

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
March 20, 2014

Policy Members Present: Dan Darnell, City of Farmington
Gayla McCulloch, City of Farmington
Scott Eckstein, San Juan County

Technical Members Absent: Sherri Sipe, City of Aztec
Bloomfield representative currently vacant

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

Staff Absent: None

Also Present: Priscilla Benavides, NMDOT-CRD Albuquerque
Cassandra D'Antonio, Sites SW
Brian Degani, Liaison, NMDOT Planning Division,
via telephone
Larry Hathaway, San Juan County
Robert Luna, HDR Engineering, Inc.
David Quintana, NMDOT District 5, via telephone
David Sypher, City of Farmington

1. CALL TO ORDER

Councilor Darnell called the meeting to order at 1:40 p.m.

2. APPROVE THE MINUTES FROM THE JANUARY 16, 2014 POLICY COMMITTEE MEETING

Councilor Darnell moved to approve the minutes from the January 16, 2014 Policy Committee meeting. Councilor McCulloch seconded the motion. The motion was passed unanimously.

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

Councilor McCulloch moved to approve the minutes from the March 10, 2014 Policy Committee meeting. Councilor Darnell seconded the motion. The motion was passed unanimously.

4. RECEIVE A PRESENTATION ON THE NM 371 CORRIDOR STUDY (HDR, INC.)

Subject:	NM 371 Corridor Study
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 12, 2014

BACKGROUND

- NMDOT is preparing a corridor study for NM 371 from I-40 at Thoreau to Murray Dr. in Farmington.
- The study is intended to identify improvements to the corridor.
- Particular emphasis for the FMPO will be on intersection improvements at N36.

RECOMMENDATION

- It is recommended that the Policy Committee receive a presentation on the NM 371 Corridor Study.

DISCUSSION: Mr. Delmagori introduced Mr. Robert Luna with HDR, Ms. Priscilla Benavides with NMDOT, and Ms. Cassandra D'Antonio with Sites SW. These individuals and their agencies worked on a corridor study of NM 371.

Ms. Benavides reported that NMDOT received some funding through their Planning Division in order to conduct safety and traffic analyses on certain corridors throughout the state. One of those corridor studies was NM 371 from I-40 in Thoreau to US 64 (Murray Drive) in Farmington. She noted that there had been a stakeholder's meeting in Crownpoint about a week ago and input was received from various agencies and chapter houses.

Ms. Benavides stated that NMDOT had contracted with HDR to perform the study. The project objective was to identify a purpose and need and look at ways to improve the safety of the overall corridor. HDR was contracted to conduct a modified scoping report that included an inventory of all existing roadway structures, drainage features, and fencing along the corridor. NMDOT will then evaluate each of the items inventoried and see how to improve them.

Ms. Benavides said that NMDOT had not identified any funding to further develop the design of the corridor and that the current focus was only on the study. NMDOT will look at alternative analyses and recommendations that may come out of the study and prioritize those recommendations. Ms. Benavides said once the prioritizations are established, funding may be programmed but no dates have been established for this to happen. She stated that it is not currently programmed in the STIP so funding for this corridor could be several years out.

Ms. Benavides stated that the next step in the project is to receive public comments. NMDOT has handed out comment cards to the stakeholders and is hoping to receive some good feedback.

Mr. Robert Luna gave a PowerPoint presentation on the corridor study being conducted by HDR. This is a preliminary study phase which is a scoping report to identify the issues and potential solutions and then put together some planning costs for possible future construction.

Mr. Luna said the project began in Thoreau and extended to the intersection of US 64 in Farmington. The roadway is primarily a two-lane minor arterial throughout the corridor. He said the average daily traffic ranges from 740 in the rural interior parts of the corridor to 4300 at the external points of the corridor at Thoreau and Farmington.

Mr. Luna said the project was defined by segments and potential improvements could be considered based on that roadway segment. Since the roadway travels mainly through the Navajo Nation, HDR worked to identify each chapter and sought local input.

Mr. Luna said the study was to identify a purpose and need for the project, determine what needed to be done or what needed to be further studied, and then determine how the project might move forward. HDR evaluated the existing corridor and identified potential improvements for pedestrians and operational safety, ways to correct roadway deficiencies or roadside features, how to best develop a common, typical roadway so it was consistent throughout the corridor, and then develop a list of potential priority projects for both District 5 and District 6.

