

TECHNICAL COMMITTEE

AGENDA

Farmington Metropolitan Planning Organization

September 26, 2013 10:00 a.m.

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

AGENDA FARMINGTON METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MEETING September 26, 2013 10:00 AM

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

ITEM	PAGE
1. Call meeting to order	
2. Approve the minutes from the August 7, 2013 Special Technical Committee	15
meeting.	
3. Approve the minutes from the August 22, 2013 Technical Committee meeting.	28
4. Community and Regional Concerns.	1
a. Review concerns raised by the Technical Committee on August 22.	
b. Summarize the discussion held with the Policy Committee on	
September 19.	
c. Determine content and schedule a day/time for the Work Session.	
5. Receive a report on Complete Streets.	2
6. Receive a report on the update to the Regional Traffic Model.	3
7. Receive a report on the 2013 traffic count program.	4
8. Receive a report from NMDOT	
a. District 5 (Phil Gallegos)	
b. Planning Division (Brian Degani)	
9. Receive a report on the Transportation Alternatives Program (TAP).	8
10. Receive a report on activities for the Safe Routes to School (SRTS) Program.	10
11. Receive a report on Red Apple Transit monthly ridership.	11
12. Information Items:	14
a. MPO Summit for Policy Committee Members - September 14 in	
Albuquerque	
b. Metropolitan Transportation Plan Update	
c. MPO Quarterly September 18 in Santa Fe	
d. NMAPA Conference - October 2-5 in Farmington	
e. Other	
13. Business from:	
a. Chairman	
b. Members	
c. Staff	
14. Business from the Floor	
15. Adjournment	

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

Subject: Community and Regional Concerns

Prepared by: Joe Delmagori, MPO Planner

Date: September 18, 2013

BACKGROUND

- On August 22, the Technical Committee discussed the need to have a collective voice that addresses several community and regional concerns.
- The concerns relate to interactions and communications with NMDOT District 5 with regards to regional priorities and maintenance.

CURRENT WORK

- An overview of the concerns is being presented to the Policy Committee on September 19.
- A summary of this discussion will be given at the September 26 Technical Committee meeting.
- The Technical Committee would like to hold a work session with District 5 to further discuss these concerns and develop solutions.

ANTICIPATED WORK

- Determine the content and schedule a day/time for the Work Session.
- Outline and discuss the community and regional concerns.
- Develop solutions and courses of action.

RECOMMENDATION

- It is recommended that the Technical Committee:
 - a. Review the concerns raised at its August 22 meeting
 - b. Receive a summary of the discussion held with the Policy Committee on September 19
 - c. Determine the content and schedule a day/time for the Work Session.

Subject: Complete Streets

Prepared by: Joe Delmagori, MPO Planner

Date: September 18, 2013

BACKGROUND or PREVIOUS WORK

- Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, such as walking, biking, and transit.
- On August 7, the Policy Committee approved a vision statement, values, and goals for Complete Streets which create the framework for the program.
- Staff has introduced the concept of land use context areas and road types to the Advisory Group and to the Technical and Policy Committees.
- The Advisory Group held its latest meeting on September 16.

CURRENT WORK

- The Advisory Group worked on an exercise to identify titles and definitions for land use context areas and road types for the MPO Complete Streets program.
- Land Use context areas are areas that comprise of a unique combination of building types, densities, and development form.
- Road types better represent how a street functions within a neighborhood.
- Land use context areas and road types for this region will be used as the basis for Complete Streets design guidelines.

ANTICIPATED WORK

- Further development of land use context areas and road types.
- Approve titles and definitions for land use context areas and road types.

ATTACHMENTS

 Draft land use context areas and road types developed by the Advisory Group will be provided at the meeting.

RECOMMENDATION

 It is recommended that the Technical Committee receive a report on Complete Streets.

Subject: Regional Traffic Model Update

Prepared by: Duane Wakan, MPO Associate Planner

Date: September 18, 2013

BACKGROUND or PREVIOUS WORK

- Staff completed baseline population/employment estimates and changes to the Traffic Analysis Zones (TAZ) boundary structure.
- The Policy Committee approved the new TAZ boundary structure on April 23.
- The Policy Committee approved the TAZ base year and future (2010, 2025, and 2040) population and employment projections and distribution on August 7.
- Staff distributed housing types (mobile home, single family, multi-family etc.), employment types (office, retail, medical etc.), and student populations across the TAZ structure for the base and future years.

CURRENT WORK

- Staff has hired a consultant who will begin model calibration, validation and staff training in August.
- Staff discussed minor TAZ modifications with the consultant on September 12 in preparation for model calibration.
- Staff is creating a database of AM and PM peak hour volumes for road links that are traffic count locations in preparation for traffic assignment.

ANTICIPATED WORK

- Finalize the TAZ structure.
- The consultant will run the first iterations of model calibration for MPO staff to review.
- Staff will use the model to assist with planning activities during the MTP update.

ATTACHMENTS

- Minor TAZ revisions will be illustrated at the meeting.
- A spreadsheet with Peak Hour Traffic will be illustrated at the meeting.

RECOMMENDATION

• It is recommended that the Technical Committee receive a report on the update to the Regional Traffic Model.

Subject: 2013 Traffic Count Program

Prepared by: Duane Wakan, MPO Associate Planner

Date: September 18, 2013

BACKGROUND

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

CURRENT WORK

- Staff is splitting the annual weekday traffic count list into a fall/spring calendar format to better understand traffic volumes throughout the year.
- 41 locations out of the 82 total will be taken the week of October 21.
- Staff is also merging the weekend count calendar to coordinate with the weekday count calendar on a semi-annual basis.
- The list of weekend locations will also be split in half between the fall and spring.
- 16 locations out of the 32 total will be taken October 18-20.
- The MPO hired the same consultant to a new one-year contract to take counts in October and again in the spring.

ANTICIPATED WORK

- Take the traffic counts in October.
- Review the traffic count data and submit it to NMDOT.
- Complete data entry and database updates.

ATTACHMENTS

The 2013 weekday and weekend traffic count location lists.

RECOMMENDATION

It is recommended that the Technical Committee receive a report on the 2013 Traffic Count Program.

2013 Weekday Traffic Counts (week of October 21)

LOCAL_ID	TIMS_ID	ON_ROAD	From	То	Located At	Functional Class	Speed/Class
AZ_120	35161	NM 516	Ruins Rd	Chaco St	Animas River Crossing	Principal Arterial	
AZ_135	11525	Rio Grande Ave	Blanco St	US 550	At intersection of San Ysidro Pl.	Collector	
AZ_136	11533	S Rio Grande Ave	US 550	Aztec City Limit	Between Ute and Park	Collector	Υ
AZ_138	8186	Ruins Rd	NM 516	Aztec City Limits	At intersection of Kin Kaai St.	Collector	Υ
AZ_31	11537	Blanco	US 550	Mesa Verde	At Church St	Collector	Υ
AZ_47	11535	CR 3008	CR 3000	CR 3009	Approximately 300' East of CR 3016	Collector-Local	
AZ_93	11522	Mesa Verde	Zia	Chuska	Approximately 100' N of Zia	Collector	
BL_155	6632	US 550	Sullivan Rd	US 64	San Juan River Crossing	Principal Arterial	Υ
BL_226		E Blanco/CR 4899	N Kirby St	Deer Trail	150' West of Mustang Ln	Minor Arterial	
BL_61	3893	E Blanco/CR 4899	US 550	N Kirby St	Approximately 400' West of Saiz Rd	Minor Arterial	Υ
FM_103	30733	Navajo St W	Auburn N	Municipal Dr	Approximately 400' west of Auburn	Collector	
FM_112	35136	NM 516	Morningstar	E Main St	Animas River Crossing	Principal Arterial	Υ
FM_126	18437	Pinon Hills Blvd	NM 170	W 30th	LaPlata River Crossing	Principal Arterial	
FM_141	30849	Sandalwood	College	English	Approximately 800' west of English	Collector	
FM_149	11742	Sullivan	20th	30th	Approximately 100' S of Cliffside Dr.	Minor Arterial	
FM_152	30769	Troy King Rd	US 64	Twin Peaks Rd/ CR 6480	Between Piedras and Cardinal	Collector	
FM_16	30602	38th	Dustin	Butler	At Buena Vista	Collector	Υ
FM_166	5630	US 64/Broadway	NM 170	Murray Dr/NM 5001	Between Gooding and Gower	Principal Arterial	Υ
FM_170	3842	US 64/Broadway	Scott	Murray Dr/NM 5001	Animas River Crossing	Principal Arterial	
FM_182	30848	Wall Ave	Main St	Apache St	Approximately 500' south of Apache	Collector	

2013 Weekday Traffic Counts (week of October 21)

LOCAL_ID	TIMS_ID	ON_ROAD	From	То	Located At	Functional Class	Speed/Class
FM_185	30789	Wildflower Pkwy	Wildflower Mesa Dr	Andrea Dr	Approximately 1200' west of Andrea Dr.	Minor Arterial	
FM_19	34643	Andrea	US 64	Wildflower Pkwy	South of Billie Lane	Collector	Υ
FM_2	11723	20th	Sunset	Dustin	West of Brookside Dr.	Minor Arterial	
FM_213	11718	Municipal Dr	Airport Dr	Navajo St W	At Reilly	Minor Arterial	Υ
FM_30	30619	Behrend	Pinon St	Main	Between Animas & Cedar	Collector	
FM_33	30620	Brookside	Glade/Auburn	20th	South of 20th	Collector	
FM_38	28724	Butler	Ute	20th	North of Ute	Minor Arterial	
FM_44	30814	Cliffside	Hutton	NM 516/Main St	Between Apple and Arch	Collector	
FM_60	30699	Crestwood Dr	Thomas	Foothills	Between Woodland and Foothills	Collector	Υ
FM_62	17429	English	S of Gila	Largo	North of Kayenta	Collector	
FM_65	30700	Fairgrounds	Main St	Cooper	Between Navajo and 11th St	Collector	
FM_68	30702	Farmington Ave	Main St	20th	Between 17th and 18th	Collector	Υ
FM_8	18751	30th	Pinon Hills	Sunset	Approximately 300' W of Sunset	Minor Arterial	
FM_84	25671	Main St	Airport	Lake St	At Giles	Principal Arterial	
FM_96	18202	Miller	Murray	Pinon St	Animas River Crossing	Collector	Υ
SJ_110	24029	NM 371	CR 7100	Old Fruitland Hwy/NR 36	Approximately 500' S of NR 36	Minor Arterial	
SJ_154	30846	CR 6480	Troy King Rd	CR 6200	Approximately 3200' east of CR 6200	Collector	
SJ_173	19033	US 64/Broadway	CR 5569	CR 5500	Approximately 200' east of CR 5568	Principal Arterial	
SJ_51	30865	CR 350	CR 3000	NM 516	Animas River Crossing	Collector	Υ
SJ_58	30913	CR 5580	CR 350	CR 5584	Approximately 500' East of CR 350	Collector	
SJ_59	30852	CR 6500	US 64	CR 6480	At CR 6444	Collector	Υ

