



# **POLICY COMMITTEE** **AGENDA**

**Farmington Metropolitan Planning Organization**

**April 19, 2012**  
**1:30 p.m.**

**Commission Chambers**  
**San Juan County**  
**100 S. Oliver**  
**Aztec, NM**

**AGENDA**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**POLICY COMMITTEE MEETING**  
**April 19, 2010 1:30 PM**

This meeting will be held in Commission Chambers, San Juan County, 100 S. Oliver, Aztec, New Mexico.

<b>ITEM</b>	<b>PAGE</b>
1. Call meeting to order	
2. Approve the minutes from the March 15, 2012 Policy Committee meeting.	<b>19</b>
3. Annual Election of Officers.	<b>1</b>
4. FY2013-2013 Transportation Improvement Program ( <i>PC Resolution 2012-1</i> ). a. Review the FY2013-2018 TIP. b. Adopt the FY2013-2018 TIP ( <i>PC Resolution 2012-1</i> ).	<b>2</b>
5. Adopt a resolution approving the annual MPO Self-Certification document ( <i>PC Resolution 2012-2</i> ).	<b>4</b>
6. Approve the FY2013 Unified Planning Work Program and FY2013 UPWP Budget.	<b>10</b>
7. MPO Major Thoroughfare Plan Policy and Procedures Document. a. Review the Policy and Procedures Document. b. Approve the MPO Major Thoroughfare Plan Policy and Procedures Document.	<b>11</b>
8. Receive a report from NMDOT a. District 5 ( <i>David Quintana</i> ) b. Planning Division ( <i>Ray Matthew</i> )	
9. Receive a report on the Walkable Communities Workshop.	<b>15</b>
10. Receive a report on Red Apple Transit monthly ridership.	<b>16</b>
11. Information Items: a. 2010 Urbanized Areas b. Transportation Bill Reauthorization c. Renewal of the Joint Powers Agreement and Committee Bylaws d. Student Arrival Counts for the Safe Routes to School Program e. Other	<b>18</b>
12. Business from: a. Chairman b. Members c. Staff	
13. Business from the Floor	
14. Adjournment	

**ATTENTION PERSONS WITH DISABILITIES:** 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.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #3**

<b>Subject:</b>	Annual Election of Officers
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**BACKGROUND**

- Each April the Policy Committee selects the Chair and Vice-Chair from their membership who will serve until the following annual election.
- The Chair presides over the meetings and is responsible for the other duties outlined in the Committee Bylaws and Operating Procedures document.
- The Vice-Chair presides over the meetings in the absence of the Chair.
- During the past year Dr. Henderson served as the Policy Committee Chair and Mr. Pat Lucero served as the Vice Chair.

**ELECTION**

- Elections will take place to select a Policy Committee Chair and Vice-Chair until April 2013.

**RECOMMENDATION**

- It is recommended that the Policy Committee accept nominations and vote to elect the Chair and Vice-Chair.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #4**

<b>Subject:</b>	FY2013-2018 Transportation Improvement Program (TIP)
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**BACKGROUND**

- The MPO updates the TIP on an annual basis.
- Staff has met with member entities, the Red Apple Transit and NMDOT to revise project information.
- Final revisions have been made to the TIP.
- Priority lists based on funding source for the MPO were revised by the Technical Committee.
- A 30-day public comment period closed on April 9 and a public hearing on the TIP was held during the Technical Committee meeting on March 22.

**CURRENT WORK**

- Project information for all sections of the TIP has been completed.

**ATTACHMENTS**

- The FY2013-2018 TIP is being provided under separate cover to committee members and entity staff.
- Document also available on the MPO website.
- PC Resolution 2012-1.