Mr. Luna explained the current physical road conditions and the issues noted by HDR such as bleeding, transitional cracking, rutting, and spawling of the pavement. Some areas have had improvements made already. HDR also took a major sign inventory which showed significant damage to many of the signs while others were missing entirely or vandalized.

Since the area had not been engineered or surveyed recently, HDR field crews used an I-Pad and were able to catalog every sign, barrier, pavement section, and roadside feature and include descriptions and observations of the pictures they took. Mr. Luna stated that it took the crew five days to walk the entire 107-mile corridor and to document everything along the way. The information collected created a GIS database that would allow, for instance, a review of the signs along the corridor or drill down and view just the regulatory or warning signs. Mr. Luna said that there were many damaged guard rails noted in the study that needed to be replaced to ensure safety. Information on each specific feature - guard rails, signs, bus stops, culverts, and bridge structures along the corridor - was collected and that data will now be given to NMDOT to utilize for their future maintenance improvements.

Also as part of the location study, HDR conducted a traffic operational analysis. This included a roadway analysis and intersection analyses at the major intersections along the corridor. The study determined that the present level of service and service for twenty years into the future was satisfactory. The determination was made that there was no need to widen the roadway to four lanes. Also there were no major issues with the larger intersections although some may benefit from the addition of left or right-hand turn lanes.

Councilor Darnell asked if the terminus was at Bisti Highway and Murray Drive or at Main Street. After some discussion, it was determined that the terminus was actually at Murray Drive.

Along with the traffic analysis, Mr. Luna reported that HDR had conducted a safety analysis of the corridor. This meant evaluating all the crashes along the corridor and at some intersections. Some of this data would need to be refreshed after additional information was received from Navajo DOT. HDR also conducted a highway safety analysis to identify the crash frequency. Intersections within the urban areas were evaluated and many had no crosswalks, no pedestrian markings, push buttons are not ADA compliant, and pedestrian crossings are not ADA compliant.

Ms. Cassandra D'Antonio with Sites SW reported that they inventoried the natural and cultural resources adjacent to the corridor through record searches which included both federal and state databases. She noted that no field surveys have been conducted to date. Once projects and funding have been identified, field surveys would be conducted.

Through the record searches, Sites SW found that the corridor crosses nine flood plains, five major drainages, some possible wetland areas, and numerous federal, state, and Navajo Nation species and habitats along the corridor as well.

Ms. D'Antonio stated that the vast majority of the larger cultural resource surveys in the corridor were fairly old. There were approximately 100 surveys conducted from the 1970's through the early 1990's. The surveys identified 39 archeological sites within the right-of-way and six national registry and historical registered sites within one mile of the corridor.

Mr. Luna stated that now that the survey was completed, HDR would begin to make some recommendations and prepare a final report. They would look at what could immediately be improved by NMDOT such as signage and guardrails, and then look at what larger geometric projects should be considered. Mr. Luna said that NMDOT had conducted a road safety audit (RSA) at the intersection of NM 371 and N36 so no additional analyses were conducted at the intersection by HDR.

Mr. Luna stated that this completed their contract with NMDOT and no future work was anticipated until funding was identified. Ms. Benavides stated that NMDOT would benefit from HDR's report and analysis and also gains a huge database of the corridor for future information.

Councilor Darnell asked why maintenance efforts seemed highly visible on US 550 but that on corridors such as NM 371 maintenance was almost non-existent. Ms. Benavides commented that all NMDOT facilities should be regularly maintained. She noted that NM 371 did span both District 5 and District 6 areas and she was not able to comment on how the specific districts handled their road sections. Ms. Benavides said the lack of funding for maintenance was a concern brought up at the stakeholders' meeting. The stakeholders were encouraged to contact their state legislators to push for needed improvements to the NM 371 corridor. She said that much of the NM 371 corridor is in District 6 and there were representatives from District 6 in attendance at the meeting so they were made aware of the concerns. Mr. Luna stated that maintenance and upkeep of US 550 was built into that construction contract and was stipulated in the award. This

is perhaps why more diligence is seen on US 550 because the contractor is required to keep up with maintenance issues.

Councilor Darnell recommended that NMDOT consider posting signs along the roads giving a hotline telephone number for motorists to call and report maintenance issues they encounter when traveling the corridor.

