

- The amendment includes the modification of two projects:
 - **US-550 pavement rehabilitation**
 - **Pinon Hills Blvd. Extension**
- The Technical Committee recommended approval of proposed Amendment #2 and the Self-Certification for Amendment #2 to the Policy Committee on February 9

AMENDED TIP PROJECT(S)

- US-550 pavement rehabilitation
 - Major rehabilitation from MP 161 - 164.9 in Federal Fiscal Years 2022 and 2023
 - Estimated cost \$12.8 million
- US-550 pavement rehabilitation
 - Major rehabilitation from MP 164.9 - 168.3 in Federal Fiscal Year 2027
 - Estimated Cost \$25 million
- Pinon Hills Blvd. Extension
 - Consolidating two project phases
 - Adjusting funding amounts based on funding received through HB2

ANTICIPATED WORK

- Hold a public hearing on TIP Amendment #2 on February 24, 2022.
- Seek approval of the Amendment #2 and the Self-Certification at the February 24, 2022 Policy Committee meeting.

ACTION ITEM

- The Technical Committee and Staff recommend that the Policy Committee consider approval of proposed Amendment #2 and the Self-Certification for Amendment #2 to the FFY2022-2027 TIP.

APPLICABLE CITATIONS

- § 450.328 TIP revisions and relationship to the STIP.
- (a) An MPO(s) may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO(s) and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO(s) shall use public participation procedures consistent with § 450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications.) After approval by the MPO(s) and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, the FHWA and the FTA must make a conformity finding on the TIP before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.
- (c) The State shall notify the MPO(s) and Federal land management agencies when it has included a TIP including projects under the jurisdiction of these agencies in the STIP.

DISCUSSION:

Mr. Koeppel introduced the quarterly TIP amendment. There are two projects being amended in the 2022-2027 TIP Amendment #2. The first amendment, made by NMDOT, concerns F100341 – US 550 Pavement Rehab. NMDOT is moving \$12.8 million for one phase of the project into fiscal years 2022 and 2023. NMDOT is also adding \$25 million for the second phase of the project, from Cedar Hill, NM to the Colorado state line in fiscal year 2027. Mr. Koeppel commented that the committee should expect further amendments on the second phase of the project, as indicated by NMDOT.

The second amendment, requested by the City of Farmington, consolidates Phase I and Phase II of the Pinon Hills extension project into one phase and moves the funding for the project into fiscal year 2022 and 2023. This amendment moves \$800,000 into the fiscal year 2022 for design and engineering work and \$34 million into fiscal year 2023 for the majority of the construction. This reflects funding recently received through HB2 in the last special session of the New Mexico Legislature.

MPO Staff and the Farmington MPO Technical Committee recommended that the Policy Committee approve Amendment #2 to the 2022-2027 TIP.

There was no further discussion.

Vice Chair Bingham-Kelly opened the public hearing. There was no public comment. The public hearing was closed.

ACTION:

Mr. Brasher motioned to approve the FFY2022-2027 TIP Amendment # 2. Commissioner Todacheene seconded the motion. The motion was passed with no opposition.

4. FFY2021-2022 UPWP AMENDMENT #2 AND POLICY COMMITTEE RESOLUTION 2022-2

Subject:	FFY2021-2022 UPWP Amendment #2 and Policy Committee (PC) Resolution 2022-2
Prepared by:	Peter Koeppel, MPO Officer
Date:	February 24, 2022

- | BACKGROUND | |
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| <ul style="list-style-type: none"> ▪ The MPO maintains a Unified Planning Work Program which sets forth the tasks the MPO will undertake in a given fiscal year. ▪ The Policy Committee approved the MPO’s two-year FFY2021-2022 UPWP on June 25, 2020. ▪ This amendment moves \$87,329.98 in unspent FFY 2021 federal planning funds to the 2022 work program. | |

- On February 6, 2022 the 15-day public comment period for Amendment #2 to the FFY2021-2022 Unified Planning Work Program (UPWP) began and was posted on the MPO's website.
- The Technical Committee recommended approval of the proposed amendment and PC Resolution on February 9, 2022.

- CURRENT WORK and ATTACHMENTS**
- A copy of NMDOT staff email with the amount of carry forward funding available.
 - Proposed Policy Committee Resolution 2022-2.

