

**MINUTES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE MEETING**  
**OCTOBER 24, 2013**

Technical Members Present: Cynthia Lopez, City of Farmington  
Nica J. Westerling, City of Farmington  
Larry Hathaway, Alternate, San Juan County

Technical Members Absent: Roshana Moojen, Alternate, City of Aztec  
Teresa Brevik, City of Bloomfield  
Dave Keck, San Juan County

Staff Present: Joe Delmagori, MPO Planner  
June Markle, MPO Administrative Aide

Staff Absent: Mary Holton, MPO Officer  
Duane Wakan, MPO Associate Planner

Also Present: Bill Craven, NMDOT Rail Bureau  
Jessica Cessieux, NMDOT Rail Bureau  
Brian Degani, Planning Liaison, NMDOT  
Ray Hagerman, 4CED  
Dr. James Henderson

**1. CALL TO ORDER**

Vice-Chair Cynthia Lopez called the meeting to order at 10:15 a.m.

**2. APPROVE THE MINUTES FROM THE SEPTEMBER 26, 2013 TECHNICAL COMMITTEE MEETING**

Mr. Hathaway made a motion to approve the minutes from the September 26, 2013 Technical Committee meeting. Ms. Westerling seconded the motion. The motion to approve the minutes was passed unanimously.

**3. RECEIVE A PRESENTATION ON THE DRAFT STATE RAIL PLAN (NMDOT RAIL BUREAU)**

<b>Subject:</b>	State Rail Plan
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 16, 2013

#### BACKGROUND OR PREVIOUS WORK

- The NMDOT Rail Bureau held a public meeting in Farmington in March 2011 to discuss the need for a State Rail Plan.
- The Rail Bureau has recently issued its draft State Rail Plan for public review and comment.

#### CURRENT WORK

- Staff from the NMDOT Rail Bureau will give a presentation on the plan at the October 24 Technical Committee meeting.

#### RECOMMENDATION

- It is recommended that the Technical Committee receive a presentation on the draft State Rail Plan.

**DISCUSSION:** Mr. Delmagori introduced Mr. Bill Craven and Ms. Jessica Cessieux with NMDOT's Rail Bureau who gave a presentation to the Technical Committee on the draft State Rail Plan.

Mr. Craven showed the New Mexico railroad map and reviewed and explained the railroad network in the state. The major railroads in New Mexico are:

- BNSF Railway which has a major freight line running east to west through New Mexico;
- Union Pacific Railroad has three lines that branch off from El Paso. The line going through New Mexico runs north from El Paso to Chicago. The railroad is working to improve this line;
- Southwestern Railroad is a short-line operator. They lease their land from BNSF and travel to the potash mines in Carlsbad and the copper mines in Hurley;
- Texas-New Mexico Line (TNMR) in Lea County serves the oilfield industry in the southeastern part of the state'
- NMDOT line that runs the Rail Runner and which leads into the Amtrak line;
- Amtrak has two lines.

Mr. Craven presented the draft State Rail Plan:

#### Purpose

- Set forth State policy regarding passenger and freight rail transportation;
- Present priorities and strategies to enhance rail service that benefits the public;
- Serve as the basis for Federal and State rail investments.

#### Why Develop a Rail Plan

- Required in order to receive future funding from the Federal Railroad Administration (FRA);

- Renewed Federal emphasis on railroad investments (Passenger Rail Investment Act (PRIIA), Rail Safety Improvement Act (RSIA) and the TIGER grant program);
- Refocus State rail planning effort after Rail Runner service began in 2008 to Santa Fe.

#### Rail Plan Process

- Stakeholder outreach began in 2010 to determine needs, issues, and priorities of railroads and shippers;
- Public involvement;
- Draft rail plan;
- Public and stakeholder review and comment until January 2014;
- Final rail plan submitted to Federal Railroad Administration (FRA) for approval;
- Update plan every 5 years to keep current with FRA and be eligible for funding.

#### Draft Rail Plan Vision Statement

The state of New Mexico's vision for its rail network is a fully-integrated and safe multimodal passenger rail system that provides efficient passenger services to, from, and within the state; provides a competitive option for New Mexico shippers; is a vital component of the national transportation network; and supports sustainable, inclusive economic development statewide.