**RECOMMENDATION**

- It is recommended that the Policy Committee:
  - c. Review the FY2013-2018 TIP
  - d. Adopt the FY2013-2018 TIP (PC Resolution 2012-1)

FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
PC RESOLUTION NO. 2012-1

A Resolution Adopting the Farmington Metropolitan Planning Organization  
FY2013-2018 Transportation Improvement Program

WHEREAS, federal law requires that Metropolitan Planning Organizations develop a fiscally constrained Transportation Improvement Program (TIP) for the region at least every four years; and

WHEREAS, the Farmington MPO has agreed to update the TIP on an annual basis; and

WHEREAS, the TIP is based on and consistent with the 25 year long-range Metropolitan Transportation Plan for the MPO; and

WHEREAS, the TIP meets federal requirements by including an agreed to list of projects, a financial plan, and a list of regionally significant projects; and

WHEREAS, the TIP identifies the near term priorities for the MPO for potential programming into the State Transportation Improvement Program (STIP); and

WHEREAS, the TIP was developed in coordination with the New Mexico Department of Transportation, the entities, and Red Apple Transit; and

WHEREAS, opportunities for public involvement were provided throughout the TIP update process in accordance with the adopted Public Participation Plan, including a call for projects in January 2012, a 30-day public review and comment period on the draft TIP, and a public hearing on March 22, 2012; and

WHEREAS, comments and revisions on the draft TIP have been addressed and included with the final TIP; and

WHEREAS, the MPO Technical Committee has reviewed the draft TIP and recommends its adoption;

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION:

That the Farmington Metropolitan Planning Organization hereby adopts the Farmington MPO FY2013-2018 Transportation Improvement Program.

PASSED, SIGNED, APPROVED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Policy Committee Chair

\_\_\_\_\_  
June Markle, MPO Admin Aide

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #5**

<b>Subject:</b>	MPO Self-Certification Document
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**CURRENT WORK**

- As stated in 23 CFR 450.334, the MPO is required to complete the self-certification process annually.
- Self-certification indicates that the MPO is addressing the transportation planning process and the major issues within the metropolitan area.
- The self-certification document will become part of the MPO FY2013 UPWP.

**ATTACHMENTS**

- PC Resolution 2012-2.
- The MPO Self-Certification document, including supplemental information that summarizes how the MPO is effectively carrying out the planning process and its requirements.

**RECOMMENDATION**

- It is recommended that the Policy Committee adopt Resolution 2012-2, approving the Self Certification document, finding that the Farmington Metropolitan Planning Organization meets the requirements for Self-Certification.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
PC RESOLUTION NO. 2012-2

A Resolution Finding that the Farmington Metropolitan Planning Organization Meets the  
Requirements for Self-Certification

WHEREAS, the Farmington MPO is the designated metropolitan planning organization for the cities of Farmington, Aztec, Bloomfield, and the urbanized area of San Juan County; and

WHEREAS, the Farmington MPO Policy Committee is the decision-making body for the MPO; and

WHEREAS, the Farmington MPO is responsible, with the New Mexico Department of Transportation, for addressing the planning process in accordance with 23 CFR 450.334; and

WHEREAS, the Farmington MPO annually addresses the major issues in the metropolitan planning area; and

WHEREAS, the Farmington MPO ensures that its activities are conducted in accordance with all applicable requirements; and

WHEREAS, the Farmington MPO Transportation planning process:

- a. includes development of a 25-year long range Metropolitan Transportation Plan, a short range Transportation Improvement Program, and a yearly Unified Planning Work Program; and
- b. explicitly considers the planning factors stated in current federal legislation when developing its plans and programs; and
- c. actively involves the general public in all relevant projects, activities, and public meetings pursuant to the New Mexico Open Meetings Act and in accordance with the adopted MPO Public Participation Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION that:

The Farmington MPO meets the applicable self-certification requirements of:

- I. 23 CFR 450.334 and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State of New Mexico under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity and Section 324 of 23 U.S.C. prohibiting discrimination based on gender;

- IV. Section 1101 (b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (sec. 105(f), Public Law 97-424, 96 Stat. 2100; 49 CFR part 26);
- V. Americans with Disabilities Act and US DOT regulations governing transportation for people with disabilities (49 CFR parts 27, 37, & 38; Section 504 of the Rehabilitation Act of 1973);
- VI. “Anti-lobbying” provisions as described in 49 CFR part 20.

BE IT FURTHER RESOLVED BY THE POLICY COMMITTEE OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION that:

The Farmington Metropolitan Planning Organization hereby requests that the New Mexico Department of Transportation forward the self-certification document shown in Attachment A to both the Federal Highway Administration and the Federal Transit Administration.

