Juan Phase III	20th Street Sidewalks Phase II
a. Right-of-Way	5	5	5	5	5	5
b. Design	5	5	0	0	5	0
c. Environmental Certification	5	5	0	0	5	0
d. Utility Clearances	5	0	0	0	0	0
e. Intelligent Transportation Systems (ITS)	5	0	0	0	0	0
f. Railroad	5	0	0	0	0	0

The SSRR Trail project was the only Rural project submitted and the project did not compete with any other application.

Planning						
a. Infrastructure and Capital Imrpovements Plan (ICIP)	5	5	0	0	5	0
b. Other eligible plans (2 points each, max of 10)	10	8	8	6	8	6

Scoring Factors						
Factor 1: Economic Vitality	5	5	5	3	5	5
Factor 2: Safety and Security	5	5	5	4	4	5
Factor 3: Accessibility and Mobility through Integration and Connectivity	5	4	5	3	5	4
Factor 4: Protection & Enhancement of Environment:						
a. Promote environmental conservation	5	5	4	3	5	5
b. Improve quality of life for residents	5	5	4	4	5	5
c. Achieve community's land use goals	5	5	5	4	5	5
Factor 5: Efficient System Management and Operation	5	3	5	3	5	5
Factor 6: System Preservation	5	4	5	2	3	5
TOTAL	85	66	46	37	65	50

Mr. Wakan reported that the Verada De Rio San Juan Trail Phase II scored the highest of the urban projects in the first round of applications. This was the only project to score 15 points in the Project Readiness category. This project also scored well in the Planning section with a total of 13 points.

The 20th Street Sidewalks Phase I project for the City of Farmington was also in the urban category for the first round of applications. The project scored 5 points in the Project Readiness category and 8 points in the Planning section.

Mr. Wakan reviewed the applications submitted during the second iteration of TAP applications. He noted that the City of Bloomfield's Verada De Rio San Juan Trail Phase III scored the highest with points awarded for both Design and Environmental Certifications in the Project Readiness category. Total score for this project was 65 points. The City of Farmington's 20th Street Sidewalks Phase II project also scored well with a total of 50 points.

Ms. Holton stated that when the Technical Committee reviewed the material and made their approval recommendation, they were also validating the scores put forth by Staff. Mr. Wakan said that each project submitted also requested an amount of federal funding necessary to complete the project. The available funding dollars are to be awarded based on overall score and ranking as well as the total federal funds available for FMPO. The federal funding amounts that were requested by the three projects submitted during the first round of applications were:

Project	**Amount Requested 1st Round**	**Amount Requested 2nd Round**
SSRR River Trail	$34,600	
Bloomfield River Trail Phase 2	$158,580	
20th Street Sidewalks Phase 1	$188,700	
Bloomfield River Trail Phase 3		$158,580
20th Street Sidewalks Phase 2		$192,240

Mr. Delmagori said Staff had created two scenarios to illustrate how the available federal funds might be distributed to the projects. He referred to the two handouts distributed to the Policy Committee members (shown on the following pages). In the upper left corner of Scenario #1, Mr. Delmagori explained the overall FMPO funding table which details the TAP money available by each category (Urban, Rural, and Anywhere) and the required local match. Overall, FMPO has $341,614 in federal dollars for both FFY2014 and FFY2015 with the corresponding match. This gives the MPO just under $800,000 in TAP funding over the course of two years.

The green colored section in the middle of the spreadsheet shows the three original TAP projects submitted in July. Mr. Delmagori stated that almost all of these projects were able to be funded in the first year. The Rural Funds were used for the SSRR River Trail project. The entire amount of FFY 2014 Urban Funds ($106,999) plus a supplemental amount of $51,581 from the Anywhere Funds was then used to fund the $158,580 of the Verada De Rio San Juan Phase II project.

Mr. Delmagori said funding for the 20th Street Sidewalks project then had to be split with the largest portion of the project funded in 2014 and an additional portion of funding needed from 2015 funds. After the Rural, Urban, and a portion of the Anywhere funds were applied, there remained only $148,434. Mr. Delmagori noted that in the bottom left section of Scenario #1, the 20th Street Sidewalks Phase 1 project had requested $188,700. There is a difference of $40,266 between what was requested and the remaining available funding.