#### Rail Plan Goals

1. Support economic growth and development;
  - Increase private carriers' capacity of long-distance freight corridors
    - o BNSF looking to double-track their main line through eastern part of state;
    - o Union Pacific looking to increase their rail capacity to Chicago by reducing distances between sites.
  - Develop and promote local freight connections
    - o In this region, properties in Thoreau and Gallup are looking to be developed;
    - o Longer term plans could look at rail into Farmington
  - Promote rail-related tourism
    - o The Department of Tourism provides links to Cumbres & Toltec Railroad as well as the Rail Runner.
  - Link rail investments to strategies that support economic development.

Ms. Westerling asked if the Rail Plan would promote connections to other modes of transportation besides rail. Mr. Craven said the Plan does not address this level of detail, but noted there are buses in Albuquerque that currently run in conjunction with the railroad timetables.

2. Improve railroad safety and security

- Positive train control
  - o Crash in 2008 of passenger train into freight train led to passage of the Rail Safety Improvement Act (RSIA);
  - o RSIA mandates that all passenger rail systems and freight rail systems carrying toxic materials develop a means to prevent over-speed derailments, train-to-train collisions, and trains running off of misaligned switches;

- No Federal funding available for this, yet huge expense (\$13 billion nationwide; \$30 million for Rail Runner);
  - Develop and implement other mandatory safety-related measures
    - Includes bridge safety and emergency notifications at crossings
  - Improve highway-rail grade crossing safety
    - NMDOT administers this statewide
  - Improve rail security
    - Since 9/11, security has become major concern, and the Transportation Safety Administration (TSA) has become involved in rail safety issues
    - Coordinate with TSA and state's Department of Homeland Security office
3. Maintain railroad assets in a state of good repair
- Improve the conditions of the state's Class III rail lines
    - Mainly for the short line and public railroads (Southwestern, Texas-New Mexico, and Santa Fe Southern)
    - Currently running on old, lighter rails and cannot handle heavier standard loads
    - Areas such as Hobbs, Artesia, and Hurley could be shut out in 20 years of carrying certain shipments
  - Maintain/improve the conditions of the NMRX rail lines
    - Required capital improvements
4. Promote efficient passenger rail service.
- Improve passenger rail options in New Mexico as part of a multimodal transportation system
    - Connections are good for local bus service to airport and commuters; not as strong with less frequent service to inner city;
    - Some interest in a commuter line from El Paso to Las Cruces.
  - Improve Rail Runner operations
    - Requests for more stations and trains to go faster
    - Limited sidings
  - Identify stable, long-term, and predictable funding for Rail Runner and NMRX rail lines
    - No statewide funding for rail
    - Four counties served by Rail Runner have 1/16 of 1% in gross receipts tax to provide local subsidy for lines; that money now used for capital improvements as well as operations.

#### Factors Affecting Prioritization

- Need to maintain the State's existing railroad infrastructure in a state of good repair;
- Need to comply with Federal safety mandates;
- Limited overall public funding from Federal, state, and local sources;
- Restrictions on use of available Federal funding
  - Limited applicability
- Anti-Donation Clause
  - Private railroads cannot receive money from state, cities, or counties

### Statewide Priorities for Rail

- Positive train control
- State of good repair projects
- Grade crossing safety
- Freight rail expansion

### Possible System Expansions

#### Public Investments

- El Paso to Las Cruces commuter rail.
- Rail Runner capacity improvements
- Additional track in Albuquerque area

#### Private Investments

- Gallup to Farmington freight service
- BNSF/UP capacity improvements; railroad companies are looking at pre-feasibility study (cost vs. benefit)

Mr. Ray Hagerman asked about the line from Gallup to Farmington that was noted in the rail plan. He said that in all the discussions 4CED's has had with BNSF the line was actually from Thoreau to Farmington. He asked if these were two separate initiatives. Mr. Craven said he had Gallup in the presentation since most of the rest of the state knows where Gallup is as opposed to Thoreau. Dr. Henderson commented that Thoreau is actually about 30 miles east of Gallup and the line being discussed locally has been called the Farmington Branch Line and would follow NM 371 north from Thoreau to Farmington. Mr. Craven suggested his presentation could reflect simply the name of the proposed line rather than saying where it would start from. He noted that there are still questions about where this line might be placed. If the project is deemed feasible, construction on the line could begin in about ten years and take up to two years to complete.