PASSED, SIGNED, APPROVED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
 FMPO Policy Committee Chair

\_\_\_\_\_  
 June Markle  
 MPO Administrative Aide

## MPO ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the New Mexico Department of Transportation, and the Farmington Metropolitan Planning Organization for the Farmington, Aztec, and Bloomfield and the urbanized area of San Juan County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134
- II. Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State of New Mexico under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity and Section 324 of 23 U.S.C., prohibiting discrimination based on gender;
- IV. Section 1101 (b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (sec. 105(f), Public Law 97-424, 96 Stat. 2100; 49 CFR part 26);
- V. Americans with Disabilities Act and US DOT regulations governing transportation for people with disabilities (49 CFR parts 27, 37, & 38; Section 504 of the Rehabilitation Act of 1973);
- VI. "Anti-lobbying" provisions as described in 49 CFR part 20.

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Farmington MPO  
Policy Committee Chair

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Alvin Dominguez  
Cabinet Secretary  
New Mexico Department of  
Transportation

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Date

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Date

## **Supplemental Information for Self-Certification Document**

**1. Metropolitan Planning** – *The MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing its area and is being conducted in accordance with all applicable transportation planning requirements.*

The Farmington MPO is the designated metropolitan planning organization for the cities of Farmington, Aztec, Bloomfield, and the county of San Juan. The FMPO carries out the planning process through the development of its 25-year Metropolitan Transportation Plan, its short-term Transportation Improvement Program, and yearly Unified Planning Work Program. The MPO explicitly considers the planning factors stated in current federal legislation and addresses the livability principles when developing its plans and programs. The MPO addresses applicable SAFETEA-LU provisions that affect the MPO planning process. The MPO works in consultation with the entities and NMDOT when developing transportation plans and the UPWP. The MPO works cooperatively with its entities through the Technical Committee and Policy Committee. The MPO actively involves the general public through the requirements described in its adopted Public Participation Plan.

**2. Title VI of the Civil Rights Act of 1964** – *Title VI prohibits exclusion from participation in and discrimination under federally assisted programs on grounds of race, color, or nation origin.*

The Farmington MPO involves the public in all relevant projects, activities, and public meetings pursuant to the New Mexico Open Meetings Act and in accordance with the adopted MPO Public Participation Plan. Notices are posted in public buildings and local newspapers and are also posted on the MPO website. Notifications are delivered electronically to those who request them. The MPO will continue these efforts and explore new ways to reach out to the public. Efforts are made to hold meetings at times and at locations that maximize public participation, especially by under-represented groups.

**3. Disadvantaged Business Enterprises (DBE)** – *This program ensures equal opportunity in transportation contracting markets, addresses discrimination in transportation contracting, and promotes increased participation in Federally funded contracts by small, socially and economically disadvantaged businesses.*

The City of Farmington procurement process addresses the DBE requirements. The contracting done by the MPO is very limited and highly specialized. The MPO continues to maintain a contract for the annual traffic count program.

**4. American with Disabilities Act** – *Programs and activities funded with Federal dollars are prohibited from discrimination based on disability.*

All meeting locations are accessible and meeting notices include messages that state accommodations to individuals with disabilities will be made. The MPO

actively solicits input from the disabled community, primarily through its working relationship with the San Juan Center for Independence and others.

**5. Lobbying Restrictions** – *No appropriated funds by recipients shall be used to pay any person for influencing a federal employee regarding Federal contracts, grants, loans, or cooperative agreements.*

The MPO does not provide funding to people or outside parties to lobby federal officials, organizations, or members of Congress.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #6**

<b>Subject:</b>	FY2013 Unified Planning Work Program (UPWP) and FY2013 Budget
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**BACKGROUND**

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.
- The FY2013 UPWP describes planning activities and work products to be completed from July 1, 2012 to June 30, 2013.
- Staff met with the entities to discuss new activities for FY2013.
- Staff reviewed the draft UPWP with both the Technical and Policy Committees in March.

**CURRENT WORK**

- Staff has developed a list of activities that are expected to be included in the FY2013 UPWP.
- Revisions to the draft list of activities, products, and timeframes have been made.
- The federal PL and 5303 portions of the FY2013 UPWP Budget have been developed based on funding estimates from NMDOT.
- Staff will review the UPWP with the Policy Committee on April 19, 2012.