Next Mr. Delmagori said Staff looked at the available 2015 TAP funds shown in pink in the middle section of Scenario #1. The remaining $40,266 to fund Phase 1 of the 20th Street Sidewalks project is shown being taken from the 2015 TAP Urban Funds to help complete this project. This left $66,733 in 2015 Urban funds that could be applied to Phase III of the Verada De Rio San Juan Trail project. This project needs an additional $91,847 to reach the requested amount of $158,580 which is shown being taken from the 2015 Anywhere funds. Now the Urban funds category is completely used up and

there remains only $119,475 in Anywhere funds for 2015. Phase II of the 20th Street Sidewalks had requested $192,240, which leaves a deficit in FMPO's TAP funds of $72,765.

Mr. Delmagori then explained Scenario #2. In this scenario, Staff is recommending that because the SSRR River Trail was the only rural project submitted, that the Rural funds of $23,293 for both 2014 and 2015 be awarded to this project. This gives the project an additional $11,986 above what was requested (table in bottom center of Scenario #2). By doing this, the $11,307 taken from the 2014 Anywhere funds is freed up and can be brought back into the Urban funds category to help support the urban projects.

Mr. Delmagori noted that under the 2014 funds requested column, the SSRR River Trail and the Verada De Rio San Juan Trail requests remain the same, but there is an increase from $148,434 to $159,741 that is now available for Phase I of the 20th Street Sidewalks project.

Looking at the columns in the pink, the $23,293 in 2015 TAP Rural funds is applied to the SSRR River Trail project; $28,959 in 2015 Urban funds will help complete Phase I of the 20th Street Sidewalks project; leaving $78,040 in the Urban funds category that can go towards Phase III of the Verada De Rio San Juan River Trail project. This project will then need an additional $80,540 of Anywhere funds from 2015 to complete this project. This leaves $130,782 in this category that can be applied to Phase II of the 20th Street Sidewalks project.

Mr. Delmagori reported that the reason funding was being applied to Bloomfield's project in 2015 is because it scored the highest in the Urban category. Looking at the chart in the top right hand corner of both scenarios, Mr. Delmagori noted that that Scenario #1 shows a deficit of $72,765 compared to Scenario #2 with a deficit of $61,458. The deficit is lower in Scenario #2 because all the Rural funds are being used toward one project and that frees up the Urban and Anywhere money and reduces the deficit. Mr. Delmagori stated that in Scenario #2 every dollar of FMPO federal money is being programmed to the projects. In Scenario #1, all the Urban and Anywhere funds are used, but $23,293 of Rural funds are left on the table because there was no additional rural project application to consider.

Ms. Holton stated that these projects and the funding scenarios were reviewed by the Technical Committee at their meeting earlier in the day. They recommended approval of Scenario #2. Mr. Delmagori said the reasoning in selecting Scenario #2 was because every dollar is being used and it enables the completion of the Verada De Rio San Juan River Trail. It was believed that the linear aspect of the 20th Street Sidewalks Phase II project allowed it to be more easily scaled back than the loop configuration of the Verada De Rio San Juan Trail project. Instead of taking the sidewalks along 20th Street from Fairview to Sullivan, they could perhaps be taken to Farmington or Schofield to cut back on this project scope.

Mr. Delmagori stated that the recommendation of the Technical Committee as well as MPO Staff is to approve Scenario #2 and the projects as presented with the reduced scope of the 20th Street Sidewalks Phase II project since there is only $130,782 in the 2015 Anywhere funds available and the project had requested $192,240.