Ms. Westerling asked if there was any discussion of bringing commuter rail to San Juan County. Mr. Craven said that in discussions three years ago with the public, Economic Development Services, the MPO, and others, freight rail was the primary priority. He noted that passenger and freight rail have two different sets of requirements. Where freight can travel at ten miles per hour, passengers want to travel at the capacity speed of 79 miles per hour. This faster type of passenger travel has more stringent safety and inspection requirements.

Ms. Lopez asked if there was a size difference in the actual rails used for the two types of trains. Mr. Craven said they can both use the same rail, but for the different travel speeds there are different maintenance and inspection requirements. Ms. Lopez said that once the rail was installed, and should demand for passenger rail increase, could the lines be used for passengers. Mr. Craven said this could be possible but it would depend on the speed of those trains, the costs involved, and finding a private railroad willing to assume the liability of moving passengers.

Dr. Henderson asked if there were any considerations to running the Rail Runner in this area. Mr. Craven said there was not and that it was difficult enough running it to Santa Fe. He stated there are planned expansions to stations of the existing system, but not to extending the current 97 mile line.

Mr. Delmagori stated that elements of the Rail Plan would certainly be incorporated into the MPO's long-range plan. The MPO might need to consider the interaction of an intermodal facility at the end of a future rail line that is up on the mesa and how trucks bring goods to and from Farmington.

Mr. Degani added that NMDOT's statewide model has been completed and will be used for scenario planning that can look at TAZs and see how truck traffic and freight flows might be impacted with a rail system in the area.

Mr. Delmagori mentioned he and Mr. Craven are working to coordinate another public meeting for San Juan County in the near future. Mr. Craven and Ms. Cessieux are scheduled to give the State Rail Plan presentation to the Policy Committee on November 14, and a public meeting that evening could be considered. Mr. Delmagori said Staff would use the invitation list from the last public meeting for this planned meeting. Ms. Westerling suggested sending it out to all group lists available so that word of the meeting is spread throughout the community.

Dr. Henderson commented that this region of the state needs to be mindful of transportation as there is no rail, no freeway, and only limited air travel. He said that in the last three to four years there has been more interest in getting rail into the area and 4CED has been leading the discussion. He added that if the Navajo Nation purchases the coal mine they are going to want rail in order to ship the product. Mr. Craven stated that at the previous public meeting, someone noted that this area needs one of four things: ocean port, major airport, national freeway, or rail line. The rail line is now being pursued.

The New Mexico State Rail Plan is available at: <http://dot.state.nm.us>. The comment period ends January 3, 2013 and comments can be e-mailed to [rail.plan@state.nm.us](mailto:rail.plan@state.nm.us).

**ACTION:** The report was received.

#### **4. AMENDMENT #3 TO THE FFY2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Subject:</b>	FFY2014-2019 TIP Amendment #3
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 14, 2013

#### **BACKGROUND**

- On October 10, 2013 the Farmington MPO advertised Amendment #3 to the FFY2014-2019 Transportation Improvement Program (TIP).
- The amendment adds six projects and removes one project from the TIP as described in the attached notice.

#### CURRENT WORK

- The Animas River Trail project in Aztec is receiving local and federal funds for design and construction.
- The Bergin Lane project in Bloomfield is being moved from the TIP to the Unfunded List because with the new MAP-21 transportation bill, TPE funds are no longer available after FFY2013.
- Five new TAP projects are being added to the TIP and will all be programmed using Transportation Alternatives Program (TAP) funds:
  - 20<sup>th</sup> Street Phase 1
  - 20<sup>th</sup> Street Phase 2
  - Vereda Del Rio San Juan River Trail Phase 2
  - Vereda Del Rio San Juan River Trail Phase 3
  - Southside River Road River Trail
- A public hearing on Amendment #3 will be held on October 24, 2013 during the Technical Committee meeting.

#### ANTICIPATED WORK

- Seek approval of the amendment at the November 14 Policy Committee meeting.
- Include the project revisions in the STIP.

#### ATTACHMENTS

- Public Notice describing the projects in Amendment #3.

#### RECOMMENDATION

- It is recommended that the Technical Committee review the projects in Amendment #3, hold a public hearing, and recommend approval of Amendment #3 to the FFY2014-2019 TIP.

**DISCUSSION:** Mr. Delmagori reported that Amendment #3 to the FFY2014-2019 Transportation Improvement Program (TIP) was published on October 10 and included the projects noted on Page 3 and 4 of the Agenda.