**ATTACHMENTS**

- The FY2013 UPWP and FY2013 budget are provided under separate cover to the Policy Committee members.
- Document is also available on the MPO website.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve the FY2013 UPWP and the FY2013 Budget.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item #7**

<b>Subject:</b>	MPO Major Thoroughfare Plan Policy and Procedures Document
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**BACKGROUND**

- The MPO approved a regional Major Thoroughfare Plan in 2011.
- The purpose of the regional Major T-Plan was to provide the local entities with a regional planning tool that identifies current road classifications, proposed classification changes, and proposed new road corridors.
- Staff reviewed the draft MPO Major T-Plan Policy and Procedures document with the Technical Committee in March.

**CURRENT WORK**

- Staff has completed the MPO Major T-Plan Policy and Procedures document
- The policy and procedures document establishes guidance for development of the Major T-Plan and the process for making amendments.
- The document describes the importance of having revisions be completed and approved by the local entities prior to any revisions by the MPO.

**ATTACHMENTS**

- The MPO Major T-Plan Policy and Procedures document.

**RECOMMENDATION**

- It is recommended that the Policy Committee approve the MPO Major Thoroughfare Plan Policy and Procedures document.

# FARMINGTON MPO MAJOR THOROUGHFARE PLAN POLICY and PROCEDURES DOCUMENT

This Policy and Procedures document serves as guidance for the development of the Major Thoroughfare Plan (Major T-Plan) for the Farmington MPO and describes the process for making amendments.

## A. DEFINITION of the MPO MAJOR THOROUGHFARE PLAN

The Farmington MPO Major Thoroughfare Plan (Major T-Plan) illustrates existing and proposed collector and arterial roadways that will meet the transportation needs of this region now and in the future. As the cities and county grow in population and employment, traffic conditions will change and a need for new roads and classification changes to existing roads will arise. The MPO Major T-Plan identifies a comprehensive road system that addresses traffic circulation and traffic safety throughout the MPO area. Through the classification of roadways, it distinguishes regional mobility corridors from access corridors.

Furthermore, the plan provides the entities with an opportunity to preserve right-of-way for future corridors. While these corridors may not be needed for a number of years, they should be considered in conjunction with the review of new developments and subdivisions. The MPO Major T-Plan is a regional planning tool that the entities can use when reviewing petitions, subdivisions, and other important land use decisions and their potential effect on the regional road system.

## B. PURPOSE of the MPO MAJOR THOROUGHFARE PLAN

The MPO Major Thoroughfare Plan is intended to provide guidance on the development of a sustainable network of regionally significant thoroughfares which will:

- Enhance the region's level of service by identifying new roads and classification changes that address congestion
- Coordinate future investments with identified road priorities as described in the 2035 Metropolitan Transportation Plan
- Strengthen the link between transportation planning, traffic management, and land use management
- Preserve right-of-way for future corridors
- Identify future roads that will be eligible for federal funding
- Offer opportunities for new additions to the bicycle and pedestrian network based on functional classification

The Major T-Plan includes several proposed classification changes to area roads, which will be necessary to handle projected future traffic volumes and to accommodate mobility and access needs for growing areas of the MPO. In addition, the plan identifies a number of new regional roads that will help disperse future traffic and alleviate traffic congestion on existing regional corridors.

C. HISTORY and DEVELOPMENT of the MPO MAJOR THOROUGHFARE PLAN

Many of the proposed road projects shown in the MPO Major T-Plan were first identified in the 2035 MPO Metropolitan Transportation Plan (MTP), the 25 year long range transportation plan for Farmington, Aztec, Bloomfield, and San Juan County. The long range plan called for the development of the Major T-Plan and staff worked with the member entities and the public to finalize the plan. The FMPO completed the regional Major T-Plan in 2011 as a way to identify needed road improvements that cross multiple entities. It offered an additional benefit in that it gave the local governments a regional tool for their planning purposes.

D. INTERACTION WITH THE LOCAL ENTITIES

Prior to 2011, only the City of Farmington had a local major thoroughfare plan. For their planning purposes, the other local entities – Aztec, Bloomfield, and San Juan County – would utilize classifications determined by New Mexico Department of Transportation (NMDOT). However, the shortfall to not having their own thoroughfare plan was that

there was no identification of proposed classification changes to existing roads or proposed new roads.