- STAFF RECOMMENDATION**
- MPO Staff recommends approval of Amendment #2 to the FFY2021-2022 UPWP and Policy Committee (PC) Resolution 2022-2.

- APPLICABLE CITATIONS**
- 23 CFR § 450.308 - Funding for transportation planning and unified planning work programs

DISCUSSION:

Mr. Koepfel introduced the Unified Planning and Work Program as the MPO's two-year budget and work program. It needs to be updated periodically to reflect changes in funding and expenditures. With this amendment to the UPWP, the MPO is requesting the committee to move approximately \$87,000 of leftover funding from fiscal year 2021 to fiscal year 2022, the current fiscal year, with the hopes to spend it on a bicycle and pedestrian plan for the region.

MPO Staff and the Farmington MPO Technical Committee recommended that the Policy Committee approve Amendment #2 to the 2021-2022 UPWP.

There was no further discussion.

Vice Chair Bingham-Kelly opened the public hearing. There was no public comment. The public hearing was closed.

ACTION:

Mr. Brasher motioned to approve the FFY2021-2022 UPWP Amendment # 2 and Policy Committee Resolution 2022-2. Commissioner Todacheene seconded the motion. The motion was passed with no opposition.

5. QUARTERLY EDUCATION: INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ARCHITECTURE

Subject:	Quarterly Education: Intelligent Transportation Systems (ITS) Architecture
Prepared by:	Kathryn Leys
Date:	February 24, 2022

PRESENTATION

As the Farmington MPO finishes up the update of their Regional ITS Architecture, this brief introduction to ITS Architecture will provide a background of what ITS Architecture is, why is it important, and how can city and county staff and policymakers can use this newly updated document in transportation planning.

DISCUSSION:

Ms. Leys introduced this quarters education topic was Intelligent Transportation Systems (ITS) Architecture. As noted, the MPO is completing its update of the Farmington Regional ITS Architecture Update.

Ms. Leys began by defining ITS. ITS represents the application of information processing, communications technologies, advanced control strategies, and electronics to the field of transportation and address all aspects, including design, operation, and evaluation. Some examples of ITS that Ms. Leys highlighted include active traffic management and traffic signal control. Ms. Leys also described how the use of ITS is beneficial for the transportation system, planners, policy makers, road users, and commercial carries by describing how ITS enhances system efficiency and safety.

Mr. Leys next defined ITS architecture as the systems and the interconnection and information exchanged between these systems. ITS architecture is functionally oriented so the functions the system perform remain the same while technology evolves. There are two primary components to ITS architecture - Subsystems and Information flows. Subsystems are individual pieces of the ITS that perform specific functions and Information flows define the information that is exchanged.

Ms. Leys went of to define the National ITS Architecture and regional ITS architectures. The National ITS Architecture is a general framework for planning, defining, and integrating ITS. It is the template that reginal ITS architecture must use. The National ITS Architecture has three layers. The institutional layer is built to address transportation system user needs and to support ITS planning and project development. The transportation layer is where transportation services and systems are described. The communications layer addresses the ability to exchange information and interoperability needs between systems. Regional ITS architectures are tailored version of the National ITS Architecture and is aimed to meet the specific needs of a region, define program goals, identify a concept of operation, develop institutional agreements, and focus on technical integration of ITS systems within the region. Ms. Leys ten listed some of the key components of a regional ITS architecture.

Finally, Ms. Leys described how planners and policy makers can use the regional ITS architecture in the Planning process. Ways to use the ITS architecture to improve transportation system performance include Integrating and coordinating the technology underlying operations services, aligning efforts to make greater progress in ITS and operations and, using existing resources smartly. She also described ways that planners can leverage the regional ITS

architecture to support planning operations. There opportunities include to sustain and build on the collaborative relationships from the regional ITS architecture development consult the architecture to identify available sources of operations data to track measurable objectives, gather information on operations needs from the architecture and ITS stakeholders, examine service packages in architecture when identifying ITS-based strategies, include the architecture as part of the transportation improvement program (TIP) development process and, use the architecture's operational concepts, functional requirements, and other contents to kick-start project development.

Commissioner Todacheene asked how ITS technology can be impacted by weather related events, especially the impacts of the physical or electronic equipment. Ms. Leys responded that this is a reason why ITS architecture exists. ITS architecture can help monitor the weather and work collaboratively to ensure that equipment will not fail in poor conditions.

There was no further discussion.