Mr. Delmagori explained the projects included in Amendment #3:

#### **Added Project**

- **Animas River Trail** – the City of Aztec will design and construct another phase of this project from Hampton Arroyo to 320' north of the US 550/NM 516 intersection. This phase will construct a pedestrian trail and transit stop. This phase will use \$227,905 in local funding in FFY2014 for design and \$319,900 in FTA Transit in Parks funding in FFY2014 for construction. Total project cost is \$547,805.

Mr. Delmagori noted that the original trail project was amended to the TIP in September and this is an additional phase to the project.

Mr. Delmagori explained that over the past several months, the MPO worked on the Transportation Alternatives Program (TAP) and selected the projects for this federal funding. The process was completed in August and, as a result, those projects funded under the old Transportation Enhancement Program (TPE) had to be reconsidered under the TAP guidelines. The City of Bloomfield opted not to submit the current Bergin Lane project for consideration for TAP funding; therefore this project will need to be removed from the TIP and placed on the MPO's Unfunded Project List:

**Removed Project**

- **Bergin Lane (CN F100140)** – this sidewalk project in Bloomfield will be removed from the TIP and placed in the FMPO's Unfunded List. This project was programmed in FFY2015 to use Transportation Enhancement Program (TPE) funds in the amount of \$1,000,000 to construct sidewalks from US 64 to West Blanco. With the new MAP-21 transportation bill, TPE funds are no longer available after FFY2013.

Mr. Delmagori reported that the City of Farmington's 20<sup>th</sup> Street project was also a TPE project, but it had been selected for TAP funding:

- **20<sup>th</sup> Street – City of Farmington.** This project revises an existing project into two new phases

	<b>Existing Project</b>	<b>New Project</b>	<b>New Project</b>
Name	20 <sup>th</sup> Street (CN F100130)	20 <sup>th</sup> Street Phase 1 (CN F100130)	20 <sup>th</sup> Street Phase 2 (CN F100130)
Termini	Santiago to East Main	Clayton to Fairview	Fairview to Sullivan
Description	Construct sidewalks	Design & Construct sidewalks	Design & Construct sidewalks
Funding Amount and Federal Fiscal Year	\$491,000 in TPE in FFY2014	\$28,143 in Local for Environment/Design/Construction in 2014; \$159,741 in TAP (with \$27,222 in required match) in 2014 for construction; \$28,959 in TAP (with \$4,935 in required match) in 2015 for construction	\$71,931 in Local for Design/Construction in FFY2015; \$130,782 in TAP with \$22,287 in required match in FFY2015
Total Cost:	\$491,000	\$249,000	\$225,000

Page 4 of the Agenda listed the other three projects that were selected to receive TAP funding.

- **Vereda del Rio San Juan River Trail Phase 2 (City of Bloomfield)** - adds this phase of the project from the existing river trail heading east for 0.324 miles. In FFY2014, it will use \$14,032 in Local funds for construction and \$158,580 in TAP (with \$27,024 in required match) for construction. Total project cost is \$199,636.
- **Vereda del Rio San Juan River Trail Phase 3 (City of Bloomfield)** - adds this phase of the project from Phase 2 and heads east for 0.495 miles. In FFY2015, it will use \$17,446



in Local funds for construction and \$158,580 in TAP (with \$27,024 in required match) for construction. Total project cost is \$203,050.

- **Southside River Road River Trail (City of Farmington)** - adds this project from the Pinon Hills Extension heading west for 0.6 miles. In FFY2014, it will use \$39,062 in Local funds for environmental/design/construction. In both FFY2014 and FFY2015, it will use \$23,293 in TAP (with \$3,969 in required match) for construction. Total project cost is \$93,586.

Ms. Lopez opened the Public Hearing on Amendment #3 to the FFY2014-2019 TIP. No public comments were received. Ms. Lopez closed the Public Hearing.

**ACTION:** Ms. Westerling moved to recommend approval of Amendment #3 to the FFY2014-2019 TIP. Mr. Hathaway seconded the motion. The motion was passed unanimously.

## 5. COMMUNITY AND REGIONAL CONCERNS

### FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item #5

<b>Subject:</b>	Community and Regional Concerns
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 16, 2013

#### BACKGROUND

- On August 22, the Technical Committee discussed the need to address several community and regional concerns with NMDOT.
- The concerns relate to interactions and communications with NMDOT District 5 with regards to regional priorities and maintenance.
- A summary of these concerns were discussed with the Policy Committee on September 19.
- It was agreed that a workshop will be held to discuss the concerns and develop solutions.