SCENARIO #1

Population Target Area	FFY 2014	FFY 2015
Pop. 4,999 or less (Rural)	$ 23,293	$ 23,293
Pop. 5,000 to 200,000	$ 106,999	$ 106,999
Pop. 200,001 +	NA	NA
Anywhere	$ 211,322	$ 211,322
Federal Total:	**$ 341,614**	**$ 341,614**
Local Match	$ 58,215	$ 58,215
TAP Total for MPO	$ 399,829	$ 399,829

Total Federal Urban & Anywhere Available for FFY2015	$ 278,055
Blmfld is requesting	$ 158,580
Farmington is requesting	$ 192,240
Requested total	$ 350,820
Difference	$ (72,765)
How will we reduce the federally requested amounts to match the Available Federal Funds?	

FMPO FFY2014-2015 TAP Funding Awards

Applicant/Category	2014 TAP Fed Funds Requested	2014 TAP Urban Funds Awarded	2014 TAP Rural Funds Awarded	2014 TAP Anywhere Funds Awarded	2015 TAP Fed Funds Requested	2015 TAP Urban Funds Awarded	2015 TAP Rural Funds Awarded	2015 TAP Anywhere Funds Awarded	Total Local Match Requirement
SSRR River Trail (FMTN Rural)	$ 34,600	$ -	$ 23,293	$ 11,307	$ -	$ -	$ -	$ -	$ 5,896
Verada de Rio San Juan (BLMFLD Urban)	$ 158,580	$ 106,999	$ -	$ 51,581	$ -	$ -	$ -	$ -	$ 27,024
20th Street Sidewalks (FMTN Urban)	$ 148,434	$ -	$ -	$ 148,434	$ 40,266	$ 40,266	$ -	$ -	$ 32,157
Remaining Urban/Rural Available	$ -	$ -	$ -	$ -	$ 301,348	$ 66,733	$ 23,293	$ 211,322	$ 51,353
Verada de Rio San Juan Phase 3					$ 158,580	$ 66,733	$ -	$ 91,847	$ 27,024
20th Street Sidewalks Phase 2					$ 192,240			$ 119,475	$ 32,760
Total	**$ 341,614**	$ 106,999	$ 23,293	$ 211,322	**$ 391,086**	$ 106,999	$ 23,293	$ 211,322	**$ 124,861**

Project	Amt Request
SSRR River Trail	$34,600
Bloomfield River Trail Phase 2	$158,580
20th Street Phase 1	$188,700
Bloomfield River Trail Phase 3	$158,580
20th Street Phase 2	$192,240

Scenario #2

Population Target Area	FFY 2014	FFY 2015
Pop. 4,999 or less (Rural)	$ 23,293	$ 23,293
Pop. 5,000 to 200,000	$ 106,999	$ 106,999
Pop. 200,001 +	NA	NA
Anywhere	$ 211,322	$ 211,322
Federal Total:	**$ 341,614**	**$ 341,614**
Local Match	$ 58,215	$ 58,215
TAP Total for MPO	$ 399,829	$ 399,829

FMPO FFY2014-2015 TAP Funding Awards

Applicant/Category	2014 TAP Fed Funds Requested	2014 TAP Urban Funds Awarded	2014 TAP Rural Funds Awarded	2014 TAP Anywhere Funds Awarded	2015 TAP Fed Funds Requested	2015 TAP Urban Funds Awarded	2015 TAP Rural Funds Awarded	2015 TAP Anywhere Funds Awarded	Total Local Match Requirement
Southside River Road River Trail (Farmington Rural) from west of Pinon Hills Blvd extension	$ 23,293	$ -	$ 23,293	$ -	$ 23,293	$ -	$ 23,293	$ -	$ 7,939
Verada de Rio San Juan Phase 2 (Bloomfield Urban) heading east from existing trail	$ 158,580	$ 106,999	$ -	$ 51,581	$ -	$ -	$ -	$ -	$ 27,024
20th Street Sidewalks Phase 1 (Farmington Urban) from Clayton to Fairview	$ 159,741	$ -	$ -	$ 159,741	$ 28,959	$ 28,959	$ -	$ -	$ 32,157
Verada de Rio San Juan Phase 3 (Bloomfield Urban) heading east from Phase 2					$ 158,580	$ 78,040	$ -	$ 80,540	$ 27,024
20th Street Sidewalks Phase 2 (Farmington Urban) from Fairview to Sullivan					$ 130,782			$ 130,782	$ 22,287
Total	**$ 341,614**	$ 106,999	$ 23,293	$ 211,322	**$ 341,614**	$ 106,999	$ 23,293	$ 211,322	**$ 116,430**

