

**MINUTES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**POLICY COMMITTEE MEETING**  
**SEPTEMBER 9, 2010**

Policy Members Present: Pat Lucero, City of Bloomfield  
Dr. James Henderson, San Juan County  
Dan Darnell, City of Farmington  
Gayla McCulloch City of Farmington

Policy Members Absent: Gene Current, City of Aztec

Technical Committee Members Present: Julie Baird, City of Bloomfield  
Nica J. Westerling, City of Farmington

Staff Present: Joe Delmagori, MPO Planner  
Martin Lucero, MPO Associate Planner  
Kathy Bonnell, MPO Admin Aide

Staff Absent Bob Campbell, MPO Officer

Also Present: Dave Martinez, NMDOT District 5  
Robert Anaya, NMDOT  
Ray Matthew, NMDOT  
Larry Hathaway, San Juan County  
Mitch Thomas, Citizen  
Thomas Jacquez, Citizen

**1. CALL TO ORDER**

Dr. Henderson called the September 9, 2010 Policy Committee meeting to order at 3:00 pm.

**2. APPROVE THE MINUTES FROM THE JUNE 10, 2010 POLICY COMMITTEE MEETING**

Mr. Pat Lucero made a motion to approve the minutes from the June 10, 2010 Policy Committee Meeting. Mr. Darnell seconded the motion. Motion was passed.

3. APPROVE THE FY2011-2016 TIP AMENDMENT #1

FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item

<b>Subject:</b>	FY2011-2016 TIP Amendment #1
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	August 31, 2010

**BACKGROUND**

- On August 1, 2010 the Farmington MPO advertised Amendment #1 to the FY2011-FY2016 Transportation Improvement Program.
- The amendment modifies funding to Phase II of the US 64 Farmington to Bloomfield widening project.
- The MPO held a 30-day public comment period from August 1, 2010 to September 3, 2010.
- A public hearing was held on Amendment #1 during the August 26, 2010 Technical Committee meeting.

**CURRENT WORK**

- The original amount in High Priority Projects funding for Phase II was \$4,987,476; an additional \$3,020,344 has now been authorized for a total of \$8,007,820.
- The TIP now reflects the \$3,000,000 in Local funds being used by the City of Bloomfield for relocation of city utilities.

**ANTICIPATED WORK**

- Amendment to the FY2010-2013 STIP.

**ATTACHMENTS**

- Public Notice describing the funding changes in Amendment #1.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve Amendment #1 to the FY2011-2016 TIP.

**Discussion:** Mr. Delmagori discussed the Amendment to the FY2011-2016 TIP initiated by the NMDOT. Mr. Delmagori indicated that the US 64 widening from Farmington to Bloomfield was a high priority earmark and that now the entire earmark has been made available for the project. The additional funds represent more than a 15% change in the final funding amount and require a formal amendment to make the change in the TIP.

The MPO published the Amendment for thirty days and had not received any comments. A formal public hearing was held during the Farmington MPO Technical Committee meeting on August 26, 2010. Mr. Delmagori stated in addition to the earmark the amendment included \$3 million dollars of local funding from the City of Bloomfield to relocate city utilities in and near the project. Mr. Delmagori then sought approval of Amendment #1 FY2011-2016 TIP from the Policy Committee.

**Action:** Mr. Darnell made a motion to approve Amendment #1 to the FY2011-2016 TIP. Mr. Pat Lucero seconded the motion. The FY 2011-2016 TIP Amendment #1 was approved by the Policy Committee.

#### 4. APPROVE THE FY2011UPWP BUDGET AMENDMENT

### FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

<b>Subject:</b>	FY2011 UPWP Budget Amendment
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	August 31, 2010

#### BACKGROUND or PREVIOUS WORK

- The MPO prepared its FY2011 Budget based on initial funding estimates from NMDOT for FHWA PL and FTA 5303.
- Work Authorizations have been received by the MPO with official amounts for PL and 5303 funding.
- The new statewide PL formula goes into effect in FY2011.

#### CURRENT WORK

- The MPO is receiving \$175,213 in federal PL for FY2011 as a result of the new formula.
- Federal PL funding for the traffic count program will remain at \$10,680.
- The MPO will have \$45,305 in FY2010 PL carryover.
- The MPO is receiving \$23,151 in federal FTA 5303 funding, which is \$349 less than what was estimated in April.
- Larger federal amounts are reducing the overall local contribution.
- The FY2011 UPWP budget has been updated to reflect final funding amounts.