5. REPORTS FROM NMDOT

Planning Bureau – Rosa Kozub

Ms. Kozub informed the committee that NMDOT is working to provide MPO Staff FFY2023-2024 Metropolitan Planning Fund Targets, which are used to fund the operations of the MPO and needed for the update of the Unified Planning Work Program.

District 5 – Paul Brasher

Mr. Brasher advised the committee that NMDOT has funding for the first two phases of the Pinon Hills Boulevard Extension Project. He added that the plans for this project are in place and at the PS&E level, however because the right-of-way and environmental reviews occurred so many years ago, to qualify for federal funding the environmental review need to be updated and the right-of-way need to be recertified. NMDOT does have a coordination meeting the day following this meeting with individual from the DOT, Farmington, San Juan County, and possibly Aztec. Mr. Brasher announced that NMDOT has enough funding to launch both phases of Farmington's portion of the project at the same time. Mr. Brasher will share any additional information he receives about this project at future meetings.

Mr. Koeppel asked Mr. Brasher about impacts to Main Street in Farmington during construction. Mr. Brasher said there will be truck traffic on Main. There are alternative ways to access the site, from 516 at the northern end and CR 3900 at the southern end. Traffic impacts will occur from both directions, as usually occurs with major construction projects. NMDOT will do what it can to mitigate traffic impacts for the general public.

DISCUSSION:

Commissioner Todacheene asked about the status of the installation of the falling rock signs she had requested in previous meetings. Mr. Brasher stated that NMDOT is in the process of installing these signs, and other signs throughout District 5, and they will be in place shortly. He also commented that NMDOT's the rockfall mitigation study is still in progress and the implementation of the plan's recommendation will take place once the right-of-way and environmental issues have been resolved. He also stated that NMDOT has employees who are monitoring for rockfalls and rocks do not remain in the roadway for very long.

6. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	MPO Staff
Date:	February 24, 2022

INFORMATION ITEMS

- a. **2023 Transportation Project Fund Call for Projects** - Please see attached for NMDOT's call for projects letter for the 2023 TPF funding round.

DISCUSSION:

Mr. Koeppel informed the committee that NMDOT has put out a call for project for the 2023 Transportation Project Fund (TPF). Mr. Koeppel briefed the committee as to what had been funded with the last round of funding, including the East Blanco Bridge in Bloomfield, Foothills Drive Phase III in Farmington, McWilliams Road in Aztec, and various county roads. He referred committee members to their entities technical committee members for further information on how they plan to apply for funding from this program.

Mr. Koeppel asked Mr. Brasher if he had any additional information on how much funding would be available for the TPF this year, as last year the program had a very generous amount of funding. Mr. Koeppel explained that the technical committee and MPO staff were expecting less funding this year, but would like more information. Mr. Brasher said the number has not been settled on but Mr. Brasher thinks it will be similar to last year, possibly a little bit more, but he will know more in the next few days. Mr. Brasher explained to the committee that the TPF was pushed by New Mexico's Transportation Secretary and, because of that, there is a greater chance for the legislator to be as generous as they can.

There was no further discussion.

7. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Commissioner Todacheene asked Mr. Brasher about how to deal with speeding in Shiprock. It was asked by the DOT if they could install additional flashing

lights to alert drivers of the speed. Mr. Brasher responded by saying that unless the speeding is caused by the road conditions or damaged signage, this is an issue for law enforcement.

Commissioner Todacheene also asked Mr. Brasher if the DOT could install signs prohibiting Jake Brakes for truckers. Mr. Brasher said that this decision was up to the local policy makers. Unless a sign was already in place, but damaged or missing, the DOT would have to rely on local policy makers decision on where to install new signs.

Lastly, Commissioner Todacheene informed Mr. Brasher that a stop signs in Shiprock had been damaged and fallen over. Mr. Brasher clarified that there was already a stop sign in place, but it was damaged. Commissioner Todacheene said this was correct. Mr. Brasher informed Commissioner Todacheene that he would have someone fix the fallen stop sign as soon as possible.

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

8. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

There was no public comment on any issues not on the agenda

9. ADJOURNMENT

Commissioner Todacheene moved to adjourn the meeting. The motion passed with no opposition. Vice Chair Bingham-Kelly adjourned the meeting at 11:18 a.m.


Sean Sharer, Policy Committee Chair


MPO Staff