Project	Fed Amt Request	Comments
SSRR River Trail	$46,586	The original federal funding request for SSRR Rivertrail was $34,600. This amount was increased to $46,586 so that this rural project
Bloomfield River Trail Phase 2	$158,580	would use all of the rural TAP funds available to the FMPO.
20th Street Phase 1	$188,700	
Bloomfield River Trail Phase 3	$158,580	
20th Street Phase 2	$130,782	The original federal funding request for 20th St Phase 2 was $192,240. This amount was reduced to $130,782 due to availability of funds.
Total Federal Funds Awarded (2014 & 2015)	$683,228	

ACTION: Ms. McCulloch moved to approve Scenario #2 of the selected projects for TAP funding for 2014 and 2015. Mr. Eckstein seconded the motion. The motion was approved unanimously.

Ms. McCulloch asked if Aztec was aware of the call for projects and if they had submitted any projects. Mr. Delmagori stated that Aztec was aware of the deadlines for project application submittal and Ms. Roshana Moojen had been trying to get something prepared, but was unable to secure the needed approvals from the City of Aztec.

5. COMPLETE STREETS PROGRAM

Subject:	Complete Streets
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 30, 2013

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. ▪ The Complete Streets Advisory Group has developed values, goals, and a vision statement that indicate the need and importance of Complete Streets. ▪ The Advisory Group held its latest meeting on July 9.

CURRENT WORK
▪ On July 9, the MPO worked with the Advisory Group to finalize Complete Streets values, goals, and the vision statement. ▪ The Advisory Group recommended approval of the vision, goals, and values; the Technical Committee recommended approval on July 25. ▪ Staff introduced the concept of defining new land use context areas and road types for the development of Complete Streets design guidelines. ▪ The Advisory Group worked on an exercise to begin defining regional land use context areas and road types for this area.

ANTICIPATED WORK
▪ Further development of definitions and characteristics for regional land use context areas and road types.

ATTACHMENTS
▪ The values, goals, and vision statement as recommended by the Advisory Group and the Technical Committee. ▪ Land use context areas & road type examples.

RECOMMENDATION
▪ It is recommended that the Policy Committee: a. Approve the Complete Streets Values, Goals, and Vision Statement as recommended by the Complete Streets Advisory Group and the Technical Committee. b. Receive a report on the July 9 Complete Streets Advisory Group meeting.

DISCUSSION: Mr. Wakan reported that the last Complete Streets Advisory Group meeting was held on July 9. The Advisory Group finalized the Complete Streets values, goals, and vision statement and recommended approval of same. These were presented to the Technical Committee at the July 25 meeting and they also recommended the values, goals, and vision statement be approved.

Mr. Wakan referred to Pages 7-9 of the Agenda which showed the final recommended values and goals. Page 10 of the Agenda shows the final vision statement. The Advisory Group started with several variations of the vision statement ideas and those were eventually blended into the final vision statement at the July 9 meeting. The July 9 version of the vision statement added a second sentence to say, "These will address…" The Advisory Group thought the word "address" gave more strength to the statement.

Ms. McCulloch asked what was meant by the word "These". Mr. Delmagori clarified that "these" referred back to the multi-modal and context appropriate transportation networks. The Policy Committee asked to have the word "networks" inserted into the statement and for it to read:

> The Farmington MPO region will plan, design, and construct connected, multi-modal, and context appropriate transportation networks. These networks will address the needs of all users and integrate the community values of health, safety, and economic vitality in an aesthetically pleasing way.

ACTION: Mr. Eckstein moved to approve the Complete Streets Values, Goals, and Vision Statement as recommended by the Complete Streets Advisory Group and the Technical Committee with the inclusion of the word "networks". Ms. McCulloch seconded the motion. The motion was passed unanimously.