The MPO Major T-Plan creates a comprehensive plan that encompasses all of the existing and proposed regionally significant roads into one document. Furthermore, the entities can better understand the interaction of their roads into the larger perspective of the entire region.

Ideally, the major thoroughfare plans of the local governments and that of the MPO should be consistent in terms of classifications and proposal for new roads. The importance of the Major T-Plan is strengthened through the support of the multiple jurisdictions.

E. AMENDING THE MPO MAJOR THOROUGHFARE PLAN

As transportation and social conditions change and as new developments occur, it will be necessary to amend portions of the MPO Major T-Plan to adapt to and accommodate these changes. The impact of the change may be locally focused but will often affect multiple entities and the MPO as a whole.

Local Government Action

Any modifications to the Major T-Plan should be initiated at the local level first. In this way, specific details and local issues relating to the change can be addressed appropriately by the local entity. MPO staff should also be given an opportunity to address the change from a regional perspective. In this way, the MPO can provide information early on about the local entity's proposed amendment with relation to potential regional impacts.

When an amendment is needed, the following steps will be taken by the local government:

- The local entity will take the necessary actions to begin the amendment process to its local Major T-Plan.
- Public participation and public comments will be conducted by the local entity as determined through its public involvement requirements.
- Any corresponding advisory committees will review and take action on the amendment.
- The local council or commission of that entity will take action.
- In the event that the amendment involves multiple entities, each government will carry out its own procedures for taking action on the amendment.

#### MPO Action

After the amendment process is completed by the local government(s), the Farmington MPO will complete the following:

- The entity will request that the MPO Major T-Plan be amended to match the change at the local level.
- The Technical Committee will review and make a recommendation regarding the amendment to the Policy Committee.
- The Policy Committee considers approval of the amendment.

While MPO staff may initiate a proposed amendment, action should occur first at the local level and the MPO take action afterwards. In this way, the discussion and review of local

issues will be handled by the entity or entities most affected by the proposed change.

Any proposed changes to state-designated highways in the MPO must be worked on in cooperation with the New Mexico Department of Transportation. The entities and the MPO must follow any applicable procedures that are established by NMDOT.

#### F. UPDATING the MPO MAJOR THOROUGHFARE PLAN

The Farmington MPO will complete a comprehensive update of the MPO Major T-Plan every five years during the Metropolitan Transportation Plan update process. MPO staff will discuss with the entities their thoughts on regional changes, new classifications, and new roads. Any amendments identified by the update process will follow the amendment procedure steps outlined in Section E.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #9**

<b>Subject:</b>	Walkable Communities Workshop
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**BACKGROUND**

- The MPO is coordinating with Dan Burden and the Walkable and Livable Communities Institute (WALC) to organize a Walkable Communities Workshop for the MPO.
- This workshop would provide information and various examples on how to successfully develop walkable communities.
- Day one will be the formal workshop and day two will include walking audits and site visits in Farmington and Aztec.
- This workshop will assist with the MPO development of a Complete Streets policy and a Pedestrian Safety Action plan.

**CURRENT WORK**

- The workshop and walking tours are scheduled for May 30-31, 2012.
- Staff issued a questionnaire to the entities seeking input on topics that will help develop the agenda and content of the workshop.
- Walking audits have been identified in Farmington and in Aztec.
- A list of stakeholders and groups who will be invited to attend has been identified.

**ANTICIPATED WORK**

- Finalize the workshop agenda in coordination with the WALC Institute.
- Create maps and gather data/information for the workshop.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the Walkable Communities Workshop.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #10**

<b>Subject:</b>	Red Apple Transit Monthly Update
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**RED APPLE REPORT**

- In 2011, Red Apple Transit reached 150,000 in annual ridership for the first time with a total ridership of 150,446.
- The new routes with additional stops and new timetables all went into effect on February 6, 2012.
- Ridership in 2012 through two months was 24,005; in 2011 ridership was 22,844 which is a 5% increase.
- Ridership for the Farmington routes between January and February did drop by approximately 2,300 which is likely attributed to the new route changes.
- The Aztec and Bloomfield ridership was constant for the first two months of 2012.
- Kirtland ridership increased by 66% between January and February.