**ATTACHMENTS**

- The FY2011 UPWP Budget Amendment.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve the amendment to the FY2011 UPWP Budget.

**Discussion:** Mr. Delmagori informed the Committee that each March and April the MPO drafts a budget based on the reasonably expected PL and the 5303 funds. Once an official Work Authorization from NMDOT is received the MPO makes any necessary revisions to the UPWP Budget.

Mr. Delmagori indicated that the Federal PL for traffic counts, \$10,680, remained the same. The MPO will have a carryover from the FY2010 PL funds in the amount of \$45,305. The MPO will receive \$23,151 in Federal FTA funding which is \$349 less than what was estimated in April. After Farmington City Council approved the budget for the city, the MPO's budget was lowered to \$301,623 from \$304,176.

A breakdown of the total MPO Budget is shown by entity, as outlined in the Joint Power Agreement. With the PL carryover and the increase in Federal monies the local required overmatch has been reduced.

**Action:** Mr. Darnell made a motion to approve the FY2011 UPWP Budget Amendment. Mr. Pat Lucero seconded the motion. The FY2011 UPWP Budget Amendment was approved by the Policy Committee unanimously.

**5. ADOPT THE MPO MAJOR THOROUGHFARE PLAN**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	MPO Major Thoroughfare Plan
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	August 31, 2010

**BACKGROUND or PREVIOUS WORK**

- Staff has met with member entities to discuss the proposed MPO Major Thoroughfare Plan.
- Staff identified road classifications that differ between the local agencies and NMDOT.
- In the development of the MTP, consideration has been given to all transportation modes including transit alternatives, bicycle, and pedestrian.
- Staff reviewed NMDOT criteria for functional classifications.

- Staff in conjunction with the Technical Committee members identified differences in road classifications.

**CURRENT WORK**

- Work with NMDOT to review the state designation for classified roadways within the MPO.
- Completion of a classification table that highlights the various proposed classification changes.
- MPO presentations to planning and zoning commissions for each member entity.
- MPO presentations to entity councils and commissions.

**ANTICIPATED WORK**

- The development of a Roadway Classification Map showing all existing and future roadway designations.
- NMDOT and FHWA approval of changes to road classifications.

**BACKUP MATERIAL**

- Classification table showing differences in classifications, proposed changes to the state classified roadway system, and classifications for new roads. (Provided under separate cover to the Policy Committee).

**RECOMMENDATION**

- It is recommended that the Policy Committee adopt the MPO Major Thoroughfare Plan (PC Resolution 2010-4).

**Discussion:** Mr. Martin Lucero discussed changes to the Road Classification chart. He also discussed the reasons the MPO is seeking adoption of the Major Thoroughfare Plan (MTP). The purpose of this MTP for the MPO is to identify future roads for the region as a whole. Staff had the Technical Committee review the plan and provide input throughout the summer.

Staff also went to each Planning and Zoning Commission, County Commission as well as the City Councils to seek opinions from stakeholders in development of the plan. Mr. Lucero discussed recommended changes from the Farmington City Council. It was requested that the MPO take a look at connections made to Hood Mesa Trail. Originally the MPO had Hood Mesa Trail set as a Minor Arterial and connecting to the Northern Route. However, Councilor Sandel is requesting that Staff show the Northern Route going north of the City of Farmington and connecting with Glade Road.

In response to the request, Staff considered possible corridor alignments by reviewing aerials of the proposed alignments. Staff showed the two best alignments on the map currently available to create the alternatives to Hood Mesa Trail as suggested by the City of Farmington. Mr. Lucero explained how the proposed alternatives on the map would tie into existing sub-divisions.

Mr. Lucero discussed ways to evaluate the proposed alternatives such as from a practical stand point, based on cost effectiveness and regionalism. He also stated if

any of the alternatives were to be chosen, Glade Road would need a classification change to a Minor Arterial.

After consideration of the proposed alternatives Staff recommended that Hood Mesa Trail be shown as a Collector connecting into the proposed Northern Route, a minor arterial. The proposed corridor would be similar to CR 5290. As CR 5290 enters the residential subdivision the road changes from a Minor Arterial to Collector. The roadway is choked down and the speeds are lowered. Mr. Lucero also stated that the roads would tie into the Foothills corridor helping to give another point to disperse traffic. Mr. Lucero added that the City would still need to preserve the Hood Mesa corridor within the current City Limits. He stated that Hood Mesa Trail is currently open space along this portion; access control could be used to preserve rights-of-way in case the road needed to be widened in the future.