Ms. McCulloch asked what the timeline was for Complete Streets. Mr. Delmagori said he would address that with the next section of the Complete Streets update.

Mr. Delmagori reported that with the approval of the values, goals, and vision statement, the framework of Complete Streets is set. These first steps defined the reasons why the process was begun and what was hoped to be accomplished by developing Complete Streets guidelines and policies.

Mr. Delmagori said that moving forward, the Advisory Group will look at land use context areas and road types which will eventually lead to developing the design guidelines for the area.

Mr. Delmagori referred to Page 11 of the Agenda which showed some examples from other cities and state DOTs on how to develop and illustrate design guidelines. From the design guidelines, policies will be developed that will strengthen the importance of Complete Streets. The final step will be a resolution to show overall support of Complete Streets at the MPO level as well as at the local entity level.

The concept of land use context areas and road types comes from the Complete Streets manuals of the Pennsylvania DOT (PennDOT) and the City of Roanoke, Virginia. The idea behind what is shown on Page 11 is to create an overlay on top of what this area already has when it comes to land use and road classifications. Mr. Delmagori explained that as one traveled through cities, the neighborhoods are changing as well as the characteristics of those neighborhoods and the roads change as a particular corridor is traveled. The information shown on Page 11 becomes an umbrella for a road section with a unique combination of characteristics so the design guidelines can be related in a more appropriate manner.

Mr. Delmagori gave a presentation which provided some information as to PennDOT's definition of land use context areas and roadway types. The City of Roanoke also has a definition which is described by eight character districts. The character districts provide a general perspective of how land is developed over time by grouping land uses according to building style, development form, and land purpose.

Mr. Delmagori noted that both of these documents contain disclaimer language to say that one size does not always fit all. There will be times when aspects of the land use context areas will not fit the built environment, but then it is up to the planners, engineers, and developers involved in the process to come to an agreement as to what context area a particular neighborhood should have.

The PennDOT Smart Transportation Guidebook also says that road types should be used as a planning and design "overlay" for individual projects and that it does not replace the traditional functional classification system.

Mr. Delmagori's presentation showed a snapshot of some of Roanoke's character districts. They give the area a name, a definition that describes what that area would have and look like, and then provide a visual image of the area.

The PennDOT approach to depicting land use area is similar. They have seven different land use context areas that they have named, defined, and provided a picture to clearly explain the area.

Mr. Delmagori then showed how PennDOT and Roanoke link their districts to their road typology. The presentation provided a clear visual image of what the land use area might look like when a road type is linked to it. Roanoke's guidelines have a "preferred multimodal option" for their road cross-sections along with a variety of other options for their planners and engineers. PennDOT uses a tabular approach that provides distinct guidelines for specific settings and linages.

Mr. Delmagori explained how these ideas and approaches might be applied to the MPO region and be considered by the Advisory Group through the Complete Streets process. Mr. Delmagori showed pictures from the MPO area that depicted some of these varying styles within each of the categories.

Residential

- *Kirtland area - sparsely populated, spread out, many mobile homes*
- *Foothills area of Farmington - larger homes, acreage is larger, spread out*
- *Northeast area of Aztec - housing is denser/closer together, meandering roads*
- *Dustin Avenue - traditional, grid style neighborhood; compacted housing*

Commercial

- *East Main corridor – big box stores surrounded by large parking lots*
- *Downtown Farmington – condensed, buildings close together, parking is consolidated to particular area or is on-street,*
- *20th Street – more suburban, mix of commercial uses*

Mr. Delmagori stated that there was also a variety of road types within the road classifications in the MPO area. The principal arterial, such as NM 516, US 550, and US 64 all have different characteristics as you drive them. They will have different looks and provide different elements (raised median, shoulders, curb/gutter/sidewalk, open driveway, gravel shoulders, and multiple lanes) as the roadway traverses from one land use area to another.