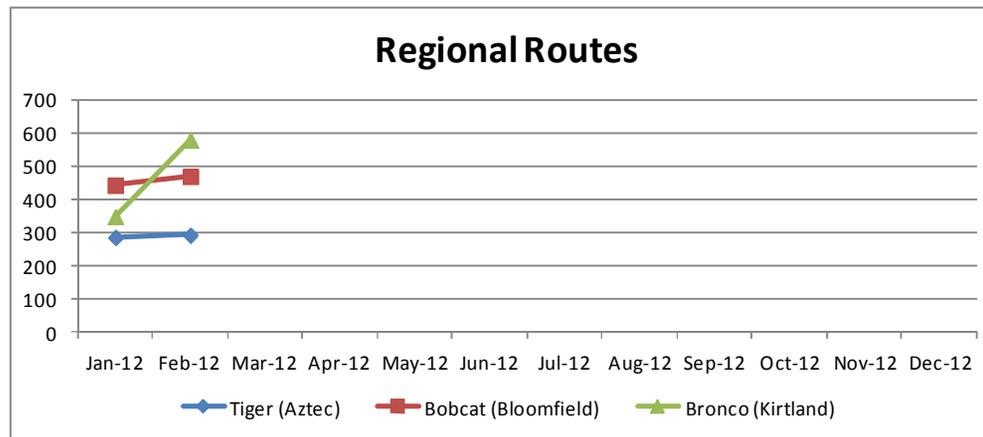
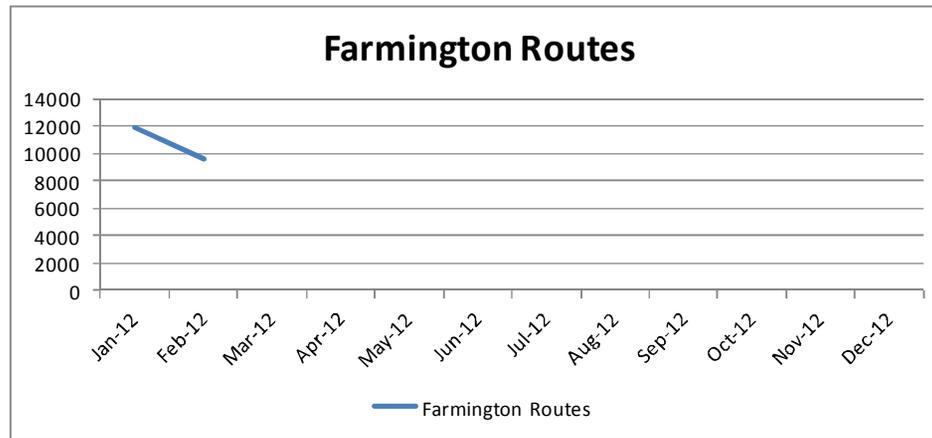
**ATTACHMENT**

- 2012 monthly ridership summary for Red Apple Transit.

**RECOMMENDATION**

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

	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Yearly Total by Route
Farmington Routes	11934	9653											21587
Tiger (Aztec)	285	292											577
Bobcat (Bloomfield)	443	469											912
Bronco (Kirtland)	349	580											929
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**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item #11**

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	April 11, 2012

**INFORMATION ITEMS**

- a. **2010 Urbanized Areas.** The Census Bureau released the list of urbanized areas and urban clusters on March 26, 2012. The 2010 Farmington Urbanized Area had a population of 53,049.
- b. **Transportation Bill Reauthorization.** Although the Senate passed their new bill MAP-21, the House did not. On March 29, Congress passed another Continuing Resolution effective through June 30, 2012.
- c. **Joint Powers Agreement and Committee Bylaws.** Each of these documents is up for renewal in September 2012. In the coming months, Staff will begin working with the committees to revise the JPA and the Bylaws.
- d. **Student Arrival Counts.** As part of the evaluation of the Safe Routes to School (SRTS) program, student arrival counts will be taken at McKinley and Mesa Verde on April 17-19 and at Ladera and Apache on April 24-26.
- e. **Other.**

**MINUTES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**POLICY COMMITTEE MEETING**  
**MARCH 15, 2012**

Policy Members Present: Sherri Sipe, City of Aztec  
Dan Darnell, City of Farmington  
Gayla McCulloch, City of Farmington  
Dr. Jim Henderson, San Juan County

Policy Members Absent: Pat Lucero, City of Bloomfield

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

Staff Absent: Mary L. Holton, MPO Officer

Also Present: David Quintana, NMDOT District 5, via telephone  
Ray Matthew, Planning Liaison, NMDOT  
Larry Hathaway, San Juan County  
Gary Giron, Bloomfield Public Schools

**1. CALL TO ORDER**

Dr. Jim Henderson called the meeting to order at 1:30 p.m.