Councilor Darnell also asked if there was any coordination with a parallel study being conducted into the potential construction of a rail line from Thoreau to Farmington. He asked if there might be any advantage to coordinating the two studies. Both Ms. Benavides and Mr. Luna said that were not aware of any rail study. Ms. Holton commented that NMDOT is doing a freight study and the MPO and local entities have provided comment for the study. Councilor Darnell added that the footprints for both project and the study of historical and cultural concerns could impact both potential projects. Mr. Brian Degani stated that Mr. Paul Sittig was doing the freight study in conjunction with the state's 2040 multi-modal long range plan. He said he would e-mail Mr. Sittig's contact information to Ms. Benavides so she could contact him. Ms. Benavides re-stated that this had been only an initial study and once individual projects were identified, further environmental examinations would be done. She expected, however, that any NM 371 projects would be within current NMDOT right-of-way.

Mr. Delmagori also mentioned Mr. Bill Craven with the State Rail Plan and the status of that document. Numerous comments from the MPO, local entities, and an economic development agency were submitted to Mr. Craven about including this rail line as part of the rail plan.

Mr. David Sypher commented on the stakeholder meeting held in Crownpoint and the presentation made to the stakeholders. He said that the City of Farmington had offered comments to the study specifically on the intersection of N36 and NM 371. He provided the consultant team with comments from Steve Krest, who is with Farmington's Traffic Engineering division.

Ms. Benavides said that the study should be completed by the summer and both Districts 5 and 6 will have the recommendations from HDR on how to proceed forward. Getting the many identified potential projects into the STIP and funded would be the next steps.

ACTION: The presentation was received.

5. CONSIDER APPROVAL OF AMENDMENT #5 TO THE FFY2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE SELF-CERTIFICATION FOR AMENDMENT #5

Subject:	FFY2014-2019 TIP Amendment #5
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 12, 2014

BACKGROUND

- On February 12, 2014 the Farmington MPO advertised Amendment #5 to the FFY2014-2019 Transportation Improvement Program (TIP).
- The amendment adds one project to the TIP as described in the attached notice.
- A public hearing on Amendment #5 was held on February 27, 2014 during the Technical Committee meeting.
- The Technical Committee recommended approval of Amendment #5 to the FFY2014-2019 TIP.

CURRENT WORK

- The previous TIP amendment added Legion Rd to the TIP to be the logical terminus for the East Arterial Phase 1B.
- NMDOT has now programmed \$3.5 million toward construction of the East Arterial Phase 1B.
- Upon completion of this phase, the middle section will be the remaining phase of this project.

RECOMMENDATION

- It is recommended that the Policy Committee approve Amendment #5 to the FFY2014-2019 TIP and the MPO Self-Certification for Amendment #5 to the FFY2014-2019 TIP.

DISCUSSION: Mr. Delmagori reported that Amendment #5 to the FFY2014-2019 TIP was to add the next phase of the East Arterial project into the TIP. The East Arterial will be the relief route on the perimeter of Aztec.

Mr. Delmagori explained that this project had been in the previous TIP cycle. It was removed because there was no logical terminus for the project. At the January meeting, the Policy Committee approved an amendment to add Legion Road to the TIP which created the logical termini for the East Arterial. Mr. Delmagori said that District 5 was now able to program money toward the project which was from the intersection of US 550 to Legion Road. The project, which is targeted for FFY2015, will use \$2,990,400 in federal STP funds with a corresponding match of \$509,600 for a total of \$3,500,000.

Mr. Delmagori said that Mr. Quintana had reported at the Technical Committee meeting in February that District 5 was committed to finding the funding for the remaining phases which would connect the northern end by the sports complex back down to this phase on the south end.

Mr. Delmagori reported that the Technical Committee had recommended approval of Amendment #5 and that no comments were received during the public comment period.

ACTION: Commissioner Eckstein moved to approve Amendment #5 to the FFY2014-2019 TIP and the MPO Self-Certification for Amendment #5 to the FFY2014-2019 TIP. Councilor McCulloch seconded the motion. The motion was passed unanimously.

6. COMPLETE STREETS

Subject:	Complete Streets
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 13, 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 Advisory Group recommended preliminary approval of the titles and definitions for the road typologies and land use context areas at their January 22 meeting.
- The Technical Committee recommended approval of the road typologies and land use context areas at their February 27 meeting.
- The Advisory Group held its latest meeting on February 19.

CURRENT WORK

- The Advisory Group completed exercises in which they identified titles and descriptions for land use context areas (LUCAs) and road typologies for the MPO Complete Streets program.
- The Road Typologies and LUCAs will be used to create the design guidelines for the MPO road network.
- Staff introduced four themes (Adoptability, Resourcefulness, Flexibility & Simplicity) that will steer the development of design guidelines and the Complete Streets document.