The minor arterials also look different when comparing 20th Street, Apache Street, and the north part of Dustin Avenue. Mr. Delmagori said the Dustin Avenue example is the best example of Complete Streets for the area providing features for all different types of modes. Although each of these examples is classified as minor arterials, their characteristics often vary.

Mr. Delmagori presented a virtual tour along NM 516 to show how the corridor transitions as it travels through the different land use context areas from Farmington to Aztec. Beginning at US 64 the roadway is wide with a two-lane left turn lane and sidewalks, but no nearby developments. As it travels through the commercial corridor of East Main, there is an extra travel lane in each direction, raised medians, and the right in/right out for access management control. On the fringe of Farmington, the road is back to four travel lanes, has wide shoulders, and there are no sidewalks. The areas between Farmington and Aztec have four lanes of travel, grassy medians that may be traversable, and dirt shoulders. When NM 516 reaches Aztec, it becomes more of a suburban corridor with raised medians or left turn lane, breakdown lane, and sidewalks. Mr. Delmagori also a similar demonstration of how 30th Street changes as it transitions from west to east through Farmington.

Mr. Delmagori said the Advisory Group will consider how to develop the area's land use context areas, the road types, and how to link the two.

Ms. Holton asked what the expected timeline for the Complete Streets process was. Mr. Delmagori said Staff anticipates spending anywhere from two to six months on the land use context areas and road types. Completion of this step in the process will be dependent on how quickly the Advisory Group becomes familiar with the new concepts and adapts to this step in the project. The next step is the development of the guidelines and Mr. Delmagori said this step could take an additional three to six months. He hopes that by next summer the Complete Streets guidelines, policy, and resolution will be complete.

Ms. McCulloch said the Farmington City Council had approved engineering studies for Foothills Drive. As concepts are discussed and designed, she would like to have Complete Streets guidelines considered and incorporated into the design. Ms. Holton asked if Staff had examples from other cities of a similar road section where Complete Streets ideas had been implemented. Mr. Delmagori said Staff could certainly gather some information for the Policy Committee.

Mr. Darnell said he had participated in two of the public meetings where ideas for Foothills Drive were discussed. He believes the residents are not interested in widening the roadway but do want to have sidewalks and other features to calm traffic and to allow the road to function differently. Mr. Darnell asked if Complete Streets concepts could achieve these goals and were there features of Complete Streets that could be implemented to improve the roadway. Mr. Delmagori said that features could definitely be added to accommodate pedestrians and bicyclists. Ms. Holton said the MPO could provide the City Council with information on how Complete Streets concepts could be applied to Foothills Drive if this was something they were interested in hearing more about.

ACTION: The report on the second part of Agenda Item #5 was received.

6. <u>RECEIVE A REPORT FROM NMDOT</u>

Mr. Gallegos reported that the intersection project of US 64 and US 550 is expected to be complete by the end of the summer.

The project at the intersection of NM 516 and Light Plant Road in Aztec will be started soon. Albuquerque Underground was awarded the contract and a pre-construction meeting will be held next week. This project is expected to be completed before winter.

Mr. Eckstein said he had received complaints about overgrown weeds in the medians especially near the Mesa Manzano subdivision. Mr. Gallegos said the Technical Committee members had also brought up this concern and Mr. Gallegos will check with Mr. Dave Martinez, the maintenance engineer, to see what the schedule is. Mr. Gallegos said the entire District 5 area is having issues with weeds with all the recent rains.

Ms. McCulloch asked when the speed limit in Bloomfield would be increased. Mr. Gallegos said Mr. David Quintana is working on this and will be getting information back to Mr. Gallegos shortly. Mr. Gallegos stated that speeds are typically decreased for the duration of construction for safety reasons. Because the construction on US 64 is now concentrated in the intersection with US 550, Mr. Gallegos will see if the speed can be raised.

Mr. Brian Degani was unable to attend the meeting so there was no Planning Division update.