Mr. Lucero discussed that the City of Bloomfield has identified a road that the MPO has mislabeled and the correction was made.

Mr. Lucero then stated the City of Aztec looked at the MTP and were in agreement with the identified changes to their Major Thoroughfare Plan.

San Juan County was very grateful that the MPO was able to take a look at the County and create a MTP for the urbanized areas.

Mr. Lucero stated that Staff is requesting the MTP be adopted by the MPO and set forth without the two alternate alignments that were presented and that Hood Mesa Trail stay classified as a Collector.

Mr. Darnell questioned leaving Hood Mesa Trail as a collector and the alternative routes on the map. He stated this was the first time these alternatives have been presented to the Policy Committee. He also stated he would like more clarification on the alignment of the Northern route and its connection to Hood Mesa Trail. Mr. Darnell then asked if there was a proposed cost for the alternatives due to the terrain. Mr. Lucero stated the two alternatives were chosen by Staff because of their location along existing roads, which would likely help keep costs reasonable.

Mr. Darnell questioned the reason the MPO was recommending the proposed changes. Mr. Lucero stated due to residential facilities located along Hood Mesa Trail, the land use would dictate the road would be classified as a Collector. Given these existing conditions, Staff is seeking that the right-of-way be protected from further housing development encroachment.

Mr. Darnell stated if we want to protect the corridor that has existing homes, then there is little that can be done about pushing in side roads and relocating driveways. He also questioned why does the MPO want to make Hood Mesa Trail a Collector instead of making it as a Minor Arterial? Mr. Lucero stated that the MPO is suggesting the section from Pinon Hills Blvd to the city limits be classified as a Collector and the section from the city limits to the Northern Route become a Minor Arterial. Mr. Lucero also stated the original thought was that Hood Mesa Trail be classified as a Minor Arterial but built as a Collector, so it would function normally, until the Northern Route is completed.

Mr. Lucero then gave the example from the Access Management Plan in which the plan refers to roads developing into Arterials from Rural Collectors because the right-of-way is preserved. This is what the MPO is currently looking at: if the member entities can adhere to the policies which are currently in place, such as the Access Management policies, the Bike/Pedestrian Plan, and the Metropolitan Transportation Plan, then facilities that front along the road may be limited. Mr. Darnell stated if there were to be additional development then everyone would need to understand that they are building along what someday may become an Arterial.

Mr. Lucero discussed the possibility of Hood Mesa Trail being adopted at the MPO level as a Minor Arterial and then the City of Farmington adopting the plan with an addendum that Hood Mesa Trail be reflected on their plan as a Collector. He also stated if there was future development the MPO would then refer to it as a Minor Arterial.

Mr. Darnell asked what would be the classification we are seeking from the state for Hood Mesa Trail. Mr. Lucero stated it would be a Collector. Mr. Darnell states that he misunderstood the discussion at the City Council meeting regarding possibly upgrading Hood Mesa Trail to a Minor Arterial. Mr. Lucero stated that in the past the MPO ran some models for the Northern Route and came to the conclusion that it would be insufficient and very costly not to have it connect directly into Hood Mesa Trail. He also stated the biggest issue with both alternative alignments is that west of the City there are ridges that would require a drop off the mesa and then possibly multiple arroyo crossings. The road would need to be properly graded for vehicles. Mr. Darnell stated it would also be far out of the way.

Mr. Lucero discussed the model that was run by the MPO showing traffic flows wanting to move along College and Pinon Hills. It did not show the traffic flowing along the alternate alignment unless it was forced it to do so; running the northern route further west did not make an attractive route.

Mr. Darnell asked Ms. Westerling if she had the opportunity to review the Hood Mesa Trail alignment and her thoughts on it. Ms. Westerling discussed the perceived problems with Hood Mesa Trail. Large portions of the land have been sub-divided and are privately owned. Large portions of Hood Mesa Trail from Pinon Hills to the BLM pipeline road do not have right-of-way but are prescriptive easements. Ms. Westerling indicated that there are other alternate routes. Mr. Darnell questioned which route she felt was worth investigating. Ms. Westerling stated that there could be a connection off of Foothills which would connect a collector to a collector.

Mr. Darnell questioned if she was suggesting using Foothills. Ms. Westerling stated she was not stating to use Foothills but that Foothills would be one of the connectors to the alternate route. She also suggested maybe tying into College and Lakewood from the alternative alignment. She demonstrated the possible routes on the map.