RECOMMENDATION

- It is recommended that the Policy Committee review and recommend approval of the preliminary list of the titles and definitions for the road typologies and land use context areas. It is further recommended that the Policy Committee receive a presentation on Complete Streets design guidelines.

DISCUSSION: Mr. Wakan reported that the Complete Streets Advisory Group had met several times to formulate and develop titles and description for road typologies and land use context areas. The Advisory Group asked that the Technical Committee review and recommend preliminary approval of these road typologies and context areas. At their February 27 meeting, the Technical Committee recommended preliminary approval of the road types and context areas.

Mr. Wakan noted that the list of road typologies and context areas could be found on Pages 6-8 of the Agenda. He said these titles sought to describe road classifications in non-conventional ways. These titles and descriptions were developed to make the Complete Streets document distinct from regular zoning or typical road classifications. These distinct titles would hopefully encourage distinct approaches to Complete Streets design guidelines.

ACTION: Councilor Darnell moved to approve the preliminary list of the titles and definitions for the road typologies and land use context areas. Councilor McCulloch seconded the motion. The motion was approved unanimously.

Mr. Wakan said that the second part of the Complete Streets agenda item was a presentation related to some themes that were introduced to the Advisory Group and explained to the Technical Committee in February.

Mr. Wakan explained four themes that the Advisory Group hoped to carry through the Complete Streets design process.

- Adoptable - To have the document eventually adopted by the MPO Policy Committee;
- Resourceful - For the document to be a usable resource for developers and public works departments in all the local entities, as well as understandable by the general public;
- Simple - Principles and guidelines which are easy to interpret and to understand;
- Flexible - Build in multiple flexible options into the document to ensure it is more readily accepted and used by everyone in the region.

Adoptable

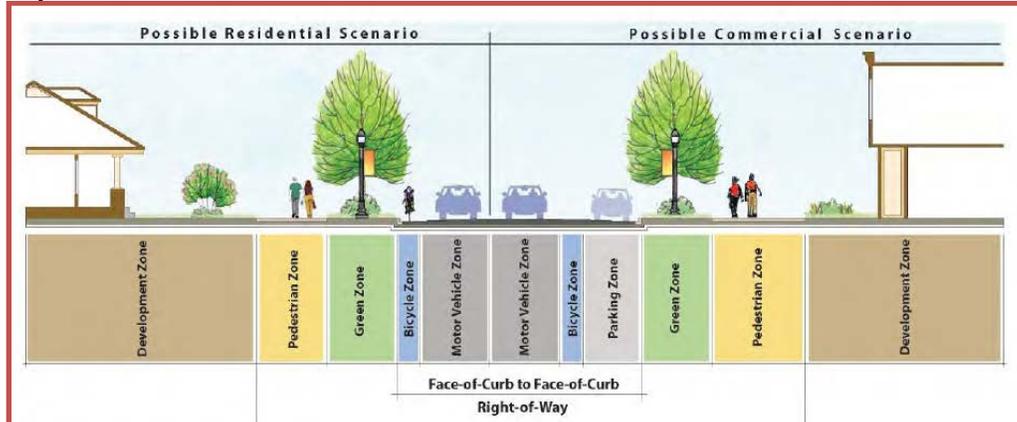
Mr. Wakan stated that the MPO and the four entities work in coordination with the MPO Technical and Policy Committees, as well as NMDOT and FHWA. He stated that neither NMDOT nor FHWA have put forward any Complete Streets documents yet, but when this does happen, the MPO will be that much further ahead having already developed their Complete Streets design guidelines.

Mr. Wakan illustrated several spectrum diagrams to explain possible outcomes when developing the Complete Streets document and design guidelines. One spectrum ranged from very complex to very simple and another from very prescriptive to very interpretive. MPO Staff believed that a document that is simple to understand and is more interpretive in design, acceptance and approval of the final Complete Streets document will be more favorable than unfavorable.

Mr. Wakan stated that the guidelines also needed to be Resourceful. He explained that the City of Charlotte had developed Complete Streets guidelines in 2007. In 2009, the North Carolina DOT (NCDOT) adopted Complete Streets design guidelines which were then developed in 2012. Their guidelines are usable statewide and there is now consistency between the City of Charlotte and the state's documents.

Mr. Wakan showed a drawing from the City of Charlotte (see below) and explained how they developed a very interpretative and simple document. The diagram shows the different development zones, pedestrian zones, green zones, and parking areas.