#### CURRENT WORK

- At the September 26 Technical Committee meeting, the members decided to meet with their respective city/county managers to discuss the concerns.
- The Technical Committee will summarize their meetings with the members on October 24.

ANTICIPATED WORK
<ul style="list-style-type: none"><li>▪ Determine the content and schedule a day/time for the workshop.</li><li>▪ Outline and discuss the community and regional concerns.</li><li>▪ Develop solutions and courses of action.</li></ul>



RECOMMENDATION
<ul style="list-style-type: none"><li>▪ It is recommended that the Technical Committee:<ul style="list-style-type: none"><li>a. Summarize their discussions with their city/county managers.</li><li>b. Discuss a day and time for the workshop.</li></ul></li></ul>



**DISCUSSION:** Ms. Lopez suggested that with Mr. Keck's absence as Chair, consideration and discussion on this item should be tabled.

**ACTION:** Ms. Westerling moved to table discussion on this item until the next meeting when Mr. Keck could be in attendance. Mr. Hathaway seconded the motion. The motion was passed unanimously.

## 6. RECEIVE A REPORT FROM NMDOT

No District 5 representatives were in attendance and Mr. Delmagori did not have any update from District 5 to present.

Mr. Degani reported that the Planning Division is working on the update to the functional classification system. A kick-off meeting to introduce this project will be held on November 5 at the Mid-Region Council of Governments (MRCOG). The final functional classification guidance document dated October 13 was released by FHWA and Mr. Degani will be sending a copy of this final document to the MPO.

Mr. Degani reported that Ms. Rosa Kozub, the TAP Coordinator, has reviewed the 2014 and 2015 TAP applications and the award letters should be going out next week for the projects selected. Any additional required steps or information needed on the projects will be provided to MPO Staff.

Mr. Degani stated that a freight working group meeting in coordination with the state's long-range plan is planned for December 11. NMDOT's International Border Programs Coordinator will work in conjunction with the Planning Division on plans and trends related to the border with Mexico.

Mr. Degani reported that he had met with the City of Aztec on several potential safety projects and reviewed their current issues and concerns at two site locations in Aztec. These locations are at the intersection of US 550 and NM 516 and traffic concerns at the "s" curve section of Light Plant Road near the school. Mr. Degani will review the issues with NMDOT's Safety Project Engineering Division, but going forward, NMDOT

would like to have a representative from a regional MPO or RTPPO on the safety project review board who would assist in evaluating all the aspects of potential projects.

**7. RECEIVE A REPORT ON THE ANALYSIS OF RED APPLE TRANSIT DATA COLLECTED IN THE SUMMER**

<b>Subject:</b>	Transit Data Collection Analysis
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 16, 2013

**BACKGROUND**

- The MPO hired two interns to conduct transit data collection activities from June to early August 2013.
- The interns collected hourly boarding and alightment data, passenger origins and destinations, and distributed a survey.
- The data collection allows Red Apple Transit to assess the operations of the transit system.

**CURRENT WORK**

- In a typical week, the interns collected data for two routes.
- In June and July, all routes were counted each time.
- Staff compiled ridership summaries of each route for both June and July.
- The summaries include hourly ridership, the most common origin-destination connections, and weekly boardings and alightments by stop.
- Using the data, staff is listing observations of trends for the individual routes and making recommendations for the system as a whole.

**ANTICIPATED WORK**

- Provide the data to Bob Campbell and First Transit staff.
- Continue to work with Red Apple on potential changes to the system.

**ATTACHMENTS**

- Graphs and summary analysis of the transit data collection activities will be presented at the meeting.

**RECOMMENDATION**

- It is recommended that the Technical Committee receive a report on the analysis of Red Apple transit data collected in the summer.

**DISCUSSION:** Mr. Delmagori reported that the MPO had hired interns again for the summer months to ride the Red Apple Transit System, track boardings and departures at each stop, and track where passengers began and ended their trips for origin and destination purposes. Staff has summarized the data and Mr. Delmagori gave a presentation on some of the completed information.

The first slide depicted a summation of the average weekday ridership by time and by route (both tabular and corresponding graphs). The interns counted each route in both June and July which provided an idea of how the routes are functioning. There is only limited data for August when one intern returned to school and the other intern secured a full-time job. Mr. Delmagori said some of the routes show the expected morning and evening peaks which compare to travel to and from work. Other routes have a bell curve showing more the popular travel happening in the middle of the day. Still other routes have low ridership in the mornings which gradually increases throughout the day.