Ms. Westerling pointed out to the Committee when using a pipeline road they require the City to cover it with five feet of fill over the top of their pipes and that can become very costly. Mr. Darnell stated he was under the assumption that the recommendation of a road going over to the Glade would simply come out along Hood

Mesa Trail to the Pinon Hills alignment. He also asked Ms. Westerling how her opinion would differ from that. Ms. Westerling answered by demonstrating on the map that the route avoids the town.

Mr. Darnell asked Ms. Westerling if she felt the Northern Route, coming from Aztec and County into Farmington, was appropriate. Ms. Westerling answered affirmatively and added that she envisions that road being much like Pinon Hills where there can only be a full intersection every quarter mile.

Mr. Darnell asked Ms. Westerling where she thought the Northern Route should terminate. Ms. Westerling stated there are a couple of places, one being Pinon Hills and the Glade and the other up in the canyons. Mr. Darnell interjected that the arroyos are pretty wide in that area. Mr. Lucero stated the second alternative crosses along the smallest arroyo and would connect with Foothills. The second alternative could possibly connect into College and Glade. Ms. Westerling added that the project in her opinion would be over 50 years from now.

Mr. Darnell asked would it be preferable to classify Hood Mesa Trail as a Collector versus a Minor Arterial. Ms. Westerling stated if Hood Mesa Trail were classified as a Minor Arterial her opinion would be that the traffic would be coming into the area at 50 mph.

Ms. Westerling stated Hood Mesa Trail will be a very costly route due to the lack of infrastructure and the proximity to homes. Mr. Darnell asked if constructing Hood Mesa Trail would require moving homes. Ms. Westerling answered that would be the case. Mr. Darnell compared constructing Hood Mesa Trail to that of constructing portions of 20<sup>th</sup> Street for widening. Ms. Westerling stated that if Hood Mesa Trail were built to a 40-50 foot right-of-way, it would be right at the front doors of some existing homes. Mr. Delmagori asked if it was possible to use College Blvd. and Foothills as feeders. Ms. Westerling stated this alignment is necessary but there's going to have to be an alternate solution.

Ms. McCulloch stated she would like to avoid a similar situation to 30<sup>th</sup> Street. She states with her own personal experience trying to get a bailer through the road is rough and she sees the same situation occurring along Hood Mesa Trail with existing homes.

Ms. McCulloch asked Ms. Westerling to suggest another possible solution to this alignment. Ms. Westerling discussed another way to avoid moving traffic along Hood Mesa Trail would be to connect to NM170. This alignment however is out of the way and would have to be further evaluated. Mr. Darnell stated without capturing some of this now we will have sub-divisions being built haphazardly. Ms. Westerling agreed.

Mr. Darnell questioned what would be the best alignment for the Northern Route that can be preserved. Ms. Westerling stated this should be looked at for the future. In addition, she felt an east-west collector is needed and unfortunately Hood Mesa Trail would be it.

Mr. Darnell questioned if the Major Thoroughfare Plan can be adopted without a decision regarding Hood Mesa Trail and the Northern Route. Mr. Lucero answered the

MTP may be adopted without this section in it. Adoption could occur now and this portion would be amended in the future after an alternative was decided on. He suggested with adoption now, it would save time in the future. Mr. Lucero stated he would set an appointment with Ms. Westerling so they can discuss the best possible alignment. However, at this time Staff would suggest adopting it wholesale and coming back to present the best alignment as an amendment.

Mr. Darnell stated he would share with his fellow commissioners his feelings about the Glade and how there are so few open spaces or recreational spaces left. He would hate to be the one that voted to open the Glade to development and possibly encouraging BLM to begin trading land. He stated that is why he prefers the Hood Mesa Trail route. Ms. Westerling stated that if there was a way to get BLM's approval for the alternatives, then everything would be ok. The Glade is not buildable land because of the 100 year flood plain, which is from Pinon Hills down to the Bluffs.

**Action:** Mr. Darnell made a motion to adopt the Major Thoroughfare Plan without the two alternative alignments and with direction to staff to return with an alternative to the Northern Route/Hood Mesa connection. Mr. Pat Lucero seconded the motion. The motion was passed unanimously.