City of Charlotte



North Carolina's DOT then used Charlotte's example and created their own, very similar diagram with visualizations and dimensions.

Mr. Wakan also referenced the North Main extension in Aztec and some of the Complete Streets elements they are considering. He showed the consultant's drawing depicting the buffered sidewalks, bike lanes, and parking zones. The possible inclusion of green infrastructure was also noted. Mr. Wakan explained this was capturing storm water, retaining it, and then re-using it on the green zones. This type of infrastructure has been strongly encouraged nationwide for any Complete Streets design guidelines.

Mr. Wakan said the Complete Streets document also needed to be Simple. He showed the intricate, prescriptive matrix used by the Pennsylvania DOT (PennDOT) and said the Advisory Group thought this was too complex and prescriptive for the regional Complete Streets document they wanted to develop. Mr. Wakan explained that the Advisory Group had also looked at the NCDOT document which showed the visual cross-section diagram with some simple dimensions and notes to provide some guidance as to sidewalks and bike lanes.

The Charlotte roadway cross-section with the zone types displayed was very interpretive. Staff believed this was a good approach for the MPO Complete Street document as a means to introduce the concept to the region and creating a document that is more interpretative and easier to understand. Mr. Wakan noted that parts of the Charlotte document do set out some prescriptive guidelines for new built areas and those sites that were being redeveloped.

Mr. Wakan also showed an example from the City of Johannesburg, South Africa and stated that Complete Streets had become an international movement. Their guidelines gave a perspective diagram view side by side with a plan view of the street. They also included some simple dimensional prescriptions which helped in accomplishing their goals. Their diagram provided an easily understood visual for the lay-audience and the general public, while the street plan view, which was more technical, provided needed information for the planners and engineers.

Mr. Wakan said the document also needed to be Flexible. The combination of the road typologies and the land use context areas will eventually create the design guidelines. Additionally, multiple options will be created for each of the design guidelines. Mr. Wakan provided an example of how a main street in a central business district might look by providing multiple options for the same cross-section. This will provide built-in flexibility for developers and public works departments.

Mr. Wakan said other cities and agencies were researched to see what other types of combinations they had used for their land use context areas and road typologies:

PennDOT	7 land use context areas 5 road typologies	35 possible design guidelines (not including flexible options)
Roanoke, VA	8 land use context areas 4 road typologies	32 possible design guidelines (not including flexible options)
Charlotte	7 land use context areas 5 road typologies	35 possible design guidelines (not including flexible options)
FMPO	8 land use context areas 9 road typologies	72 possible design guidelines (not including flexible options)

Mr. Wakan explained the Advisory Group's initial approach to developing context areas and road typologies came up with 72 possible design guidelines. In speaking about having a simple, flexible, and interpretive document, this number of possible design guidelines would definitely impact the complexity or prescriptiveness of the final document. Mr. Wakan stated that the Advisory Group and the Technical Committee had recommended that this list of context areas and road typologies be scaled back to simplify the list and to bring the number of possible design guidelines closer to 35. Mr. Wakan said that, at future meetings, the Advisory Group would work to consolidate their current list of road typologies and context areas.

Mr. Wakan showed a map that displayed the vulnerability of pedestrians in Farmington for the years of 2010 and 2011. He also provided some pictures of several sections along Hutton Avenue and 20th Street where sidewalks were missing. Mr. Wakan said the City of Farmington had recently received Transportation Alternative Program (TAP) funding for sidewalk construction along 20th Street. It is hoped that the Public Works Department will consider some Complete Streets design for this project.

Councilor Darnell asked how Complete Streets design impacted these types of projects and how much less sidewalk could be built in order to add Complete Streets designs. Ms. Holton said no cost estimates done were done yet but, that as a planning document, the Advisory Group is working to provide a level of flexibility by giving a menu of potential options. She noted that the pedestrian issues along 20th Street are not only due to the lack of sidewalks, but also to the number of curb cuts and other conflicts as well as the number of vehicles that travel that road. Ms. Holton added that providing the

separation between the road and the sidewalks was valid. The pictures also showed power poles that were in the middle of the existing sidewalk and moving these would likely require additional right-of-way. This would be a factor when considering a retrofit. She stated that the ideal scenarios for the incorporation of Complete Streets concepts would be in the new development areas. For older built areas, Complete Streets designs could be considered when they are retrofitted or upgraded.