7. RECEIVE A REPORT ON TRANSIT DATE COLLECTION ACTIVITIES

Subject:	Red Apple Transit Data Collection
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 30, 2013

BACKGROUND or PREVIOUS WORK
▪ Two interns were hired on June 3 for transit data collection for the Red Apple Transit system. ▪ The interns collect ridership by route, boardings and departures by stop, and track passenger origins and destinations. ▪ The interns also distribute surveys that collect information on frequency of use and why transit trips are taken.

CURRENT WORK
▪ The interns collect data on two routes each week, riding during four weekdays and on Saturday. ▪ Scheduling typically allows for each hourly run during the day to be counted. ▪ The interns are finishing their data collection in August.

ANTICIPATED WORK
▪ Staff will evaluate the collected data for any correlations between social economic factors and riders. ▪ Staff will evaluate the transit need within this region. ▪ The data will assist Red Apple in identifying potential future transit changes.

RECOMMENDATION
▪ It is recommended that the Policy Committee receive a report on Red Apple Transit data collection activities.

DISCUSSION: Mr. Delmagori reported that the MPO had hired two interns on June 3 for transit data collection for the Red Apple Transit system. As in previous years, they have been collecting ridership information by route, boardings and departures by stop, and tracking passenger origins and destinations. In addition, the interns also distributed surveys that collected information on the frequency of use by riders and why transit trips are taken. The interns collected two full months of data and both will be finishing up this week.

Staff has been processing the data as it was collected. They will begin to evaluate the data and see what observations or trends can be determined. This will take two to three

months to complete and Mr. Delmagori said Staff expects to have a report ready for the Policy Committee by the November meeting.

ACTION: The report was received.

8. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	July 30, 2013

INFORMATION ITEMS

a. **MPO Summit.** As discussed on June 20, the Las Cruces MPO is coordinating a statewide MPO Summit for MPO Policy members in Albuquerque on Saturday, September 14. Staff will provide an update and discuss local participation.

b. **Other.**

DISCUSSION: Mr. Delmagori reminded the Policy Committee members of the MPO Summit scheduled for September 14 in Las Cruces. Mr. Delmagori had received a call from the Las Cruces MPO regarding the summit and he directed the intern to contact Mr. Pat Lucero, FMPO's Policy Committee Vice Chair. Since Staff has been invited to participate, Mr. Delmagori said he does plan to attend and said he would follow up with the Policy Committee members in a few weeks to see who might also be interested in attending. Ms. Holton said the MPO would pick up the travel expenses for those members interested in attending.

Mr. Delmagori reported that the NMAPA conference will be in Farmington on October 2-5, 2013. The preliminary program and registration forms are available on the NMAPA website. Ms. Holton added that the MPO will pay the conference registration fee for those interested in attending.

Ms. Holton said the MPO Complete Streets outreach has continued with a presentation in June to the local realtors along with an upcoming radio interview on KENN Radio. Additionally, Complete Streets will also be one of the sessions presented at the NMAPA conference. Ms. Holton said the conference committee had wanted to get Mr. Dan Burden to speak, but he was booked for the Oklahoma planning conference. On Friday afternoon, October 4, there will be a session on Complete Streets. Mr. Delmagori will speak to getting a Complete Streets program started and then a panel of representatives from Albuquerque and Rio Rancho will discuss implementation and provide actual examples.

Ms. Holton said the conference will also host a variety of transportation planning sessions as well as other planning sessions focused on natural resources and economic development. She said there were four mobile workshops to choose from that were scheduled for Wednesday, October 2. These workshops include tours of the: Animas/LaPlata Water Project (Lake Nighthorse in Colorado), NAPI facility, Four Corners Generating Station, and Berg/Animas National Recreation Trail (walking tour). Mr. Don Elliott, a land use attorney and planner out of Denver, is the Keynote Speaker and will kick off the conference on Thursday morning, October 3.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

10. BUSINESS FROM THE FLOOR

There was no business from the floor.

11. ADJOURNMENT

Mr. Eckstein moved to adjourn the meeting. Ms. McCulloch seconded the motion. Ms. Sipe adjourned the meeting at 2:53 p.m.

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Sherri Sipe, Acting Chair June Markle, MPO Administrative Aide