## **6. RECEIVE A REPORT NMDOT**

**Discussion:** Mr. Martinez indicated the four ARRA projects are under construction and moving along. He also indicated the US 64 project is out for bid and that the contract must be awarded within two months. It will be a two year project which is in the final stages with right-of-way acquisition. There are a couple of properties that might end in condemnation because of disagreements over price.

Mr. Martinez stated this summer there was an issue that impacted the pavement striping program due to a nationwide shortage of paint which impacted the completion of projects.

Mr. Martinez stated that statewide, 60% of ARRA funds will be expended by October 1 and the State is very close to achieving that goal thanks to local entities in doing their share.

Mr. Matthew announced he replaced Dr. Bob Widoe as the Liaison for the Planning Department. He indicated that the Major Thoroughfare Plan is something that the MPO voluntarily undertook as it is not a requirement under Federal regulations. However, it is a good planning practice because it identifies high priority roads that need right-of-way preservation. The MPO through this plan is requesting functional reclassification of roads in the Federal Roadway Registry and classification of existing roads. In the Federal system the roads have to be classified as a Major Collector or above to receive Federal funding. He indicated there will be several reclassifications coming out of this Major Thoroughfare Plan due to the fact it has been awhile since the last update. Mr. Matthew indicated that current transportation funding is still functioning under the continuation of SAFETEALU.

Action: The report was received

**7. RECEIVE A REPORT ON RED APPLE TRANSIT STUDY**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Red Apple Transit Study
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	August 31, 2010

**BACKGROUND or PREVIOUS WORK**

- The MPO and Red Apple Transit are working with LSC Consultants to determine future transit needs and make recommendations for expansion options.
- LSC Consultants developed a Technical Memorandum that determined current transit need and identified future transit demand out to the year 2035.
- The second public meeting on the transit study was held on July 29<sup>th</sup>.
- Other stakeholder meetings were held to review the Technical Memo.

**CURRENT WORK**

- The Technical Memo provided transit need based on targeted population groups.
- Data on population densities, major employers, and travel patterns was collected to better identify areas needing transit service.
- Demand estimation was developed for 2020 and 2035 and initial observations for service expansion were made.
- Presentation material outlined overall system concepts and possible options to revising the existing transit system.

**ANTICIPATED WORK**

- LSC will develop Technical Memorandum #2, which will identify scenarios that reallocate existing resources for system improvements and expansion options based on additional resources.
- Hold the third series of stakeholder and public meetings from October 5-7.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the Red Apple Transit Study.

**Discussion:** Mr. Delmagori discussed the Red Apple Transit Study and the progress LSC Consultants has been making. LSC has issued a Technical Memo which consists of an assessment of the current Red Apple Transit system, an evaluation of possible hub locations, and locations for additional transits stops based on current and future demographics. Mr. Delmagori discussed the public meeting which will be held on October 6, 2010 at the Civic Center.

Mr. Delmagori indicated that data on population densities, major employers, and travel patterns were evaluated to better identify areas needing transit service. Mr. Delmagori stated LSC has developed Technical Memorandum #2 which identifies route scenarios that reutilize existing resources and options based on changing routes and adding routes to better serve the community.

Mr. Darnell posed a question regarding the stimulus money that was received to purchase larger buses and asked if the routes should have changed in order to maximize the capacity of the trolleys that were purchased. Mr. Matthew stated the stimulus monies received were to purchase larger buses to be more responsive to the public. Mr. Darnell stated that capacity was not the issue but that more stops were needed to better serve the public.

Ms. McCulloch stated she had read a newspaper article regarding terminating the Red Apple service in Bloomfield. Ms. Baird responded that the article misquoted their councilwoman and that the city was not looking to terminate any service. The City of Bloomfield would, if possible, like to see more stops to better serve the public.

Mr. Delmagori stated currently the public does not see the transit system as being convenient. LSC is evaluating the locations of possible stops to make it more convenient for the public.

Mr. Pat Lucero would like to thank Ms. Baird for her commitments and pointed out that the ridership report shows that Bloomfield has the highest ridership among the regional routes.

**Action:** The report on the Red Apple Transit Study was received.

## **8. RECEIVE A REPORT ON RED APPLE TRANSIT**

<b>Subject:</b>	Red Apple Transit Update
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	September 1, 2010

#### RED APPLE UPDATE

- Overall ridership reached 11,167 passengers in July.
- Bloomfield, Kirtland and Farmington saw a decrease in ridership over previous month, with -26%, -21% and -7% respectfully.
- Aztec saw increases in ridership over previous months with 37% more riders.
- Aztec, Bloomfield, Kirtland and Farmington had decrease over the same period last year with -23%, -7%, -12%, and -3%, for a system wide drop of -4%.
- The ridership report is attached.