2013 Weekday Traffic Counts (October 18-20)

LOCAL_ID	TIMS_ID	ON_ROAD	FROM_	то	LOCATED AT	FUNCTIONAL	SP/CL
AZ_138	8186	Ruins Rd*	NM 516	Aztec City Limits	At intersection of Kin Kaai St.	Collector	У
AZ_159	9599	US 550	S Rio Grande Rd	NM 516	At Zia St	Principal Arterial	У
AZ_160	5688	US 550	NM 516	NM 173	Between N Rio Grande and Sabena	Principal Arterial	n
FM_112	35136	NM 516*	Morningstar	E Main St	Animas River Crossing	Principal Arterial	У
FM_115	35155	NM 516	Shopping Center	English	Approximately 200' west of English	Principal Arterial	n
FM_126	18437	Pinon Hills Blvd*	NM 170	W 30th	LaPlata River Crossing	Principal Arterial	n
FM_168	25642	US 64/Broadway	W Main St	Butler/Pinon St	Between Behrend and Allen	Principal Arterial	У
FM_216	21314	NM 516/E Main St	30th	Largo	South of Hudson	Principal Arterial	n
FM_38	28724	Butler*	Ute	20th	North of Ute	Minor Arterial	n
SJ_106	22946	NM 170	Pinon Hills Blvd	CR 1424	Approximately 4000' north of Pinon Hills Blvd	Principal Arterial	n
SJ_109	7750	NM 173	CR 2950	NM 575	Approximately 2.5 mi east of US 550	Collector	n
SJ_111	24029	NM 371	Old Fruitland Hwy/NR 36	Murray Dr/NM 5001	San Juan River Crossing	Minor Arterial	У
SJ_163	5576	US 64	CR 6700	CR 6800	Between CR 6700 and CR 6825	Principal Arterial	n
SJ_172	21310	US 64	Browning Pkwy	CR 5569	Approximately 1 mi. west of CR 5569	Principal Arterial	n
SJ_199	18669	CR 5500	CR 5510	US 550	At CR 5315	Collector	n
SJ_51	30865	CR 350*	CR 3000	NM 516	Animas River Crossing	Collector	У
*Duplica	te weekda	ay Count Location					

Subject: Transportation Alternatives Program

Prepared by: Joe Delmagori, MPO Planner

Date: September 18, 2013

BACKGROUND or PREVIOUS WORK

- MAP-21 has created the new Transportation Alternatives Program (TAP).
- Funding for TAP projects will be based on a project selection process.
- The Policy Committee approved the five submitted projects for TAP funding on August 7.

CURRENT WORK

- Bloomfield and Farmington passed resolutions of support for their projects in August and September.
- Staff has made final reviews of the PIFs and TAP applications to ensure all information has been collected.
- Staff completed the TAP Checklist that summarizes the project selection process.
- The FMPO TAP packet is being submitted to NMDOT Planning on September 19.

ANTICIPATED WORK

- Amend the TIP and STIP to include the selected TAP projects.
- Work with NMDOT in the Spring of 2014 to evaluate the TAP project selection process.

ATTACHMENTS

Summary sheet showing the breakdown of TAP funding by project, category, and fiscal year.

RECOMMENDATION

It is recommended that the Technical Committee receive a report on the Transportation Alternatives Program.

Population Target Area	FFY 2014	FFY 2	2015														
Pop. 4,999 or less (Rural)	\$ 23,293	\$	23,293														
Pop. 5,000 to 200,000	\$ 106,999		106,999														
Pop. 200,001 +	NA	NA	· ·														
Anywhere	\$ 211,322	: \$	211,322														
Federal Total:	\$ 341,614	\$	341,614														
Local Match	\$ 58,215	\$	58,215														
TAP Total for MPO	\$ 399,829	\$	399,829														
		+															
			FMPO	FFY	/2014-20)15	TAP Fund	ing	Awards								
	2014 TAP	2014 7	AP Urban		1 TAP Rural			2015		201	5 TAP	2015	5 TAP Rural	2015	TAP		
Applicant/Category	Fed Funds Requested	Funds	Awarded	Func	ds Awarded		where Funds rded		unds ested		an Funds Irded	Fund	ds Awarded	Anyw Awar	here Funds		Local Match rement
Southside River Road River Trail (Farmington		1.															
Rural) from west of Pinon Hills Blvd extension	\$ 23,293	\$	-	\$	23,293	\$	-	\$	23,293	\$	-	\$	23,293	\$	-	\$	7,939
Vereda del Rio San Juan Phase 2 (Bloomfield Urban) heading east from existing trail	\$ 158,580	\$	106,999	\$		\$	51,581	\$		\$		\$		\$		\$	27,024
20th Street Sidewalks Phase 1 (Farmington																	
Urban) from Clayton to Fairview	\$ 159,741	. \$	-	\$		\$	159,741	\$	28,959	\$	28,959	\$	-	\$	-	\$	32,157
Vereda del Rio San Juan Phase 3 (Bloomfield Urban) heading east from Phase 2								Ś	158,580	\$	78,040	\$		\$	80,540	Ś	27,024
20th Street Sidewalks Phase 2 (Farmington								Ť		T	70,0.0	Ť		Ť	30,5.0	•	
` ` ` ` ` ` ` ` ` ` ` ` ` ` ` ` ` ` ` `	/	/ /						\$	130,782					\$	130,782	\$	22,287
Urban) from Fairview to Sullivan										_					211,322	\$	116,430
	\$ 341,614	\$	106,999	\$	23,293	\$	211,322	\$	341,614	\$	106,999	\$	23,293	\$	211,322	٦	
Urban) from Fairview to Sullivan Total	\$ 341,614					\$	211,322	\$	341,614	\$	106,999	\$	23,293	\$	211,322	, ,	
Urban) from Fairview to Sullivan Total Project	\$ 341,614		Amt Request	Cor	nments		,		-		-		-		-		is rural projec
Urban) from Fairview to Sullivan Total Project SSRR River Trail	\$ 341,614		Amt Request \$46,586	Cor The	nments original fed	eral fu	unding request	for SS	SRR Rivertrail w	as \$	-		-		-		s rural projec
Urban) from Fairview to Sullivan Total Project SSRR River Trail Bloomfield River Trail Phase 2	\$ 341,614		Amt Request \$46,586 \$158,580	Cor The	nments original fed	eral fu	unding request	for SS	-	as \$	-		-		-		is rural projec
Urban) from Fairview to Sullivan Total Project SSRR River Trail	\$ 341,614		Amt Request \$46,586	Cor The	nments original fed	eral fu	unding request	for SS	SRR Rivertrail w	as \$	-		-		-		is rural projec

Subject: Safe Routes to School Program

Prepared by: Duane Wakan, MPO Associate Planner

Date: September 18, 2013

BACKGROUND or PREVIOUS WORK

- The Farmington Wall and Roll Program promotes the Safe Routes to School (SRTS) Program.
- Anngela Wakan, the Safe Routes to School Coordinator, has identified several SRTS activities for the new school year.
- MPO staff continues to participate in the SRTS Committee.

CURRENT WORK

- SRTS information booths were hosted by committee members during Back-to-School nights in August.
- A Walk Across America program is being organized for the participating schools.
- Children's walking progress will be tracked using punch cards that indicate the number of times students walk.
- Students will earn prizes and rewards for walking.
- The SRTS Coordinator is also trying to set up a Walking School Bus at McKinley.
- A bike rodeo is scheduled to be held at the Sycamore Park Community Center on September 27.
- October 9 is International Walk to School Day.
- MPO staff is developing maps that show the addresses of homes with students and their proximity to the schools.
- Student arrival counts for the fall semester were taken at the four participating schools during the weeks of September 2 and September 9.

ANTICIPATED WORK

- Complete the maps showing student proximity to the schools.
- Help give out rewards to students who walk on October 9.

ATTACHMENTS

Summary sheets of the student arrival counts will be shown at the meeting.

RECOMMENDATION

It is recommended that the Technical Committee receive a report on activities for the Safe Routes to School (SRTS) Program.

Subject: Red Apple Transit Monthly Update

Prepared by: Joe Delmagori, MPO Planner

Date: September 18, 2013

RED APPLE REPORT

- Ridership in 2013 through August was 89,042; in 2012 ridership was 81,780 during the same period, which is a 8.9% increase.
- Ridership for the Farmington routes reached 10,000 riders in a month for the first time this year in August.
- Since March, ridership on the Farmington routes has been at least 10% higher each month than compared to 2012.
- Since June, monthly ridership on the Aztec Route has been nearly double compared to monthly ridership last year.

ATTACHMENT

2013 monthly ridership summary for Red Apple Transit.

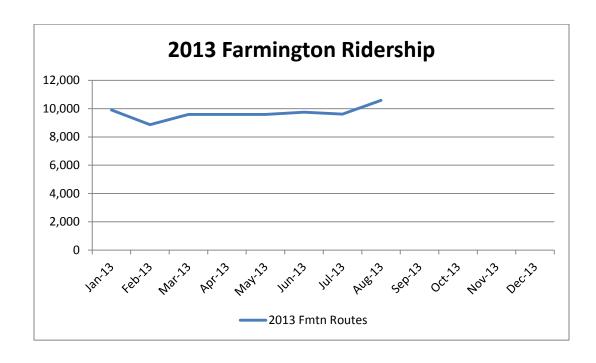
RECOMMENDATION

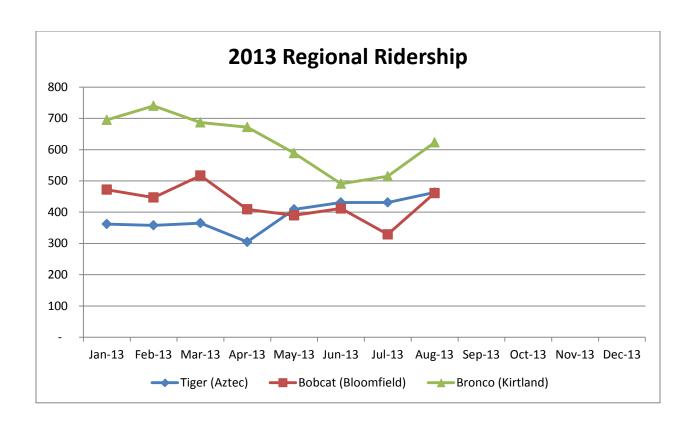
It is recommended that the Technical Committee receive a report on Red Apple Transit monthly ridership.

Red Apple Transit Ridership

Monthly Ridership Numbers 2013

													Yearly Total
	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	by Route
2013 Fmtn Routes	9,905	8,862	9,586	9,591	9,588	9,749	9,608	10,580					77,469
Tiger (Aztec)	362	358	365	305	409	431	431	463					3,124
Bobcat (Bloomfield)	472	447	517	409	390	412	329	461					3,437
Bronco (Kirtland)	695	740	687	672	589	491	515	623					5,012
Total Ridership	11,434	10,407	11,155	10,977	10,976	11,083	10,883	12,127		-	-	-	89,042





Monthly Percent Change in Ridership by Route from 2012 to 2013

	_							
	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13
2013 Fmtn Routes	-17.00%	-8.19%	15.97%	17.87%	16.22%	10.37%	22.32%	10.14%
Tiger (Aztec)	27.02%	22.60%	20.46%	-2.56%	52.61%	90.71%	95.91%	74.06%
Bobcat (Bloomfield)	6.55%	-4.69%	90.77%	28.21%	29.14%	17.71%	-4.36%	23.26%
Bronco (Kirtland)	99.14%	27.59%	37.68%	30.49%	2.26%	-12.48%	1.78%	1.30%

Subject: Information Items

Prepared by: Joe Delmagori, MPO Planner

Date: September 18, 2013

INFORMATION ITEMS

- a. MPO Summit for Policy Members. Councilor Darnell and Mr. Delmagori attended the MPO Summit for Policy Committee members on September 14 in Albuquerque. A summary of the meeting will be provided on September 26.
- b. Metropolitan Transportation Plan Update. Development of the 2040 MTP will begin in October 2013 and conclude in April 2015.
- c. MPO Quarterly. MPO Staff attended the MPO Quarterly in Santa Fe on September 18, 2013.
- **d. NMAPA Conference**. Farmington is hosting the NMAPA Conference on October 2-5, 2013.
- e. Other

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

Technical Members Present: Brad Ellsworth, City of Bloomfield

Cynthia Lopez, City of Farmington

Chico Quintana, Alternate, City of Farmington

Dave Keck, San Juan County

Technical Members Absent: Roshana Moojen, Alternate, City of Aztec

Nica Westerling, City of Farmington

Staff Present: Mary Holton, MPO Officer

Joe Delmagori, MPO Planner

Duane Wakan, MPO Associate Planner June Markle, MPO Administrative Aide

Staff Absent: None

Also Present: Phil Gallegos, NMDOT District 5
Larry Hathaway, San Juan County

1. CALL TO ORDER

Mr. Keck called the meeting to order at 10:05 a.m.

2. TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Subject: Transportation Alternatives Program Prepared by: Duane Wakan, MPO Associate Planner

Date: July 30, 2013

BACKGROUND or PREVIOUS WORK

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

CURRENT WORK

- MPO Staff scored the first round of TAP applications.
- All first round awarded projects can be funded with the full amount of FFY2014 funds and a portion of the FFY2015 funds.

- A total of \$301,348 in TAP funds remains available for FFY 2015.
- A deadline of August 5 for second round of TAP applications was offered to sponsoring agencies.
- Similar to the first round, MPO Staff will score any additional TAP project applications.
- Second round applicants will solely compete for remaining FFY 2015 funds.
- The recommended list of selected TAP projects from the first and second rounds will be presented to the Policy Committee for approval on August 7.

ANTICIPATED WORK

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

ATTACHMENTS

- TAP applications will be provided to the Technical Committee separately.
- MPO scoring for received TAP applications will be provided at the meeting.
- TAP federal funding and local match estimates for the MPO.
- Submitted TAP projects, descriptions, and costs.
- Summary of planning factors used in the scoring process.
- Breakdown of TAP funding by category, project, and year.

RECOMMENDATION

 It is recommended that the Technical Committee recommend approval of the selected list of projects for TAP funding in FFY2015.

DISCUSSION: Mr. Wakan reported that the first round of Transportation Alternatives Program (TAP) applications had been scored and ranked by Staff and then reviewed by the Technical Committee at the July 25 meeting.

Mr. Wakan stated that the submittal deadline for the first round of applications was July 15. Mr. Wakan reviewed those three projects submitted:

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

The rural project for the Southside River Road (SSRR) River Trail was the only rural project application submitted for consideration. Of the two urban project applications submitted, the Verada De Rio San Juan Trail Phase II project in Bloomfield scored higher than the 20th Street Sidewalk Phase 1 in Farmington.

Mr. Wakan said that, following the scoring and ranking of the three initial projects and with the available federal TAP funding, it was identified that all three projects could be funded using a combination of Urban, Rural, and Anywhere funds. With additional TAP funds still available, a call for a second round of applications was made in order to use all the federal funding available to FMPO.

Mr. Wakan said the submittal deadline for the second round of applications was August 5. There were two additional urban projects submitted for consideration:

Bloomfield - Verada De Rio San Juan Trail Phase 3

Project details: trail development, mitigation pond for erosion control, and scenic enhancement.

<u>Farmington - 20th Street Sidewalks Phase 2</u>

Project details: sidewalk construction along 20th Street from Sullivan to Fairview.

Using the TAP scoring guidelines, Mr. Wakan explained how Staff scored and ranked the two new TAP project applications:

TAP SCORECARD - 2nd Round of FMPO Projects										
		Points A	warded							
		Verada De	20th Street							
	Possible	Rio San Juan	Sidewalks							
Project Readiness	Points	Phase 3	Phase 2							
a. Right-of-Way	5	5	5							
b. Design	5	5	0							
c. Environmental Certification	5	5	0							
d. Utility Clearances	5	0	0							
e. Intelligent Transportation Systems (ITS)	5	0	0							
f. Railroad	5	0	0							

As noted, the Verada De Rio San Juan River Trail Phase 3 application received 15 points in Project Readiness while the 20th Street Sidewalks Phase 2 application received 5 points.

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

The Verada De Rio San Juan River Trail Phase 3 project is named in the City of Bloomfield's ICIP and four other documents including the MPO's TIP which gave this project 13 points in this scoring section. The 20th Street Sidewalk Phase 2 project is not named in the City of Farmington's ICIP, but is included in three other documents including the MPO's TIP, NMDOT's STIP, and the Comprehensive Plan which gave this project six points in the Planning section.

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

The final scoring section for these two projects required each to provide write-ups describing and explaining how the projects will satisfy or meet each of the six Scoring Factors noted above. Write-ups for both projects were thorough and both projects received a high number of points.

Mr. Wakan stated that based on the total points awarded, Staff ranked the Verada De Rio San Juan Trail project first, due to its "project readiness" when compared to the 20th Street Sidewalks project, which ranked as the second highest scoring application.

Mr. Wakan said that both of these projects requested significant funding amounts. Along with the three initial TAP project applications and the limited amount of TAP funding available, Staff drafted several scenarios on how best to distribute funding to all five projects.

Staff had distributed two handouts to Committee members that showed the two funding scenarios developed by Staff for consideration by the Technical Committee.

Mr. Delmagori explained <u>Scenario #1</u> (spreadsheet shown on next page):

In the upper left corner, the overall FMPO funding table is shown which details the TAP money available by each category (Urban, Rural, and Anywhere) and the required local match. The small chart on the bottom left of the spreadsheet lists the five TAP projects (from both the first and second rounds) and the amount requested for each.

The green colored section in the middle of the spreadsheet is for the three original TAP projects submitted in July and discussed at the Technical Committee meeting on July 25. The SSRR River Trail project would use all of the Rural TAP funds for 2014 plus \$11,307 in Anywhere funds to meet the \$34,600 requested.

For the Verada De Rio San Juan Phase 2 project, the entire 2014 TAP Urban funds of \$106,999 would be applied to this project, plus an additional \$51,581 in Anywhere funds to meet the requested amount of \$158,580.

SCENARIO #1									
Population Target Area	FFY 2014	FFY 2015		Total Federal	Urban & Anyv	vhere Available	for FFY2015	\$ 278,055	
Pop. 4,999 or less (Rural)	\$ 23,293	\$ 23,293			_				
Pop. 5,000 to 200,000	\$ 106,999			Blmfld is req	uesting			\$ 158,580	
Pop. 200,001 +	NA	NA		Farmington is				\$ 192,240	
Anywhere	\$ 211,322	\$ 211,322		Requested to	otal			\$ 350,820	
Federal Total:	\$ 341,614								
Local Match	\$ 58,215			Difference				\$ (72,765)	
TAP Total for MPO	\$ 399,829	\$ 399,829				derally reques	ted amounts		
				to match the	Available Fed	deral Funds?			
		FMPO FFY	<u> 2014-2015</u>	TAP Fundin					
	2014 TAP	2014 TAP	2014 TAP	2014 TAP	2015 TAP	2015 TAP	2015 TAP	2015 TAP	Total Local
	Fed Funds	Urban Funds	Rural Funds	Anywhere	Fed Funds	Urban Funds	Rural Funds	Anywhere	
Applicant/Category	Requested	Awarded	Awarded	Funds	Requested	Awarded	Awarded	Funds	Match
	requested	, waraca	, waraca	Awarded	ricquesteu	/ Waraca	/ waraca	Awarded	Requirement
SSRR River Trail (FMTN Rural)	\$ 34,600	\$ -	\$ 23,293	\$ 11,307	\$ -	\$ -	\$ -	Awarueu	\$ 5,896
Verada de Rio San Juan (BLMFLD Urban)	\$ 158,580	\$ 106,999	\$ 23,233	\$ 51,581	\$ -	\$ -	\$ -	\$ -	\$ 27,024
20th Street Sidewalks (FMTN Urban)	\$ 148,434	\$ 100,555	<u> </u>	\$ 148,434	\$ 40.266	\$ 40.266	Š -	\$ _	\$ 32.157
Remaining Urban/Rural Available	\$ -	Š -	Š -	\$ -	\$ 301,348	-/	\$ 23,293	\$ 211,322	\$ 51,353
Verada de Rio San Juan Phase 3	Ť	Ť	<u> </u>	Ť	\$ 158,580	\$ 66,733	\$ -	\$ 91,847	\$ 27,024
20th Street Sidewalks Phase 2					\$ 192,240	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	T.	\$ 119,475	\$ 32,760
Total	\$ 341,614	\$ 106,999	\$ 23,293	\$ 211,322	\$ 391,086	\$ 106,999	\$ 23,293		\$ 124,861
	,	. ,	,	. ,		, , , ,	,	,	,
Project	Amt Request								
SSRR River Trail	\$34,600								
Bloomfield River Trail Phase 2	\$158,580								
20th Street Phase 1	\$188,700								
Bloomfield River Trail Phase 3	\$158,580								
20th Street Phase 2	\$192,240								

Mr. Delmagori said that Scenario #1 shows that funding for the 20th Street Sidewalks Phase 1 project would be divided between both 2014 and 2015. The total requested for the project is \$188,700, but there is only \$148,434 remaining in the 2014 Urban funds category. The remaining \$40,266 of the requested amount would need to come from the 2015 TAP Urban funds in order to fully complete this project.

Taking \$40,266 from the 2015 Urban Funds for the 20th Street Sidewalks project would leave \$66,733 in this category for 2015 along with 2015 Rural Funds of \$23,293 and \$211,322 in Anywhere Funds.

Mr. Delmagori stated that Staff looked at the two additional TAP projects. Based on the overall score, Staff gave priority to the Phase III of the Verada De Rio San Juan project. The funds requested for this Phase III project was \$158,580 and to meet this request, Staff considered the remaining 2015 Urban money of \$66,733 and \$91,847 of 2015 Anywhere money to meet the total requested amount. This would leave a balance of \$119,475 in federal TAP money for 2015. However, Phase 2 of 20th Street Sidewalks project has requested \$192,240.

Mr. Delmagori asked the Technical Committee to look at the chart in the top right corner of the Scenario #1 spreadsheet. Staff added together the Urban and Anywhere funds for 2015 that were available after the first iteration of projects was funded. There was a total of \$278,055. This amount does not include any Rural funds since these projects are not eligible for any Rural funding. The total requested for the two new projects was \$350,820 which is \$72,765 more than what is available.

Mr. Delmagori explained Staff's funding recommendations shown in <u>Scenario #2</u>. This Scenario addresses the 2015 Rural funds of \$23,293 that were left unused in Scenario #1 because no additional rural applications were submitted. Because of this, Staff recommended that all of the 2014 and 2015 Rural funds go toward the SSRR River Trail project. The middle table at the bottom of Scenario #2 shows a total for Rural funds of \$46,586. The SSRR River Trail project requested \$34,600 but it would be given the additional \$11,986 in Rural TAP funds.

By giving all the Rural funds to the SSRR project, this allows the \$11,307 of Anywhere funds given to the rural project as a supplemental amount in Scenario #1 to be added back into the Urban category to help support the Verada De Rio San Juan Phase 3 and 20th Street Sidewalks Phase 2 projects. In this Scenario, there is now \$159,741 in the 2014 Anywhere funds category that can be applied to the 20th Street Sidewalks project instead of the \$148,434 shown in Scenario #1. Mr. Delmagori explained that the 20th Street Sidewalks project can now put more money toward the project in 2014 which decreases the amount the project would need in 2015. Additionally, all of the Rural funds are now being programmed to a single project.