Councilor Darnell said he was thinking of a project on Vine Street. He added there was a right-of-way issue at this location and cost was a definite factor because CDBG funds cannot be used to acquire right-of-way. He added that there would certainly be an added cost associated with acquiring more right-of-way and in maintaining any green area. Ms. Holton said that Staff wanted to make the Complete Streets document a living document and to provide a type of overall planning guide for the community.

Councilor McCulloch said she had spoken with Mr. Sypher to ask about making the project along 20th Street more attractive. She added that the Advisory Group discussed the need for the City of Farmington to offer more opportunities for public input on projects. Councilor McCulloch commented that other cities have neighborhood associations that weigh in on all local projects before the project is designed and constructed. She commented that many City of Farmington projects do not get the needed input from the neighborhoods before proceeding with the project.

Mr. Sypher commented that the concept of Complete Streets had been around for some time, it just had not been called Complete Streets until now. He said he supported Complete Streets but added that money would likely be an issue. Mr. Sypher said that for the 20th Street project the department is looking to see what can be done to incorporate some Complete Streets ideas. He noted that there were some challenges with incorporating green areas into a design here because, unlike the northwest part of the United States where rainfall is plentiful, this area sees limited rainfall and would require a complex and maintained irrigation system. Mr. Sypher said that trees which are more tolerant could more easily be included in designs than grass.

Mr. Sypher stated that not all the analyses have been completed for the 20th Street sidewalk project. He said if right-of-way was available, the sidewalk could meander along the street or include bulb-outs with trees. He said he hoped to be able to make the city as beautiful as possible with the available dollars. Mr. Sypher explained that the surveying for the 20th Street TAP project was completed and they will now begin penciling in some ideas.

Councilor McCulloch said she hoped that with this very visible corridor, the city could illustrate to the community what Complete Streets was about and how it could impact economic development in the area. She added that she hoped this could be a first step in showing the vision the Advisory Group has for Complete Streets.

Mr. Delmagori added that the Advisory Group had decided to start big with their road typologies and context areas knowing the list could always be scaled back to a more manageable number. The Advisory Group believed they were developing a good product and had vetted the process thoroughly by starting with this broad range of ideas.

ACTION: The presentation was received.

7. CONSIDER APPROVAL OF THE LIST OF PROPOSED FUNCTIONAL CLASSIFICATION CHANGES FOR THE FARMINGTON MPO

Subject:	State Functional Classification Update
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 12, 2014

BACKGROUND OR PREVIOUS WORK

- The NMDOT Planning Bureau held a meeting in Albuquerque on November 5 to discuss the statewide update of the functional classification system.
- All of the MPOs and RTPOs will assist NMDOT by making recommendations for classification changes to their regional roads.
- Staff discussed the schedule and reviewed the list of proposed changes with the Policy Committee on January 16 and with the Technical Committee on January 23.
- In February, staff met with the entities individually to discuss their proposed classification changes.
- The Technical Committee recommended approval of the list of functional classification changes on February 27.

CURRENT WORK

- Classification changes are divided into four categories: declassify, classify up, classify down, and add classification.
- For this list, only current roads and proposed roads in the TIP-STIP are to be included in the list; future roads beyond the near term cannot be included in this functional class update.
- All of these recommended changes will be provided to NMDOT.

RECOMMENDATION

- It is recommended that the Policy Committee approve the list of proposed functional classification changes for the Farmington MPO.

DISCUSSION: Mr. Delmagori reported that in November 2013, NMDOT began working with a consultant to do a statewide functional classification update. This work will be in partnership with the MPOs and RTPOs.

Early this year, the list of proposed changes was discussed with the Policy and Technical Committees. During February, Staff met with the entities individually to discuss their proposed classification changes. The final list of functional classification changes that the MPO would like to recommended to NMDOT was on Pages 10-12 of the Agenda.

Mr. Delmagori noted there were four major action categories for the classifications:

- Declassify – the road was previously classified but no longer functions as a road but more as a simple access road. Roads in this category would be removed from the list.
- Reclassify Down – NMDOT has a higher classification of the road than the MPO's classification. Roads in this category are recommended to be reclassified to match the MPO classification.
- Reclassify Up – NMDOT has a lower classification than the MPO's recommended classification. Roads in this category are recommended to be reclassified to match the MPO classification.
- Add Classification – Road classifications that are part of regional and local thoroughfare plans that are not in the NMDOT database.

Mr. Delmagori stated that NMDOT and the consultant requested that any future roadway projects that went beyond four years needed to be removed from this functional classification change. The functional classification system was not a long-range plan and only near-term projects could be included. Those projects were already removed from the list after discussions with local staff and the Technical Committee.