#### RECOMMENDATION

- It is recommended that the Policy Committee receive a report on Red Apple Transit.

**Discussion:** Mr. Martin Lucero stated the Red Apple Transit ridership reached 11,167 passengers in July. The Bloomfield, Kirtland and Farmington routes saw a decrease over the previous month. Aztec saw an increase over the previous months with a 37% increase in riders. Over the same period last year the Red Apple Transit experienced an -4% decrease.

**Action:** The Red Apple Transit Update was reviewed.

### 9. RECEIVE A REPORT ON MPO ROADWAY INVENTORY

#### FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

<b>Subject:</b>	Roadway Inventory
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	August 31, 2010

#### BACKGROUND

- In July 2007, the MPO issued its first Roadway Inventory of federally classified roads.

- The Road Inventory identified several road characteristics, such as number of lanes, speed limits, and presence of sidewalks and/or bike facilities.

#### **CURRENT WORK**

- Staff has performed site visits to various intersections and to federally classified roadways.
- Additional roadways have been recorded in anticipation of them being classified in the near future.
- The Roadway Inventory list has been updated to reflect current conditions.

#### **ANTICIPATED WORK**

- The Roadway Inventory will be posted to the Farmington MPO website and issued to member entities.

#### **ATTACHMENTS**

- The Roadway Inventory has been provided to the members under separate cover.

#### **RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the MPO Roadway Inventory.

**Discussion:** Mr. Martin Lucero handed out a spreadsheet indicating the condition of all classified roadways within the MPO. Staff verified improvements that have been made to the road network and noted information for roadways that were under consideration for reclassification.

The original inventory was completed in 2007 and included speed, condition of sidewalks, shoulders, and bike lanes. Mr. Lucero indicated the update was performed and entered into the database for future projects.

**Action:** The report on the Roadway Inventory was received.

## **10. INFORMATION ITEMS**

### **FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item**

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Martin Lucero, MPO Associate Planner
<b>Date:</b>	September 1, 2010

## INFORMATION ITEMS

- a. **FY2010 Performance & Expenditure Report.** The yearend report that summarizes major planning accomplishments and the MPO budget for FY2010 has been completed. It has been submitted to FHWA, FTA, NMDOT, and the local entities.
- b. **Safe Routes to School Update.** In Farmington and Bloomfield, parent surveys are being provided in student welcome packets. Student arrival counts for participating schools are scheduled to be taken in mid-September.
- c. **MOA Renewal.** The MOA between the MPO and NMDOT expires at the end of December. Staff has provided comments to NMDOT. The revised MOA will eventually need approval from the Policy Committee.
- d. **MPO Quarterly in Santa Fe.** The next MPO Quarterly is scheduled for September 28 in Santa Fe.
- e. **FHWA Transportation Safety Training.** The MPO will attend training on September 29-30 in Santa Fe. The NMDOT will hold a statewide meeting to give additional training on integrating safety into transportation plans.
- f. **Other.**

**Discussion:** Mr. Delmagori informed the Committee that the MPO performed student arrival counts at the four participating schools in the City of Farmington and at Central Primary in the City of Bloomfield. The information collected gives an understanding of how the Safe Routes to School program is progressing at each individual school. This is the first set of student arrival counts for the Bloomfield pilot school. The counts will be taken again in the spring to see if the encouragement efforts have increased the number of students to walking to school.

Mr. Delmagori mentioned the MOA between the MPO and the NMDOT will expire at the end of December. Staff will bring the revised MOA to the Policy Committee for approval.

Mr. Delmagori informed the committee that Staff will be attending the MPO Quarterly in September in Santa Fe. He also indicated they will be attending a FHWA Safety Training after the MPO Quarterly.

Mr. Delmagori indicated the November meeting is scheduled for 1:30 pm. He asked the Committee if 3:00pm will work better for them. He stated at November's meeting Staff will present a proposed schedule for the following year.

**Action:** The report on Information Items was received.

**11. BUSINESS FROM**

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

**12. BUSINESS FROM THE FLOOR**

**Discussion:** There was no business from the floor.

**13. ADJOURNMENT**

**Discussion:** Dr. Henderson adjourned the meeting at 4:29 pm.

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Dr. James C. Henderson-Chairman

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Kathy Bonnell-MPO Admin Aide