The Verada De Rio San Juan project stays the same in Scenario #2. This leaves \$289,362 in available Urban and Anywhere funds for 2015. Mr. Delmagori referred to the table in the top right of the spreadsheet for Scenario #2 that shows the available \$289,362, less the money requested for the Bloomfield and Farmington projects of \$350,820. This leaves a difference of only \$61,458 compared to a difference of \$72,765 that was shown in Scenario #1.

Mr. Wakan commented that should the SSRR River Trail project receive all Rural funds for 2014 and 2015, the project would need to be phased over the two-year period. Mr. Delmagori stated that the local match required for the project would also increase because it would be receiving more federal money.

Mr. Delmagori summarized Staff's recommendations to the Technical Committee. Based on the project scoring, Staff recommended putting all available 2015 money to Phase 3 of the Verada De Rio San Juan project. The 20th Street Phase 2 Sidewalks project would then need to take a reduction in requested federal funds of either \$72,765 as shown in Scenario #1 or \$61,458 as shown in Scenario #2. Staff thought this might be accomplished by shrinking the termini of the project.

Mr. Quintana asked if the funding reductions needed to all come from the City of Farmington project. Mr. Delmagori said that after much thought, this was what Staff was recommending since the City of Bloomfield project scored the highest and because there would be more impact to the completion of the loop for Phase 3 of the Verada De Rio San Juan project versus the linear aspect of the 20th Street Sidewalks project if funding was reduced.

Ms. Lopez asked if the City of Farmington project was fully funded in Scenario #1. Mr. Delmagori responded that the project would receive \$148,434 of the requested \$188,700. Scenario #2 provides \$159,741 of the requested \$188,700 because all the Rural funds in this scenario are being applied to the SSRR River Trail project and the Anywhere Funds of \$11,307 are back in the pot of Urban funds. Ms. Lopez asked if these Rural funds could be used for an Urban project. Mr. Delmagori explained that only a rural project can receive the Rural funds. The \$11,307 Anywhere Funds used in Scenario #1 to help support the rural SSRR River Trail project are returned to the Urban Funds category in Scenario #2 and can then be used toward the 20th Street Sidewalks Phase 1 project. Anywhere Funds can be used for either an urban or rural project.

Mr. Quintana asked if a project could receive a percentage of the requested amount based on how the project scored. He added, however, that the sidewalk project could easily be cut back to fit the amount of available funding. Ms. Lopez asked if an environmental certification was needed when removing old asphalt and, if it is not required, a project such as this would lose out on those project readiness points. Ms. Holton said that environmental certifications are still required whether it's a built environment or a non-built environment.

Mr. Quintana asked if Staff believed that cutting back on the City of Bloomfield Phase 3 trail loop and mitigation pond project would be more difficult to adjust than the City of Farmington's sidewalk project. Mr. Delmagori said that was what Staff believed. Mr. Ellsworth agreed that having a gap in the City of Bloomfield trail loop would be difficult, but also said he wanted to see the money distributed fairly.

Scenario #2

700110110 # E																		
Population Target Area	FFY	2014	FFY 2	015														
Pop. 4,999 or less (Rural)	\$	23,293	\$	23,293	İ													
Pop. 5,000 to 200,000	\$	106,999	\$	106,999														
Pop. 200,001 +	NA		NA															
Anywhere	\$	211,322	\$	211,322														
Federal Total:	_	341,614	_	341,614														
Local Match	\$	58,215	\$	58,215														
TAP Total for MPO	\$	399,829		399,829														
				EN4DO.	FC \	/2014 2/	015	TAD Fund	l:	A								
								TAP Fund										
And the set (Catalana	2014 Fed Fi			AP Urban		4 TAP Rural	2014	TAP vhere Funds	2015 Fed F			.5 TAP an Funds		5 TAP Rural	2015	TAP vhere Funds	Total	Local Match
Applicant/Category	Reque		Funds F	Awarded	Fun	us Awarded	Amy			unas ested		an Funds arded	Func	ds Awarded	Anyv		Requ	irement
Southside River Road River Trail (Farmington																		
Rural) from west of Pinon Hills Blvd extension	\$	23,293	\$	-	\$	23,293	\$	-	\$	23,293	\$	-	\$	23,293	\$	-	\$	7,939
Verada de Rio San Juan Phase 2 (Bloomfield Urban) heading east from existing trail	4	150 500	٠,	106 000	ے		غ ا	F1 F01	4		غ ا		٠		Ś		ے	27.024
20th Street Sidewalks Phase 1 (Farmington	Þ	158,580	\$	106,999	\$	-	\$	51,581	\$	-	\$		\$	-	Ş		Þ	27,024
Urban) from Clayton to Fairview	\$	159,741	\$		\$		\$	159,741	\$	28,959	\$	28,959	\$		\$		\$	32,157
Verada de Rio San Juan Phase 3 (Bloomfield																		
Urban) heading east from Phase 2 20th Street Sidewalks Phase 2 (Farmington									\$	158,580	\$	78,040	\$	-	\$	80,540	\$	27,024
Urban) from Fairview to Sullivan									\$	130,782					Ś	130,782	Ś	22,287
Total	\$	341,614	\$	106,999	\$	23,293	\$	211,322		341,614	\$	106,999	\$	23,293	\$	211,322	\$	116,430
				•		<u> </u>		<u> </u>		<u> </u>		<u> </u>		<u> </u>	Ė	•		•
Project			Fed A	mt Request	Co	mments												
SSRR River Trail					_		eral fu	unding request	for SS	RR Rivertrail w	as \$	34,600. This	amoı	unt was incre	ased	to \$46,586 so	that th	nis rural project
Bloomfield River Trail Phase 2				\$46,586 The original federal funding request for SSRR Rivertrail was \$34,600. This amount was increased to \$46,586 so that this rural project \$158,580 would use all of the rural TAP funds available to the FMPO.														
	_		1	6400.700														
20th Street Phase 1				\$188,700														
20th Street Phase 1 Bloomfield River Trail Phase 3				\$188,700	_													
				\$158,580		original fed	eral fi	unding request	for 20	Oth St Phase 2 v	vas Ś	\$192.240. Th	is am	ount was re	duced	to \$130.782 d	ue to a	availability of fu

Ms. Lopez said that the Technical Committee had already recommended approval of the three initial TAP projects and believed recapturing the \$11,307 was a good idea because it got each of the projects closer to completion. She added that the 20th Street Phase 3 Sidewalks project could be scaled back and those sections included in the next phase. She recommended Scenario #2.

Ms. Lopez asked if the 20th Street Sidewalks project could wait until 2015 to do Phase 2 of the project. She said she believed the scoring was accurate, but wanted to see if the City of Farmington could phase their project and wait until 2015 for that additional funding. Ms. Lopez said she did not know if the money set aside in the City of Farmington's budget for this project would allow them to wait until 2015. Mr. Wakan added that these monies are 100% reimbursable to the City of Farmington, but they would have to spend the money up front for the project and seek reimbursement from NMDOT upon completion. He noted that NMDOT would only reimburse for the obligated 2014 funds. The 2015 portion of the project would have to wait until 2015 to be constructed and reimbursed.

Ms. Holton said MPO Staff needed a recommendation from the Technical Committee this morning as the Policy Committee would be asked to approve the TAP projects at their meeting later in the day. She said there was no time to go back formally to the City of Farmington and seek approval of the funding or project changes and she asked Mr. Quintana for his opinion on the physical impact to the 20th Street Phase 2 Sidewalks project. Mr. Quintana said he thought this was something the City of Farmington could do, the scoring was fair, and the scope of the sidewalk projects could be cut back to fit available funding.

Mr. Keck stated that projects needed to be authorized and obligated before any construction was begun. He added that NMDOT will not reimburse an entity for projects completed prior to the project being authorized and obligated. Ms. Holton believed the entities were aware of this. She noted that the 20th Street Sidewalks project was not in the city's ICIP was because the City Council had not prioritized the project. She noted that the City provides additional funding to the Public Works Department that is used to fund a "project of opportunity".

Ms. Lopez said her concern was that the project would get started but then be held up until the following year because of funding issues. Mr. Keck reiterated that funding for a project must be obligated prior to construction beginning. Mr. Delmagori said this was correct and that the City of Farmington could only construct enough of the 20th Street Sidewalks Phase 1 project as the \$159,741 would provide for. He noted that the TAP Guide speaks to money obligated in 2014 being available for four years.

Ms. Holton stated that both projects for the City of Farmington would be considered "projects of opportunity". She said there were no plans in the ICIP to build either of the projects. The City of Farmington has awarded money for sidewalks and the Public Works Department will build as much sidewalk as the money will fund. Ms. Holton said the City of Farmington is very familiar with dealing with these types of issues.

Mr. Ellsworth asked if this type of TAP programming would continue into 2016 and 2017. Mr. Delmagori said MAP-21 was only a two-year bill, but Staff assumed the TAP funding process would continue since no other funding methods have been identified.

He noted, however, that this project selection process would not be done again by the MPO for two years.

Ms. Lopez recommended that all the available money be spent. She noted that if other entities in the state do not spend all of their TAP funds, additional funding could be made available for other projects that were unable to be totally funded. Mr. Delmagori said this might be possible in 2014 if additional monies become available and FMPO could request additional funding for the 20th Street Sidewalks projects.

Mr. Delmagori said that Scenario #2 uses all the available TAP funds but does require one or both of the additional TAP projects to shrink down to accommodate the deficit of \$61,458. Ms. Holton said she believed that all the entities would be interested in receiving some of this money. Mr. Quintana said one or both of the project scopes could be reduced by the amount of the deficit. Mr. Hathaway asked if the approach is taken to reduce the scope of the projects and eliminate the deficit, what would happen if additional funds become available from NMDOT. Would FMPO projects even be considered for additional TAP money if their projects already show that they were given all the requested project amounts? Ms. Lopez believed FMPO was better off showing a need for additional money in order to possibly qualify for additional funding.

ACTION: Ms. Lopez moved to recommend approval of the selected list of projects for TAP funding in FFY2015 and to use Scenario #2 as presented by Staff. Mr. Ellsworth seconded the motion. The motion was passed unanimously.

There were no representatives from NMDOT in attendance at this point in the meeting. Mr. Keck moved on to Agenda Item #4.

4. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Ms. Holton reminded everyone of the New Mexico APA Conference to be held in Farmington on October 2-5, 2013. The conference registration is now open and if any Committee member is interested in attending, the MPO will pay the \$150 registration fee for that member. There is an added charge for attending one of the four mobile workshops scheduled for Wednesday afternoon. Mr. Don Elliott will be the Keynote Speaker on Thursday morning. Mr. Elliott is a land use attorney and planner from Denver. On Friday there is a tribal planner roundtable in the morning and a commissioner training in the afternoon sponsored by the New Mexico Municipal League. Technical training on ArcGIS Online and Google Sketchup will be hosted by MPO Staff and ESRI on Saturday morning.

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

Mr. Phil Gallegos with NMDOT District 5 arrived and presented a report for NMDOT.

3. RECEIVE A REPORT FROM NMDOT

Mr. Gallegos said Phase II the US 64 project in Bloomfield is expected to conclude by the end of the summer.

Mr. Keck reported on some issues the County hopes to head off with the possible requested use of CR 5290 when the next phase of the US 64 project begins. This county road is two miles west of Mesa Manzano and the County has this road informally restricted and it cannot be used to access pit facilities by heavy trucks. Truck traffic is required to use CR 350 which is a well-maintained haul road and keeps the heavy traffic out of the residential neighborhoods. Mr. Gallegos said he would instruct the contractor for the next US 64 phase to find their own material sources.