Mr. Delmagori said that March was identified as the preliminary opportunity to provide a list of changes to the state. The entire process would take another year or so to complete at the state level, but the state wanted MPO and RTPO input early in the process.

ACTION: Councilor McCulloch moved to approve the list of proposed functional classification changes for the Farmington MPO. Commissioner Eckstein seconded the motion. The motion was approved unanimously.

8. RECEIVE A REPORT FROM NMDOT

Mr. David Quintana provided an 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 is 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.
- NM 371 & N36 – 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.
- 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.

Councilor Darnell asked about the Pinon Hills extension project and the potential loss of \$3,000,000 for the first phase of the project. Councilor Darnell thought that this phase of the project was similar to the East Arterial project in Aztec with having a road to nowhere. Councilor Darnell said the project area in Farmington concerned two neighborhoods, one on the north side and one on the south side where connections were going to be made to the Pinon Hills extension. Initially there was concern by the residents of both neighborhoods about the connection because they liked their quiet neighborhoods. One of the neighborhoods has now come to the realization that if they are connected to the extension and regardless of whether the road extends across the river, they will have access to a signal. This neighborhood has two hills to climb that can be difficult to traverse during inclement weather and then they have to try and merge onto a heavily traveled Main Street. Councilor Darnell added that as this district's Council representative, he was trying to find the best solution for both neighborhoods and not force anyone into accepting something they did not want.

Councilor Darnell explained that for the second neighborhood on the north side, the road would only go into their neighborhood and nowhere else. He clarified that the Pinon Hills extension would take traffic only into this neighborhood and would not connect to any other neighborhood. He stated, however, that the extension through the neighborhood on the south side would allow traffic to get to many other places. Councilor Darnell said the residents in the northern neighborhood are concerned with the additional traffic the extension would bring traffic into their neighborhood. Much of that traffic would have no reason to be in the area, so the residents expressed some concern about increased burglaries and vandalism.

Councilor Darnell said there was a thought that perhaps the access on the north side could be a crash gate for emergency purposes and used for ingress and egress. For the other neighborhood the extension would be a full connection to the Hubbard neighborhood. He stated that the City Engineer was told by NMDOT that their concern with this option had to do with environmental justice. Councilor Darnell said it appeared there was a perception that the northern neighborhood was more affluent than the other. He said that this had not factored into the equation as a solution that worked for everyone was sought. Councilor Darnell said he planned to call Mr. Miguel Gabaldon and discuss the local concerns with this issue, but wanted it first brought up through the MPO process.

Mr. Quintana stated that he was not familiar with the specifics of the environmental justice issue. He noted that because the project would be federally funded, environmental justice is one of the aspects that are considered when the environmental documentation is reviewed before the funding obligated. Mr. Quintana said he would speak with Mr. Elias Archuleta and Mr. Gabaldon to better understand the specifics of the environmental justice issue. Mr. Quintana suggested that Councilor Darnell could

contact Mr. Gabaldon directly to explain the City of Farmington's position and to further discuss the issues.

Mr. Quintana added that he had just sent an e-mail to Mr. Gabaldon, Mr. Archuleta, Mr. Degani, and Ms. Gweneth Duncan who handled environmental oversight on local government projects on the environmental justice concerns being raised about this project. He anticipated being able to meet with everyone in the next day or so.

Mr. Brian Degani reported on the Planning Division updates:

The freight advisory committee which has representatives from private companies will be meeting the week of April 14-18 in Albuquerque. Notes from the freight working group were sent out and a future timetable for both the freight working group and the freight advisory committee were sent out on March 3. Mr. Paul Sittig is responsible for the development of the freight plan in conjunction with the state's long-range plan. Mr. Degani reported that these two freight groups looked at key corridors and regions and identified criteria for freight projects. Additionally they will discuss various relationships to the long-range plan efforts, stakeholder outreach, processes, interviews, and key questions during an April meeting. As more information is developed, Mr. Degani will provide updates to both the Policy and Technical Committees.

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

The Planning & Procedures Manual is being finalized. The draft amendment is due to FHWA on April 1 and revised manuals will then be provided to NMDOT and MPO staff for review and presentation.

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. It will take several months to prepare the program, budget, project selection process, and guidance. Once completed, it will be distributed to the MPO.

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 process will take approximately 18 months to complete. The group is now looking at where the process is at currently and what the existing conditions were. This summer they will begin to address the vision for the system's future.