Mr. Delmagori stated that in the past, the Bloomfield route had the highest ridership among the three regional routes, but data this summer showed that Kirtland now has the highest ridership. When the routes were modified in February 2012, more stops were added to the Kirtland route and those changes seem to have helped its ridership numbers. Actual ridership on the Bloomfield route has decreased.

Mr. Hagerman asked if qualitative data was also available for review. Mr. Delmagori said the interns did distribute surveys to the riders, but only a very few responses were received back and Staff does not believe the responses would provide a good understanding of transit usage. Mr. Degani suggested also considering an online survey that might capture more responses. Ms. Westerling agreed that an online survey might illicit responses from individuals who no longer use the system and provide information on why they do not use transit.

Mr. Delmagori said these were good ideas and would coordinate with Mr. Bob Campbell for possible use in the future. Ms. Lopez also suggested that the interns verbally ask the questions of riders and note the answers themselves. Ms. Westerling also recommended limiting the questions to only three or four. Mr. Delmagori said future surveys could be simplified to only focus on key questions. Mr. Degani said surveys had been used successfully on the Rail Runner and provided valuable feedback which resulted in appropriate changes.

Mr. Delmagori also explained that for every individual route, Staff developed a summary of data collected by the days and the times the interns were actually on the buses, then compared the overall number of passengers counted by the interns to the overall monthly ridership provided by First Transit to come up with the percent of ridership that was captured for that particular month. These percentages were as high as 15-20%, but some route data percentages were lower at 8-10%.

Also compiled was a list of the most common boarding and alightment locations to give a sense of the more popular connections for each route. There was also a table showing the boardings and alightments for every stop by month along with a graphic representation of the data.

Mr. Delmagori reviewed some of the significant observations noted by Staff:

#### **Aztec**

- Orchard Plaza, Safeway/West Express, and Westside Plaza have solid and the highest number of boardings and alightments per month
- Primary travel continues to be to and from Farmington (Orchard Plaza)
- The stops along NM 516 out in the County have very little ridership. There may be an opportunity to re-evaluate the stops and find other locations along the route that would better serve ridership

#### **Bloomfield**

- Orchard Plaza, Cultural Center, and Blanco Apartments stops have the highest number of boardings and alightments per month
- There could be opportunity to identify other locations to replace County stops, possibly in residential neighborhoods in Bloomfield

It was clarified that riders are not using the regional routes for travel within that city, but are traveling back and forth into Farmington. Mr. Delmagori said this has been the trend each year.

#### **Kirtland**

- This route continues to benefit from having a stop at the Civic Center
- Mesa Mobile Home Park on Troy King is a well-used stop; it is suggested that the route serve this stop in both directions as a means to further increase ridership
- Central Center is the most used stop in Kirtland
- This route is not used for trips within Kirtland

It was noted that with the addition of more subdivisions in the Kirtland area, as well as the new Tibbetts Junior High School, having the route stop at this location both inbound and outbound might be a good change.

#### **Blue**

- There is strong ridership between the Civic Center and Orchard Plaza
- This is the most popular route with good ridership at almost all stops
- Consider making Lowe's and Olive Garden stops on demand allowing route to go into downtown area or out west further
- This route could truly benefit from implementing a 30-minute headway

#### **Green**

- Boardings and alightments are strong at Safeway West, Walmart West, Totah/Ojo Court, Murray/Butler, and the State Office
- The stop at Yarrow/Desert Rose creates an extended branch service for this route, however there are a good number of boardings and alightments to justify this service

### Purple

- The boardings and alightments make it very evident that this route is primarily used for transfers at Civic Center and Smiths and for service to San Juan College
- Intermittent stops have little use
- Due to the popularity of San Juan College, consideration should be given to adding additional stops on the campus

### Red

- Orchard Plaza and San Juan College are the most popular stops
- This route is heavily contingent on San Juan College and indicates why this route has lowest ridership than any of the other routes in Farmington
- Making BLM an on-demand stop will allow for flexibility in the schedule and will enable this route to serve Orchard Plaza in both directions

Ms. Westerling suggested this route could go further north to intersect with the bike trailheads at Lions Wilderness Park.