Mr. Gallegos reported that Phase 3 of US 64 heading west for two miles from Bloomfield is expected to begin construction in the spring of 2014. The project will be put out to bid in either August or September. Phase 4, which will pick up where Phase 3 ends, is 90% designed and is being funded over FFY2014/2015. It will be put out to bid a year from now or sooner if the STIP targets are adjusted. Mr. Gallegos said that almost all of the phases are now in the STIP. Mr. Delmagori said that Phase 5 is in the unfunded portion of the TIP, but the amount currently shown is only about one-half of what the two-mile sections have actually been costing. Mr. Gallegos and Mr. Delmagori will look into the status of the phases of US 64 in the TIP and STIP.

Mr. Gallegos said there was an issue requiring the re-evaluation of the environmental portion of Aztec's East Arterial project. NMDOT is working with Aztec to ensure they can meet the fiscal deadline and do not risk losing the \$2,000,000 in STP money already programmed for this project. NMDOT believes this will be a simple re-evaluation and the money salvaged once Aztec has a consultant on board who can address the environmental issues. David Quintana and Margaret Haynes with NMDOT are working with Aztec planners to get this problem corrected.

Mr. Delmagori reported that Staff will be submitting a TIP amendment to NMDOT to remove projects from the TIP that were funded under the old Transportation Enhancement Program (TPE) and to include the new TAP projects once they have been approved.

Mr. Gallegos also commented that the North Animas River Trail Bridge in Aztec is also facing the possible loss of funding if problems with the biological portion of the environmental certification cannot be cleared up by the August 15 deadline. Mr. Gallegos stated that if the issue is not resolved, the project will go back for consideration for possible TAP funding. Aztec officials are working with NMDOT to hopefully get this project back on track in time to meet the deadline.

Mr. Delmagori asked about the project to reconstruct the intersection of NM 516 and Light Plant Road. Mr. Gallegos said the pre-construction conference is being held soon with groundbreaking to begin shortly thereafter. He believed Albuquerque Underground had been awarded the contract for this project.

Mr. Delmagori asked about the 2013 TPE projects in Farmington to construct sidewalks along Farmington Avenue and Pinon Hills. Mr. Gallegos said David Quintana and Margaret Haynes are working on these projects with the City of Farmington.

Mr. Gallegos noted that the final package review is not begun until the package is totally complete. He noted that several packages submitted throughout the District were incomplete and, if the deadline for obligation would be impacted by waiting for the missing documents, the project was rejected. Mr. Gallegos said NMDOT is creating two new positions that will assist and support local projects throughout the design process and to ensure that all federal requirements are being followed and that money can be obligated on time. NMDOT hopes to have these positions filled this fall.

Mr. Wakan asked about the scheduled ADA training on July 26 hosted by NMDOT. Mr. Gallegos said there are several courses planned to help update everyone on new ADA requirements as well as provide information on inspection details. He noted some issues NMDOT is having with the installation of their audible detectors because the interpretation of the installation guidelines has been a subjective decision.

Mr. Gallegos stated that the repair of the overlay on NM 516 between Aztec and Flora Vista will be done later this fall. This corrective project is to level off the drop offs in the turning lanes created by the overlay and will include ADA upgrades to the road section.

Mr. Hathaway noted that with the recent rains, weeds in the medians throughout the area are growing and the County is receiving complaints from citizens. He noted that in some areas, the weeds have created a safety issue. Mr. Gallegos said he would check with David Martinez and the maintenance crews to see where the mowing project is at. Mr. Keck said he had spoken with NMDOT's Farmington patrol and was simply told that the mowers were broke. Mr. Gallegos added that broken mowers are an issue district-wide. Mr. Keck said the County has mowers available and would be willing to work with NMDOT to get the work done. Mr. Gallegos said he will speak with Dave Martinez and Miguel Gabaldon to consider entering into a formal agreement with San Juan County to do this work.

Mr. Keck said the County has several pending MOA's with NMDOT that have yet to be finalized. Mr. Gallegos said he was aware of these outstanding MOAs and would get back with Mr. Keck on Monday with a status report. He stated that Dave Martinez will be taking the lead on these for NMDOT going forward.

Mr. Keck also mentioned the ongoing lighting issue in Shiprock and working with Navajo Tribal Utility Authority (NTUA), the Bureau of Indian Affairs (BIA) and Navajo DOT. He noted that both NTUA and BIA seem interested in stepping away from these issues and having Navajo DOT take the lead. Mr. Gallegos said David Quintana will be taking this over shortly and Mr. Gallegos will set up a meeting with all parties involved to get this process underway. Mr. Gallegos also commented that there was no information available on a speed study for Nageezi requested by Mr. Keck. He has requested a speed study be done for the area, but noted that if there is no available crash history or existing sight distance issues, the speed through that area will remain the same.

Mr. Keck said that San Juan County has amended their road policy and implemented a variance process. This new policy mirrors what the City of Farmington has. Pavement variance requests must provide comments and then go to a committee for review. Following the committee review, the request goes before the County Commission for final approval.

5. BUSINESS FROM THE FLOOR

There was no business from the floor.

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6. <u>ADJOURNMENT</u>	
Ms. Lopez moved to adjourn the meeti adjourned the meeting at 11:25 a.m.	ing. Mr. Quintana seconded the motion. Mr. Keck
Dave Keck, Chair	June Markle, MPO Administrative Aide

M I N U T E S FARMINGTON METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MEETING AUGUST 22, 2013

Technical Members Present: Roshana Moojen, Alternate, City of Aztec

Teresa Brevik, City of Bloomfield Cynthia Lopez, City of Farmington Nica J. Westerling, City of Farmington Dave Keck, San Juan County

Technical Members Absent: None

Staff Present: Joe Delmagori, MPO Planner

Duane Wakan, MPO Associate Planner June Markle, MPO Administrative Aide

Staff Absent: Mary Holton, MPO Officer

Also Present: Larry Hathaway, San Juan County

1. CALL TO ORDER

Ms. Lopez, Vice-Chair, called the meeting to order at 10:04 a.m.

2. <u>APPROVE THE MINUTES FROM THE JULY 25, 2013 TECHNICAL COMMITTEE MEETING</u>

Ms. Moojen made a motion to approve the minutes from the July 25, 2013 Technical Committee meeting. Ms. Brevik seconded the motion. The motion to approve the minutes was passed unanimously.

3. <u>AMENDMENT #2 TO THE FFY2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</u>

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

Date: August 15, 2013

BACKGROUND

 On August 14, 2013 the Farmington MPO advertised Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP).

- On August 15, Amendment #2 was advertised again as project details for revising the Animas River Trail project was finalized.
- The amendment revises one project, adds three projects to the TIP, and removes one project as described in the attached notice.

CURRENT WORK

- The revised project is for Phase 4 of the US 64 widening project, which revises funding amounts and fiscal years.
- The two new projects are Phases 5 and 6 of the US 64 widening project.
- These two phases were identified by District 5 during development of the update to the Statewide Transportation Improvement Program (STIP).
- A trail project is being added to show that construction of a trail connecting Aztec Ruins to the Animas River Pedestrian Bridge to Martinez Lane will be occurring in FFY2014.
- Staff worked with the City of Aztec to finalize project costs for the Animas River Trail.
- The CR 7950 project in San Juan County is being removed from the TIP since the County is no longer programming federal and local funding to the project.
- A public hearing on Amendment #2 will be held on August 22, 2013 during the Technical Committee meeting.

RECOMMENDATION

It is recommended that the Technical Committee hold a public hearing on and recommend approval of Amendment #2 to the FFY2014-2019 TIP.

Mr. Keck arrived, but Ms. Lopez completed Agenda Item #3.

DISCUSSION: Mr. Delmagori referred the Technical Committee members to the revised Agenda Item #3 and revised Public Notice. He noted that following the initial distribution of the Agenda, additional information had been received from the City of Aztec which necessitated the revised agenda and Public Notice.

Mr. Delmagori reported that this was the second amendment to the FFY2014-2019 Transportation Improvement Program (TIP). The three primary projects are from District 5 and the Amendment is in conjunction with their preparation of the FFY2014-2019 STIP. As shown below, NMDOT was able to program funding for the next phases of the US 64 project:

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

Existing Project	Amended Project
\$3,951,000 in National Hwy Performance	\$3,284,964 in NHPP with \$559,797 in State
Program (NHPP) with \$673,000 in State	match in FFY2015
match in FFY2014	
\$3,161,280 in NHPP with \$538,720 in State	\$8,544,000 in NHPP and \$2,268,636 in
match in FFY2015	Small Urban Area with population 5,000 to

	200,000 with \$1,842,603 in State match in FFY2016
Total Funding - \$8,325,000	Total Funding - \$16,500,000

Mr. Delmagori noted that this project was amended to increase the total funding amount of the project and to adjust the fiscal years for this project phase moving it into the FFY2015-2016 timeframe.

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

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

This Phase will pick up where Phase IV leaves off and will continue corridor construction for another two miles. This Phase will span three fiscal years. Mr. Delmagori commented that the work in FFY 2015 would likely be for right-of-way acquisition and engineering costs. The actual construction of this more than \$17,000,000 phase will take place in FFY2017 and FFY2018.

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

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

Mr. Delmagori said that Phase VI gets the construction back into Farmington at Browning Parkway. This phase is currently programmed for \$9,000,000 for FFY2019, but Mr. Delmagori anticipates the actual project cost will almost double to be consistent with the cost of the other phases.

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

Mr. Delmagori reported that the City of Aztec had received engineering estimates that came in lower than expected, so instead of needing two local funding sources for the projects, there was now just one called the Municipal Road Fund. The total for this project is now \$806,911. The project will build a trail that will connect the pedestrian bridge that is being constructed with federal TPE funding to Aztec Ruins National Monument and to Martinez Lane which is the northern boundary of the North Main Extension project for the City of Aztec.

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

Mr. Delmagori stated that the final project listed on Amendment #2 is a project planned for CR 7950. Due to numerous issues incurred with this project, San Juan County has decided not to move forward with the project.

Ms. Lopez opened the Public Hearing on Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP). There were no public comments received. Ms. Lopez closed the Public Hearing.

ACTION: Mr. Keck moved to recommend approval of Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP). Ms. Moojen seconded the motion. The motion was passed unanimously.

Mr. Delmagori said Amendment #2 would be presented to the MPO Policy Committee at their meeting on September 19.

Mr. Keck took over as Chair for the remainder of the meeting.

4. <u>RECEIVE A STATUS REPORT ON THE FEDERALLY FUNDED PROJECTS IN THE FFY2013 AND IN THE FFY2014-2019 TIP</u>

Subject: Status of TIP Projects

Prepared by: Joe Delmagori, MPO Planner

Date: August 14, 2013

BACKGROUND

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

CURRENT WORK

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

RECOMMENDATION

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

DISCUSSION: Mr. Delmagori reported that the deadline for certifications for these projects was August 15. The TIP cycle for FFY2013-2018 is getting ready to close and the FFY2014-2019 TIP cycle will begin on of October 1 with the start of the new federal fiscal year. Mr. Delmagori stated that the STIP Protocol recommends each MPO discuss their federally funded projects with entity staff twice a year. This discussion provides the opportunity to remind members of the projects that should be ready to be obligated.

Mr. Delmagori referred to Page 5 of the Agenda which listed the FFY2013 federally funded projects:

CITY OF AZTEC

East Arterial Project

Mr. Delmagori reported that the East Arterial project has a federal earmark of \$588,000 as well as Transportation Community System Preservation Program (TCSP) funding of \$288,990. He noted that a few months ago, District 5 was able to find an additional \$2,400,000 in Surface Transportation Program (STP) money for this project.