The TAP Coordinator is reviewing the TAP process program for FY2014 and FY2015.

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 information and he 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.

Mr. Degani asked if Mr. Quintana would include him in any discussions on the Pinon Hills extension environmental justice issues. As part of the planning division and in working with MAP-21, he needs to be aware of environmental justice concerns. He said he had not been involved in any of the Pinon Hills discussions, but noted that there had been other environmental justice issues in the state.

9. 2040 METROPOLITAN TRANSPORTATION PLAN

Subject:	2040 Metropolitan Transportation Plan
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	March 13, 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

- Overview presentations will continue to be provided to various groups in the coming months.
- A Stakeholder Workshop on February 5 provided good feedback for the plan.
- Public meetings were held to gather ideas on transportation projects that can then be analyzed later in the MTP process.
- Staff will discuss key questions with the Policy Committee to assist with development of the plan.
- A 2040 MTP timeline of activities will be reviewed on March 20.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on comments received during the Stakeholder Workshop and public meetings, hold a discussion on addressing key questions for developing the 2040 MTP, and review the 2040 MTP timeline.

DISCUSSION: Mr. Wakan reported that the MPO had begun work in November on updating the 2040 Metropolitan Transportation Plan (MTP). Staff held a Stakeholder Workshop on February 5, has presented to all the Councils and Commissions, and has had numerous other presentations and public meetings on the MTP. Good feedback for the MTP plan is being received.

Mr. Wakan referred to Page 15 of the Agenda which showed the comments received during the Stakeholder Workshop. The comment categories were Roads, Bike/Ped, Transit, and Other Modes. Mr. Wakan elaborated on some of the comments received.

Councilor Darnell thought that some of the Red Apple Transit concerns noted had been addressed in the Red Apple Transit study done several years ago. Mr. Delmagori said they had been, but issues still remained and further improvements were needed.

Mr. Wakan said that a brainstorm session with the members on improving the plan and reviewing the timeline for development of the MTP would be held off until the next Policy Committee meeting.

ACTION: The report was received.

10. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 12, 2014

INFORMATION ITEMS

- a. **Workshop with NMDOT.** The Workshop between the MPO Technical Committee and NMDOT is now scheduled for April 3.
- b. **Highway Safety Program Applications.** Staff will provide an overview of the Highway Safety Improvement Program and some of the new changes.
- c. **FFY2015-2016 UPWP.** The new work program for the MPO covering FFY2015-2016 will be drafted for review in April. Final approval will occur in June so the document is ready to go into effect on October 1, 2014.
- d. **Other**

DISCUSSION: Mr. Delmagori reported that the workshop with the Technical Committee and NMDOT was cancelled again and will not be held on April 3. Staff is waiting to hear from District 5 on a new date that is convenient for them.

Mr. Delmagori reported that applications for the Highway Safety Improvement Program (HSIP) would now be accepted on a continuous cycle instead of just once a year. Now,

every 90 days, a committee will review the applications received. The committee will include MPO and RTPO staff that will rotate onto the committee every 90 days. Mr. Wakan will be part of the first committee that will meet on the May cycle. Mr. Delmagori said there was discussion of having targeted funding goals for each MPO and RTPO. It was thought that FMPO would be somewhere around \$570,000. The details still have to be worked out but Mr. Delmagori said it would be great to know that FMPO would receive a particular amount of money. Mr. Wakan added that even if an application exceeded the allocated MPO amount, the limit was not fixed and entities were encouraged to apply as many times as needed.

Mr. Delmagori said the new UPWP cycle for FY2015-2016 has begun. Staff planned to have a draft UPWP for the Policy Committee review in April and have targeted the June meeting for final approval.

Councilor Darnell said he was sorry to hear that Mr. Delmagori was leaving the City of Farmington and stated that he would be missed. Mr. Delmagori said that he had accepted a job with the MPO in Milwaukee, Wisconsin and that his last day with FMPO is April 10. He thanked everyone for all their efforts and for the interest and participation in the MPO by the Policy Committee members. Ms. Holton announced that Mr. Fran Fillerup would be the Acting MPO Planner until Mr. Delmagori's position can be filled.

11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

12. BUSINESS FROM THE FLOOR

There was no business from the floor.

13. ADJOURNMENT

Councilor McCulloch moved to adjourn the meeting. Commissioner Eckstein seconded the motion. Councilor Darnell adjourned the meeting at 3:23 p.m.

Dan Darnell, Chair

June Markle, MPO Administrative Aide