### Yellow

- Orchard Plaza and Smiths are the most heavily used stops; it is evident that this route is used for transfers at those locations
- Northgate Apartments and Walmart West show strong boardings and alightments each month
- Since Northgate Apartments have a very high number of boardings and alightments, it may be effective to have this stop as the end of the route and make Westland Park an on-demand stop

Mr. Delmagori said that all this information would be shared with Mr. Bob Campbell and the First Transit representatives. He said he would email this information to any Technical Committee member who is interested.

**ACTION:** The report was received.

### 8. RECEIVE AN OVERVIEW OF THE 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

<b>Subject:</b>	2040 Metropolitan Transportation Plan
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 15, 2013

#### BACKGROUND OR PREVIOUS WORK

- The Metropolitan Transportation Plan (MTP) is the long range planning document that addresses transportation needs for the next twenty years.
- The 2035 MTP was adopted in 2010.

- The 2040 MTP will be developed over the next 18 months with anticipated adoption in April 2015.

#### CURRENT WORK

- The MTP identifies project priorities, policies and strategies, and other MPO actions for all modes of travel.
- The document includes existing and future population/employment data and a financial plan.
- There will be extensive public involvement opportunities throughout the update process.
- MAP-21 requires performance measures and targets to be incorporated into the 2040 MTP.
- Staff will present an overview of the MTP process to the Technical Committee on October 24.

#### RECOMMENDATION

- It is recommended that the Technical Committee receive an overview of the 2040 Metropolitan Transportation Plan.

**DISCUSSION:** Mr. Delmagori reported that the Metropolitan Transportation Plan (MTP) is updated every five years and it is the framework for transportation decisions that will be made over the next 20-25 years. The MTP covers all modes to address future transportation problems and concerns and it is a cooperative effort among the MPO, its entities, NMDOT, the transit operator, interested parties, and the public.

Mr. Delmagori stated that Staff has targeted April 2015 for adoption of the final MTP document which gives about 18 months to get it developed. The document will be guided by the Planning Factors from SAFETEA-LU, the Livability Principles that came from USDOT, EPA, and HUD, and seven new National Planning Goals from MAP-21.

Elements that will be in the MTP update include:

- Vision and Goals/Objectives
- Current & Future Population/Employment data
- Identify, review and prioritize project alternatives for road, transit, bicycle/pedestrian
- Freight and other modes
- Safety and Security
- Environmental mitigation activities
- Operations & Management strategies
- Financial Plan
- Public participation and involvement

Mr. Delmagori stated that public participation will be a major part of the MTP update process. To obtain feedback on project identification and prioritization, Staff will be bringing the information to the public via open houses, survey forms, luncheon meetings, and at city events and fairs.

Mr. Delmagori noted some areas of additional focus. These areas were touched upon in the current MTP but there may now be a need to focus additional attention on these areas:

- Safety
- Freight
- Transportation and Land Use
- Environmental Justice
- Economic Vitality
- System Preservation (state of good repair)
- Others

Additionally, MAP-21 has performance measure and performance target requirements that need to be incorporated into the MTP document. Mr. Delmagori said the measures will need to be defined and the types of targets desired for this area established. As examples, Mr. Delmagori reviewed several of MRCOG's performance targets that they have already incorporated into their MTP process.

Mr. Delmagori said discussion of the MTP process will continue to be an agenda item for future Technical Committee meetings as Staff develops the various aspects of the MTP update.

**ACTION:** The report was received.

#### **9. RECEIVE A REPORT ON AN UPDATE TO THE JOINT POWERS AGREEMENT (JPA)**

<b>Subject:</b>	Joint Powers Agreement Amendment
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 15, 2013

#### **BACKGROUND**

- The FHWA MPO Review indicated that the MPO needs to update the current Joint Powers Agreement (JPA) to meet federal requirements and the new provisions of MAP-21.
- This update would also include a conflict resolution clause to address disagreements.
- As recommended by FHWA, the revised JPA would reflect current transportation federal law in effect since October 1, 2012 and capture the requirements of MAP-21.

#### **CURRENT WORK**

- Sections of the current JPA will need to be amended to meet new requirements and provisions.
- The national planning goals under MAP-21 will be added to the JPA under Section 4.