Mr. Delmagori stated that Mr. Phil Gallegos with District 5 had reported at the August 7 meeting that there are some environmental issues that may impede the project. Ms. Moojen reported that the most recent news on this project is that at some point during the design process, the design was changed slightly. This change required the acquisition of five construction maintenance easements (CME) which were never acquired. Because of this oversight, Phase 1B of the project will now be scaled back so as not to cross Williams Wash. This will remove several of the required CMEs. Additionally, the slope will be moved in to remove several other CMEs. The remaining CME is needed from the State Land Office and, with the approaching project certification deadline of August 30, Aztec City staff is not optimistic that this CME will be acquired in time.

Ms. Moojen said that in a conference call on August 21, Mr. Phil Gallegos said that NMDOT would commit funding to this project for the next seven years. Ms. Moojen also said that the project had a right-of-way issue with the State Land Office. She said that all the rights-of-way were acquired during negotiations, but that those documents were never signed.

Mr. Keck asked why the funding for this project would go away simply if it was not obligated by the August 30 deadline. Mr. Delmagori explained that the money would revert back to District 5 and be awarded to projects that were ready to go. Ms. Moojen added that part of the requirement to receive the funding is that that all the rights-of-way and certifications are in place and documented.

Mr. Keck asked why City of Aztec staff had not been given more time to correct the deficiency. Ms. Moojen said staff had questioned why, during all the years they had been working with NMDOT on this project, this issue had not been flagged before and

brought to their attention. She added that the City of Aztec staff was also culpable and should have been checking to make sure the documents had been signed.

Mr. Keck commented on some issues San Juan County had recently encountered on rights-of-way with a bridge project. Because potential federal funding is not in sight for a project, an entity will use their standard process for acquiring rights-of-way. However when funding becomes available and the entity seeks to certify the project, the original right-of-way documents do not meet NMDOT requirements. Mr. Keck questioned how properly obtained rights-of-way could later be denied by NMDOT simply because NMDOT paperwork had not been used.

Ms. Moojen added that part of the issue on the East Arterial project was the span of years the project has taken to develop, having two Public Works Directors during that time frame, as well as a period of time with no Public Works Director. Numerous City of Aztec staff has been trying to pick up the pieces of the project and get it back on track.

Ms. Moojen reported that there have also been questions concerning the North Animas River Bridge project. She said the City of Aztec has had to split the bridge from the trail project and, although the trail will be constructed totally with local funding, NMDOT is requiring a full environmental review. Mr. Delmagori said that is probably because NMDOT is considering the trail as a phase of the bridge project which makes the environmental certification necessary.

North Animas River Bridge

Mr. Delmagori said \$900,000 in TPE funding has been funded for this project. Ms. Moojen said the City of Aztec is hopeful to obtain the final remaining inspection by New Mexico Fish & Game by the certification deadline.

CITY OF FARMINGTON

East Main Street Adaptive Traffic Control System

Mr. Delmagori reported that this project is to receive \$400,000 in TCSP funding. Mr. Krest is working to get all the project documents ready for obligation.

Pinon Hills Blvd. & Farmington Ave.

This project has \$450,000 in TPE funding for the construction of sidewalks along Pinon Hills Blvd. and Farmington Avenue. Mr. Chico Quintana with the City of Farmington Public Works Department has been working with NMDOT on the required certifications.

Safe Routes to School Infrastructure

Mr. Delmagori reported that the City of Farmington has received two SRTS Infrastructure funding amounts of \$250,000 each. The first amount is for sidewalk improvements from Apache Elementary to Auburn Avenue, a raised intersection at Boyd and Monterey for McKinley Elementary, and sidewalks along Victoria Way for Mesa Verde Elementary.

The other \$250,000 for SRTS infrastructure is for sidewalks along Hutton Avenue for Animas Elementary, sidewalks on Windsor for Mesa Verde Elementary, and Hydro Plant and McCormick School Roads for McCormick Elementary.

Safe Route to School Non-Infrastructure

Mr. Delmagori said this \$25,000 funding is for the SRTS Coordinator and other educational activities relating to the SRTS program.

RED APPLE TRANSIT CAPITAL/OPERATING

This funding is the annual operating FTA 5307 funds. Mr. Bob Campbell with the City of Farmington oversees the Red Apple Transit.

SAN JUAN COUNTY

CR 7150 (Bridge #8105)

Mr. Delmagori reported that this project has funding from several sources and the federal funding source is the National Highway Performance Program for \$700,000.

School Bus Routes

There is also money to maintain, restore, and rehabilitate county roads that serve as for school bus routes. This was added and the TIP amended several months ago.

CR 7500

This project has a Federal Earmark split between two fiscal years as well as additional local money to support the project.

CR7950

Mr. Delmagori reiterated that this project will be removed as part of the Amendment #2 to the FFY2014-2019 TIP.

Mr. Delmagori referred to Page 10 of the Agenda which listed the FFY2014-2019 federally funded projects:

CITY OF BLOOMFIELD

Bergin Lane

Mr. Delmagori reported that this project had been identified as a Transportation Enhancement Project (TPE) for several years. With the new MAP-21 and Transportation Alternatives Program (TAP), the TPE money will no longer be available for this project. The project will need an amendment to remove it from the TIP and it will likely be added to the MPO's Unfunded Project List. Part of that amendment will also be to add the recently approved TAP funding for Phases 2 and 3 of the Verada de Rio San Juan River Trail project.

CITY OF FARMINGTON

20th Street

This project was also a TPE project and TPE money is no longer available. Phases 1 and 2 of this project, however, were recently approved for funding under TAP. An amendment will need to be made to replace this TPE project with TAP funds for Phases 1 and 2.

This upcoming TIP amendment will also include the TAP funds approved for the rural Southside River Road River Trail project.

East Pinon Hills Blvd

Mr. Delmagori reported that in FFY2015, the City of Farmington will be receiving \$3,000,000 in funding to rebuild the intersection of Pinon Hills and NM 516. This begins the Pinon Hills Extension project and includes roadwork from the NM 516 intersection down to Hubbard.

San Juan Blvd./Scott Ave. Intersection

The City of Farmington received \$375,000 in Highway Safety Improvement Program (HSIP) money to reconstruct the traffic signal at this intersection.

NMDOT

US 64

As discussed in TIP Amendment #2, US 64 Phase IV project details will be replaced by those outlined in Amendment #2.

Phases V and VI of US 64 are also part of Amendment #2 which is pending approval by the Policy Committee at their September meeting.

NM 173

This project will pick up from approximately where the East Arterial phase ended and travel one and one-half miles to the east along NM 173. The High Risk Rural Road Safety Program (HSIP) is funding the project for \$2,000,000.

Mr. Delmagori reported that Mr. Gallegos is hoping to get additional \$2,000,000 phases for several years to further improve this road corridor.

RED APPLE TRANSIT CAPITAL/OPERATING

Mr. Delmagori said that the Red Apple Transit system will again receive FTA 5307 funding for capital expenditures.

SAN JUAN COUNTY

CR 350/CR 390 Intersection

San Juan County will receive \$650,000 in HSIP funding to reconstruct the intersection of CR 350 and CR 390.

The work on CR 7500 will also be included in the FFY2014 TIP because of the split of the Federal Earmark money between 2013 and 2014.

Mr. Delmagori also noted that, pending approval of Amendment #2, the project on CR 7950 will be removed from the TIP.

Mr. Delmagori said that much of the District 5 funding is being allocated to the US 64 project. He suggested the MPO look for opportunities to seek District 5 support for other MPO priorities.

ACTION: The report was received.

5. RECEIVE A REPORT ON THE UPDATE TO THE REGIONAL TRAFFIC MODEL

Subject: Regional Traffic Model Update

Prepared by: Duane Wakan, MPO Associate Planner

Date: August 14, 2013

BACKGROUND or PREVIOUS WORK

 Staff completed baseline population/employment estimates and changes to the Traffic Analysis Zones (TAZ) boundary structure.

The Policy Committee approved the new TAZ boundary structure on April 23.

 The Policy Committee approved the TAZ base year and future (2010, 2025, and 2040) population and employment projections and distribution on August 7.

CURRENT WORK

- Staff distributed housing types (mobile home, single family, multi-family etc.), employment types (office, retail, medical etc.), and student populations across the TAZ structure for the base and future years.
- Staff has developed a work schedule for traffic model update activities that will be completed in-house and by the consultant.
- Staff is updating the traffic count links and locations for model integration.
- Staff has hired a consultant who will begin model calibration, validation and staff training in August.

RECOMMENDATION

It is recommended that the Technical Committee receive an update on work on the Traffic Model.

DISCUSSION: Mr. Wakan reported that on August 7, the Policy Committee had approved the TAZ base year and future (2010, 2025, and 2040) population and employment projections and distribution.

Mr. Wakan said that Staff has completed their analyses in attempting to calculate the different housing types across the TAZ structure. Staff also completed the projections for employment types by industry, and these were submitted to the traffic model consultant, Mr. Bob Shull. Mr. Shull will work with the TAZ modeling data to calibrate and validate all the numbers. Staff has also provided to him the traffic counts as well as the master traffic count listing which he will be incorporating into the model.

Mr. Wakan presented some of the population/employment projections developed by Staff:

The population projections are:

2010	96,925
2025	119,316
2040	138,505

Mr. Wakan also provided projection data for total households. For 2040, total households are projected at 53,386. This number was then broken down by housing type which included single family detached, mobile home, multi-family, and single family outer housing.

Mr. Wakan said the single family detached housing is anticipated to increase over the years of 2010-2040. Mobile home housing appears to be the most popular in the area. Mr. Wakan said the projection for mobile home housing may need to be adjusted should zoning changes be implemented. Additionally, market shifts may lead to more single family housing.

Mr. Wakan noted that the region is not strong in terms of providing multi-family type housing options. He noted that based on zoning information from the entities, this will increase based on local demand. Ms. Lopez said that also due to the economy, there has been a decline in single family housing and a rise in multi-family and more of this trend may be seen in the future. Mr. Wakan said he had scaled the multi-family numbers up to meet the anticipated future picture.

Mr. Wakan said the single family outer category is for those homes found in the county area outside of the three cities. He said this type of housing in the future is anticipated to expand further west and possibly south of Farmington and northeast of Aztec based on land availability.

Mr. Wakan discussed the employment projections distributed across the TAZ structure:

2010	45,069
2025	55,342
2040	64,485

Mr. Wakan distributed these numbers among employment areas of industrial-manufacturing, big box retail, retail, medical, and office. The biggest increase in employment numbers was seen in the industrial-manufacturing sector. Mr. Wakan said the employment numbers for the big box retail category may need to be adjusted upwards as trends do show this category growing. The projections for the location of future big box retail stores may also need to be adjusted, but Mr. Wakan will speak with each of the entities before making any changes to these numbers. Retail numbers are also projected to continue to growth as are the medical industry employment numbers. Mr. Wakan stated that most employment indicators show that the medical industry is growing faster than any other. With pending changes in health care laws, this sector could grow substantially. The office category of employment is expected to grow steadily.

Mr. Wakan said that Mr. Shull is expected to be able to begin working with Staff in the next few weeks. Mr. Wakan said Staff should have an updated report on the regional traffic model for the next Technical Committee meeting.

ACTION: The report was received.

7. RECEIVE A REPORT ON THE ANNUAL TRAFFIC COUNT PROGRAM

Subject: 2013 Traffic Count Program

Prepared by: Duane Wakan, MPO Associate Planner

Date: August 14, 2013

BACKGROUND

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

CURRENT WORK

- Staff is considering splitting the annual traffic count list into a fall/spring calendar format.
- Staff is also considering merging the weekend count calendar to coordinate with the weekday count calendar on a semi-annual basis.
- MPO Staff is working on hiring a consultant for a new three-year contract to take counts for 2013, 2014, and 2015.

RECOMMENDATION

 Staff recommends that the Technical Committee receive a report on the 2013 Traffic Count Program.

DISCUSSION: Mr. Wakan distributed to the Technical Committee members a copy of the proposed traffic count locations for the fall of 2013.

Mr. Wakan reported that the MPO maintains traffic counts for over 220 locations throughout the MPO boundary. The counts have traditionally been completed on a three-year cycle with those identified locations counted over a two-day period each fall. Mr. Wakan noted that in April of this year, a special request for weekend counts was made by the Policy Committee and those initial 32 weekend counts were taken in May.

Mr. Wakan said that Staff is planning to begin a new round of traffic counts, but is considering splitting them into semi-annual counts that would be taken in the fall and spring. If these counts can be split into a semi-annual count calendar, the weekend count locations could be added onto the regular counts. The semi-annual counts would provide information as to potential seasonal changes in the area's traffic count numbers.

Mr. Wakan discussed the first iteration of the traffic count list. He said the counts are anticipated to be taken in late September or early October. Mr. Wakan asked each Technical Committee member to review the list for any potential construction or maintenance work planned for traffic count locations in their city. Ms. Westerling said the City of Farmington has two paving companies scheduled in the area during September and asked if the counts could be pushed back to October. Mr. Delmagori said Staff would probably not get the counts scheduled until October as they are just now working on a new agreement with the traffic count consultant.

Ms. Moojen asked when the spring traffic counts might be taken. Mr. Wakan said no schedule had yet been determined, but Staff was considering either May or June of 2014. Ms. Westerling suggested looking at April in order to avoid the spring road construction season. Mr. Delmagori added that an earlier count would also allow the counts to gather school traffic.

Ms. Moojen was also interested in counts scheduled for next year as the City of Aztec has received numerous requests for traffic updates on the Light Plant Road and Aztec Boulevard intersection. Mr. Delmagori said there was a preliminary schedule for 2014 available. Because count locations are on a three-year cycle, those counted in 2011 would be counted again in 2014.

Mr. Wakan said the weekend count locations would remain the same from the count completed in May 2013. These same locations will be counted during the next several iterations to provide some consistency and allow Staff to analyze for seasonal and other changes. Mr. Wakan stated that the end point (in and out) count locations established for the area provide a good perspective for the overall MPO boundary area.

Mr. Keck asked if the MPO had a price agreement with the traffic count provider. Mr. Wakan said the typical count cost was \$85 per location. Mr. Keck said San Juan County's traffic counting program has become obsolete and that it is no longer practical for the County to do its own traffic counting. He wondered if the County could piggy-back onto the MPO contract and have some counts done at the same time as the counts for the MPO. Mr. Keck said they would like to fill in some of the gaps in their counts. Mr. Wakan said this might increase the overall traffic count cost as the additional tubes and staff needed would increase. Mr. Keck thought adding extra counts for this area might bring a discount in the cost and, perhaps, the cities would have an interest in having counts taken on their city streets.

Mr. Delmagori clarified that the consultant charges a rate for each count location and that the speed/class counts are an additional charge. Mr. Keck said San Juan County was going to first look at the MPO count list and, from there, determine where extra counts in the County might be needed. Ms. Moojen said that this information is critical

from an economic standpoint. When trying to market a parcel of land, a potential developer will often ask for traffic counts from the area, and they want this information to be for the current year.

Mr. Delmagori said Staff could meet with Mr. Keck to determine what the County's needs were. Mr. Keck said they are reviewing the options and looking to see if adding additional County traffic counts can fill in the gaps.

Mr. Keck there was a recent issue about the amount of traffic into Chaco Canyon National Monument. He said San Juan County does not count this road currently because the last ten miles into the park are dirt. Trying to count traffic along this road would require setting the counter ten miles outside of the park which could skew the actual count of traffic going to the park. The Technical Committee members briefly discussed the current conditions of the dirt portion of this road and the impact to visitors. Mr. Keck said the County does plan to gravel an eight-mile section of this road this winter and look into beginning to take traffic counts.

ACTION: The report was received.

7. RECEIVE A REPORT FROM NMDOT

There were no representatives from NMDOT or District 5 in attendance. Mr. Delmagori had some information from Mr. Phil Gallegos and Mr. Brian Degani that he presented in their absence.

Mr. Delmagori reported that the contract for Phase III of the US 64 project which takes the project from the Bloomfield city limits to two miles further west was let on August 16. The notice to proceed is anticipated for October with construction beginning next spring. Mr. Delmagori said Mr. Gallegos did not say who had been awarded the contract, but Mr. Delmagori said he would ask for this information.

Mr. Delmagori stated that Phase IV of the US 64 project is in the final design phase and is expected to be programmed for 2015 and 2016.

District 5 is in the process of getting a consultant hired for the design work on the improvements to NM 173. Construction on this project is expected in 2014 and 2015.

Mr. Delmagori said Mr. Brian Degani wanted to mention that the state long-range plan has issued its Request for Proposal. There were eight consultants who attended the meeting who have showed interest in the project. The state will begin updating their long-range plan later this year and is targeting April 2015 to complete the process.

Ms. Moojen added that there will be more information about the state long-range plan presented by NMDOT at a special session during the NMAPA Conference on October 2-5 in Farmington.

Additional comments were made about the NMAPA Conference and local staff involvement with different sessions: Mr. Delmagori will have a session on Complete

Streets; Ms. Moojen will present on rural sustainability, geo-tourism and flood plain management; Mr. Wakan will conduct a training session along with ESRI on ArcGIS Online and Google Sketch-Up. Ms. Lopez added that the New Mexico Municipal League's legal advisor will also be conducting a half-day training for board and commission members on quasi-judicial and/or legislative proceedings, ex parte communications, and how to conduct meetings. Additional information is available on the NMAPA website.

8. INFORMATION ITEMS

Subject: Information Items

Prepared by: Joe Delmagori, MPO Planner

Date: August 14, 2013

INFORMATION ITEMS

- a. August 7 Special Policy Committee Meeting. Staff will summarize the actions taken by the Policy Committee at their Special meeting held on August 7.
- b. REMI Training. Staff attended a presentation on the land-use modeling applications and capabilities of the REMI software used in the transportation planning field in Santa Fe on August 5. A summary will be provided at the meeting.
- c. MPO Summit for Policy Members. The Mesilla Valley MPO is coordinating a MPO Summit for Policy Committee members on September 14 in Albuquerque. This meeting is an opportunity for discussion on common planning issues facing the statewide MPOs.
- **d. MPO Quarterly**. Staff will be attending the next MPO Quarterly in Santa Fe on September 18.
- e. Other

DISCUSSION: Mr. Delmagori recapped the actions taken at the August 7 Special Policy Committee Meeting:

- Approved the vision statement, values, and goals for Complete Streets;
- Approved the population/employment data for the TAZs and all the years of the model:
- Approved the list of TAP projects recommended by the Technical Committee.
 This list included:
 - o Phases 2 and 3 of the Bloomfield River Trail;
 - o The City of Farmington Southside River Road River Trail;
 - o Phases 1 and 2 of the 20th Street sidewalk project.

Mr. Delmagori noted that Phase 2 of the 20th Street sidewalk project had to be scaled back because of funding limitations.

Mr. Delmagori stated that the resolutions from Councils are now needed in order to complete the TAP applications. The resolution from the Bloomfield City Council was received, but there are some administrative adjustments that are needed that Ms. Brevik will take care of. NMDOT also requires a TAP checklist that Staff will complete.

Ms. Lopez suggested that the scoring was heavy in some areas, but did not address sustainability, complete streets, or smart growth. She would like to see these criteria added to the scorecard. If the local area is working to develop complete streets guidelines and policies, projects that propose to implement these concepts should be scored for that and have that score reflected on the scorecard. Ms. Lopez added that having this scoring category on the scorecard would give entities a better opportunity to score points on infill projects or maintenance of existing projects that address smart growth and sustainability.

Mr. Delmagori said NMDOT and the MPOs proposed evaluating the TAP process after one year to review how the overall scoring process and scorecard were working. When this review is scheduled, Staff will make a recommendation to add these other scoring criteria. Ms. Lopez stated that the federal government has asked MPOs to have a Complete Streets program and those that do or are working towards one should have that reflected when projects are scored to receive federal dollars. Mr. Delmagori said Staff would bring this to the attention of NMDOT when the TAP process is reviewed. Ms. Lopez said that, as an example, consideration should be given when an entity adds a bike trail to a street upgrade. She said there are some simple solutions that would advance the complete streets cause and, additionally, benefit FMPO's complete streets efforts.

Ms. Lopez also noted that in consideration of smart growth, more TAP points should be awarded for a project that is built on an existing property or where a street already exists, rather than for putting something in a place where nothing has been constructed before or where the land is vacant and the new development contributes to sprawl.

Mr. Wakan attended a presentation on the REMI modeling software (PI+). The REMI software program provides regional economic analysis at county-wide and metropolitan statistical area (MSA) levels relating to population, employment and housing forecasts. For MPO land use modeling purposes, Mr. Wakan felt the REMI PI+ application could be limiting as it provides analysis at geographies much too large for the MPO. Mr. Wakan did mention a new REMI software product (Metro-PI) that was able to perform micro-analysis at sub-county levels incorporating local and national variables, but that there may be cost-prohibitive constraints at this time. Mr. Wakan will receive an introduction to Metro-PI software from REMI staff at a future date.

Mr. Delmagori reminded the members of the upcoming MPO Summit for Policy Committee members to be held on September 14 in Albuquerque. The Mesilla Valley MPO is coordinating the Summit as an opportunity for discussion on common planning issues facing the MPOs statewide and providing a stronger, collective voice in terms of interacting with NMDOT. Mr. Delmagori said a draft agenda was sent out this morning

and they want to discuss MAP-21 and possible lobbying efforts by the MPOs. Mr. Delmagori was asked to attend by the Policy Committee and it is expected that Councilor Dan Darnell may also attend as the representative from FMPO.

Staff plans to attend the next MPO Quarterly meeting scheduled for September 18 in Santa Fe.

Mr. Delmagori said Staff had issued a call for proposals for the Safe Routes to School program to entity staff. This is SAFETEA-LU funding and does not have to go through the TAP process. Mr. Delmagori stated that NMDOT has not guaranteed that any money would be available, but he believed this was an opportunity worth exploring. The deadline for submittal is August 30.

Mr. Delmagori introduced Ms. Teresa Brevik, the new Special Projects Coordinator for the City of Bloomfield. She is also the new MPO Technical Committee representative for Bloomfield.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Ms. Moojen reported that the City of Aztec had held a public workshop on August 20 to present the North Main project. She said attendance was strong as it had been at an earlier separate landowner's meeting, where all but one of the landowners participated. Once the consultant's contract is approved, there will be a full design workshop to provide details of the project. Ms. Moojen said preliminary plans are to allow vehicular access from the intersection of NM 516 to Hampton Arroyo. From this point, there would be a one-way pedestrian loop that will include the trail and a plaza and will connect to Martinez Lane. City of Aztec staff approached it as two separate projects because there were differing views on whether the road or the bridge should be constructed first. Ms. Moojen said the project now appears ready to move forward.

Mr. Keck asked the status of Aztec's Public Works Director opening. Ms. Moojen said the position is still vacant. The city has a project manager who is managing all the capital projects for the city while the electric director is the interim public works director and is managing the city's street crews.