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| <ul style="list-style-type: none"><li>▪ Section 4 will also provide a general overview of the MPO's role in establishing a performance-based approach to transportation planning.</li><li>▪ Expand Section 7 to address conditions that would indicate when the JPA needs to be updated.</li><li>▪ Referencing the oversight agreement between FHWA and NMDOT, staff is developing a similar conflict resolution clause for Section 10 of the JPA.</li></ul> |
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<b>RECOMMENDATION</b>
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| <ul style="list-style-type: none"><li>▪ It is recommended that the Technical Committee receive a report on an update to the Joint Powers Agreement.</li></ul> |
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**DISCUSSION:** Mr. Delmagori stated that revising the Joint Powers Agreement (JPA) was a recommendation that came out of the FHWA's review of the MPO in September 2012. The review stated that MAP-21 provisions needed to be incorporated into the JPA as well as stipulated the need to develop a conflict resolution process. Mr. Delmagori said he wanted to introduce the draft JPA to the Technical Committee today with the revisions expected to be approved in January.

Mr. Delmagori said that there appeared to be only a couple of sections that needed to be revised and planned to speak with Mr. Rodolfo Monge-Oviedo with FHWA about what specific changes they required.

Initially, Mr. Delmagori said the revised JPA will include the seven new national planning goals from MAP-21 and will reference the need for performance-based measures and targets in the MPO planning process, particularly for the MTP and TIP. The JPA will also discuss ensuring consistency and coordination with NMDOT on what they incorporate into their planning targets, and then integrating those targets into other transportation plans that the MPO develops.

Mr. Delmagori stated that Section Seven of the current JPA will need to be expanded to update those changes that might trigger the need for revising the JPA in the future. This might include such things as a new federal transportation bill that included new requirements for the MPO, or if major changes were made to the MPO membership or structure.

Section Ten of the new JPA will include a new paragraph on the conflict resolution process. Mr. Delmagori referred the Technical Committee to Page 10 of the Agenda which showed a sample of the conflict resolution process used by FHWA and NMDOT. Mr. Monge-Oviedo said this process could be used as an example and template by the MPO in revising their JPA.

Mr. Delmagori expects to review the draft with the committees in November, seek recommended approval from the Technical Committee in December, and seek Policy Committee approval in January.

**ACTION:** The report was received.

## 10. INFORMATION ITEMS

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	October 16, 2013

### INFORMATION ITEMS

- a. **NMAPA Conference.** Farmington hosted the NMAPA Conference on October 2-5, 2013.
- b. **Complete Streets.** An Advisory Group meeting was held on October 16. The group further identified and defined land use context areas and road types for the program.
- c. **2013 Traffic Count Program.** Traffic Research and Analysis (TRA) will be taking annual traffic counts throughout the region the weekend of October 18-20 and during the week on October 22-24.
- d. **Regional Traffic Model.** An update on the calibration/validation process will be provided at the meeting.
- e. **AMPO Annual Conference.** Duane Wakan will be attending the annual AMPO Conference in Portland, OR on October 22-25.
- f. **Other**

**DISCUSSION:** Due to other commitments and obligations by Technical Committee members, Mr. Delmagori did not discuss the Information Items individually.

## 11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

## 12. BUSINESS FROM THE FLOOR

Mr. Degani said more information will be made available on the statewide long-range plan workshop that was presented at the NMAPA Conference several weeks ago. He said there is detailed information about the issues and opportunities that were presented by the working group. Mr. Degani said they discussed the overview of the MAP-21 planning requirements and there were breakout sessions that discussed safety and security, access, mobility, and connectivity. The other session discussed economic vitality, freight, and regional developments for consideration.

Mr. Degani noted that a prioritized list of action statements was then developed by the workshop participants. Starting with the highest priority items and reading down the list to the lowest priority items, some of the topics included expanding transit options, adopting Complete Streets policies, establishing sustainable performance measures, adopting funding formulas to promote equity, capitalizing on rail opportunities, funding local comp plans, acknowledging climate changes and transportation's role, capitalizing on tourist economic development, opportunities to improve and enhance signage, improving the funding process, encouraging regional collaboration, addressing bike issues, alternate routes for industry, and integrating freight and addressing congestion.

Ms. Westerling said she was surprised that the bike issues were as far down on the list as they were considering the enthusiasm and insistence of the local biking group members. Mr. Degani said that it is the mix of planners from different areas around the state who bring up different issues and have different priorities.

There was no additional business from the floor.

### 13. ADJOURNMENT

Ms. Westerling moved to adjourn the meeting. Mr. Hathaway seconded the motion. Ms. Lopez adjourned the meeting at 11:27 a.m.

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Cynthia Lopez, Vice Chair

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June Markle, MPO Administrative Aide