Mr. Keck commented on a tri-city and county committee that used to meet prior to the MPO being established. This group met to discuss common issues and provide a collective voice for community concerns. Mr. Keck believes this type of forum is missing and that common concerns are being dropped. He added that the MPO meetings are now the only place where the three cities and the county can interact and discuss common issues. He noted that each of the entities has their own concerns, but that there were also common issues such as how well NMDOT is maintaining the roads in the area. Mr. Keck believes the collective voice for the community and the big picture view of San Juan County has been lost.

Mr. Keck said that with the power plants possibly closing and the potential loss of heavy industry, the personality of the area may soon change. He added that the community may need to look at ways to change the economy and become more of a bedroom community or focus on tourism in order to become more self-sustaining. Mr.

Keck said the MPO may be the place for the entities to discuss their common concerns and interests. He believes each entity would be more successful if there was one common voice for the area. This common voice could approach NMDOT with concerns about the big picture for San Juan County.

Mr. Keck said NMDOT District 5 seems to zoom in on the big projects like US 64 and Ms. Westerling added that the local community never had a say in whether or not all the federal funding was to be spent on the US 64 project. Mr. Keck pointed out the beautification projects that could have been accomplished around San Juan County if the money being spent on US 64 had been used for those other purposes. Many in the area believe that the US 64 project is unnecessary and that this area does not need a six-lane 'freeway'. Ms. Lopez commented that the funds being spent on US 64 could have been used for other projects in the area, such as the Pinon Hills extension, that were shown to alleviate traffic on US 64. Ms. Moojen added that from an economic development standpoint and in terms of bettering the region, the US 64 project has not done that. Better use of this money would have been to develop the Pinon Hills Extension and the East Main Arterial projects and there would still have been money left over. Mr. Keck said that with the money being spent on the US 64 project, all the corridors in the area could have been improved, have bike or pedestrian facilities added, and other types of amenities that would have beautified the area.

Mr. Keck asked how the tri-city area can work together to get their voice heard. Ms. Lopez said she believed this is what the Mesilla Valley MPO is trying to do with the Policy Committee Summit. They are trying to bring the MPOs together to give them a stronger voice with NMDOT. Ms. Westerling added that political buy-in was also needed to make that voice stronger. Ms. Lopez noted that the MPOs have that with their Policy Committee members and if the MPOs work together they can apply pressure to get their ideas heard. Mr. Delmagori added that discussion items are still being accepted for the agenda for the Policy Committee Summit and said he could ask them to add an item on how the MPOs can speak together with a stronger voice and get their concerns and ideas across to NMDOT.

The members discussed why the MPO has to approve a project and put it on the TIP if they do not believe that project is in the best interest of the community. It was noted that a project does not have to be approved by the MPO, but the members were unsure of what would result from that type of action. Ms. Lopez commented that NMDOT's District 5 should take the information gathered by the MPO and then utilize it to award money to projects that best benefit the community.

The members discussed road projects that, once built, were neglected. As an example of this, Mr. Keck mentioned the section of US 550 north of Aztec. Trying to get routine maintenance work done for this newly constructed roadway section as well as for others in the region continues to be extremely difficult. He believed that part of the problem with this is that this area has no locally housed NMDOT representation.

Mr. Delmagori recommended having this topic as an agenda item for an upcoming Policy Committee meeting. Discussion could focus on regional priorities and maintenance, and District 5 could speak to how they operate internally. Ms. Moojen also would like to speak to their lack of customer service. Oftentimes the NMDOT contact person is unable to answer questions directed to them when they are the

individual charged with enforcing that particular statute. Ms. Moojen stated this customer service issue also related to the jurisdictional issues the entities face when dealing with projects on state highways in the area. Mr. Keck said the only solution to these types of jurisdictional issues is to have an MOU in place. When the cities try to address the mowing of weeds in the medians along NM 516 or other state highways, any potential accident or injury becomes the city's responsibility if there is no MOU in place. Mr. Keck reiterated that problems San Juan County has encountered trying to get several of their MOUs approved with NMDOT. Several years later, the MOUs have still not been approved. The members discussed how often each of the cities must make road repairs on a state roadway because of citizen complaints and because NMDOT is not doing what is needed to maintain the roadway.

Mr. Keck said he thought the MPO might be able to influence the big project planning, but felt the overall day-to-day issues do not receive attention. No one knows who to call to have their concerns addressed and even those who are contacted do not return the calls or cannot answer the questions asked. Mr. Keck said this lack of responsiveness is something that the Policy Committee could address and help to establish a political collective voice that communicated with the politicians in Santa Fe. Mr. Hathaway suggested inviting Mr. Butch Mathews the Transportation Commissioner for District 5 to the MPO meetings. Mr. Delmagori said that Mr. Mathews is invited to every Technical and Policy Committee meeting and had been sent a personal letter of invitation.

Mr. Delmagori said that the discussion seemed to recommend formulating some Technical Committee action on these issues that could be brought to the Policy Committee. The Technical Committee discussed having a work session and possibly inviting Mr. Ray Hagerman with Four Corners Economic Development (4CED). Ms. Moojen agreed that having 4CED involved was a good idea as they are working on a regional approach to many of the issues. She believed that having a collective voice that was backed by elected officials who were willing to push local issues could be a strong force when speaking with NMDOT. Ms. Moojen said with this kind of support, the area could say they were not in agreement with the US 64 project and they could put together the metrics on income loss to Bloomfield businesses, detail the other projects that could be done in the region with this money that would really benefit the region, and explain the economic return to the area with the completion of these other projects. All this information could be compiled and then presented to NMDOT, or the State Highway Commission, or even the state legislature by a group of local elected officials speaking as a collective voice. This type of support would give much more weight to local transportation suggestions and concerns.

Ms. Lopez said that 4CED is comprised of many local officials and they are very involved in the regional issues and she recommended making them aware of MPO concerns. Mr. Keck believed that local politicians do notice the lack of maintenance and upkeep on highway corridors in the area. Ms. Lopez said that the issue of highway maintenance was addressed in the City of Farmington's Comprehensive Plan in 2002. She added that the Unified Development Code (UDC) was also recently changed to address road issues and how the overall view of the community is presented to people as they enter the area.

Mr. Keck commented that Mr. Gallegos had said that a majority of District 5 funding would be spent in San Juan County over the next several years. Everyone agreed that this was because of the money being obligated to the US 64 project for the next six years.

Mr. Wakan recommended that the concerns of the Technical Committee needed to be brought to the attention of the Policy Committee by Technical Committee members so the concerns were articulated from one committee directly to the other. He added that he thought a workshop would be a good forum for this discussion. Mr. Delmagori said that for the September 19th Policy Committee, Staff could have an informational item on the agenda and Mr. Keck, as Chair for the Technical Committee, could speak on the Technical Committee's issues and concerns and interest by the Policy Committee could be determined. If there is interest, then a workshop with District 5 could be scheduled to further define and discuss the issues and seek a course of action for developing solutions.

Mr. Hathaway commented that the public does not differentiate between the various governmental entities and believe that all the agencies work together. When citizens call about an issue, they just want it taken care of. They do not understand that a city government cannot always address issues on a state roadway.

Mr. Keck asked if the Technical Committee should compile a list of concerns or sum up the problem as simply not having a collective voice for the area when interacting with District 5 on issues such as project development, maintenance, customer service, cooperation, and jurisdiction. Ms. Westerling thought the buy-in should also come from those above the Policy Committee - the area's elected officials. Mr. Keck also recommended including groups like 4CED in the discussions from the beginning to ensure they have similar issues and concerns to the Technical Committee members. Ms. Moojen commented that 4CED has the region divided into six different economic assets with work committees assigned to each. One of the committees is focused on tourism and the poor road networks and poorly maintained roads in the area that impact the region's ability to market the area's assets. Ms. Moojen said she was not sure, however, if 4CED understood the complexities of the transportation issues.

The Technical Committee members discussed providing customer service to citizens, responding appropriately to complaints, and working to handle issues even if those issues were not in that person's specific area of concern. The members agreed that NMDOT is not responsive to calls even though the local entities planners and MPO members are part of their "public". It is frequently difficult to reach a specific individual by phone and oftentimes their voicemail system will not allow the caller to leave a message before routing the call back to the main switchboard. The Technical Committee members thought the NMDOT website should provide employee contact information.

Mr. Keck asked for suggestions on how to proceed. Ms. Lopez recommended that the list of issues that the Technical Committee will develop should be presented at the Policy Committee Summit in Albuquerque. She believed that if San Juan County was having these types of issues, others in the state probably were as well.

Mr. Keck said that District 5 needs to meet their commitments of performing routine maintenance, keeping the shoulders clean, medians clean and free of debris, keeping signs posted, etc. He also recommended the implementation of cooperative agreements to allow the cities to perform the needed functions NMDOT is unable to provide and then reimburse the cities for equipment or materials used. Mr. Keck believed that the San Juan County area has sufficient political influence to get the Governor or state legislature involved in order to get the attention of NMDOT.

Mr. Delmagori asked if it had been decided that Staff and Mr. Keck would give an overview presentation of these issues to the Policy Committee in September. Mr. Delmagori said the impact of the issues would be stronger if presented by a member of the Technical Committee. Mr. Delmagori invited all of the Technical Committee members to attend and show their support of the issues. Mr. Keck commented that raising these issues would be a delicate balance because we need to still work together with NMDOT, but we also need them to carry out their responsibilities as discussed.

Mr. Delmagori stated that he thought the approach was good. He thought it was important to get the ideas introduced and put out on the table so that everyone can work together on solutions. Ms. Westerling reiterated it was necessary to work with NMDOT on these issues.

Ms. Lopez commented that NMDOT is understaffed just like the entities' staffs and believed they are doing what they are able. Ms. Lopez stated she believed another big issue is the lack of communication between the NMDOT, the local entities, and the MPO. She recommended sitting down and discussing the issues to see if the parties can understand the other's perspective and negotiate ways to meet all the needs. Ms. Westerling added that NMDOT needs to stop building new projects when they are unable to maintain existing facilities. Everyone agreed that new projects are what are being federally funded, so those are the projects that get the attention. She believed that federal funding was set up so that new projects are the ones that get funding and funding for maintenance concerns is not a priority.

Mr. Delmagori summarized the upcoming course of action: provide an overview report to the Policy Committee on September 19, ask Mesilla Valley MPO to add this discussion to their agenda for the Policy Committee Summit to see if similar issues are being experienced statewide, and then organize a work session to detail the concerns and develop solutions. Mr. Wakan noted that since the Policy Committee Summit happens prior to the Policy Committee meeting, he recommended conveying this information to Councilor Darnell prior to the Summit. Mr. Delmagori said that Staff could summarize the discussion and run it by the Technical Committee members for verification and then forward that summary to Councilor Darnell.

Mr. Keck believed NMDOT should consider having a local representative in San Juan County who would respond to local concerns. It was noted that many other state agencies already have offices in San Juan County.

Mr. Delmagori reiterated that Staff would summarize the issues discussed at today's meeting for presentation at the Policy Committee Summit. Staff will work with Mr. Keck and other interested Technical Committee members to develop the staff report

for the September 19 Policy Committee meeting where Mr. Keck and others can present the concerns of the Technical Committee. Mr. Keck recommended inviting Mr. Hagerman with 4CED to this meeting.

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

10. BUSINESS FROM THE FLOOR

There was no business from the floor.

11. <u>ADJOURNMENT</u>	
Ms. Lopez moved to adjourn the meeting. I adjourned the meeting at 12:00 p.m.	Ms. Moojen seconded the motion. Mr. Keck
Dave Keck, Chair	June Markle, MPO Administrative Aide