**2. APPROVE THE MINUTES FROM THE JANUARY 19, 2012 POLICY COMMITTEE MEETING**

Mr. Darnell made a motion to approve the minutes from the January 19, 2012 Policy Committee meeting. Ms. McCulloch seconded the motion. The motion passed unanimously.

**3. APPROVE AMENDMENT #2 TO THE FY2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

<b>Subject:</b>	FY2012-2017 TIP Amendment #2
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	March 7, 2012

**BACKGROUND**

- On February 9, 2012 the Farmington MPO advertised Amendment #2 to the

FY2012-FY2017 Transportation Improvement Program. <ul style="list-style-type: none"><li>▪ The amendment revises four projects.</li></ul>
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CURRENT WORK
<ul style="list-style-type: none"><li>▪ The MPO is holding a 30-day public comment period from February 9, 2012 to March 12, 2012.</li><li>▪ No comments were received during a public hearing held on Amendment #2 during the February 23, 2012 Technical Committee meeting.</li></ul>

RECOMMENDATION
<ul style="list-style-type: none"><li>▪ It is recommended that the Policy Committee approve Amendment #2 to the FY2012-2017 TIP.</li></ul>

**DISCUSSION:** Mr. Delmagori reported that NMDOT District 5 had advised that an amendment for the US 64 Phase III project was needed. During meetings with the entities to discuss the TIP update, three other projects were identified and added onto Amendment #2 to the FY2012-2017 Transportation Improvement Program (TIP). Those four projects are:

- **US 64 Phase III (CN F100111)** – add an additional \$8,641,045 in NHS in FY2012 to the current amount of \$5,500,000 for a total of \$14,141,045. Also, decrease the NHS funding in FY2013 from \$2,500,000 to \$1,700,000. The new project total changes from \$8,500,000 to \$15,841,045.

Mr. Delmagori noted that NMDOT increased the project costs and funding has now been shuffled to the current fiscal year since the majority of the work is happening now.

The three additional projects identified by individual entities are:

- **CR 7500 (CN F100040)** – move the \$294,000 federal earmark from FY2012 to FY2013.
- **East Arterial Phase 1B** – program a \$588,000 federal earmark (CN F100050) and \$361,238 in TCSP funding (CN F100090) into FY2012 for this project in Aztec.
- **North Animas River Pedestrian Bridge (CN F100120)** – move \$600,000 in TPE in FY2013 (CN 5100200) into CN F100120 and show as a dual year funded project. Currently CN F100120 shows \$600,000 in TPE in FY2014. This control number will now total \$1,200,000 (\$600,000 in FY2013 and \$600,000 in FY2014). There were two separate enhancements and two control numbers for this project and it was decided to combine them together.

Mr. Delmagori reported that these changes were discussed with the Technical Committee members at their February 23 meeting at which time the formal public hearing was held. There were no public comments received. Additionally, there were no changes or questions from Technical Committee members on the amendment.

**ACTION:** Mr. Darnell moved to approve Amendment #2 to the FY2012-2017 TIP. Ms. Sipe seconded the motion. The motion was passed unanimously.

**4. REVIEW THE DRAFT FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	FY2013-2018 Transportation Improvement Program (TIP)
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	March 7, 2012

**BACKGROUND**

- The TIP is a short-term program of projects expected to be completed in the next six years.
- The MPO updates the TIP on an annual basis.
- The TIP update process includes revising existing project information, adding new projects, and developing project priorities.
- Staff met individually with each member entity, NMDOT, and Red Apple Transit to review project information.

**CURRENT WORK**

- Staff is finalizing adjustments to the TIP to reflect additions, deletions, and corrections to the TIP.
- Priority lists based on funding sources were reviewed with the Technical Committee on February 23.
- The final draft of the FY2013-2018 is now available for public review and comment.

**RECOMMENDATION**

- It is recommended that the Policy Committee review the draft FY2013-2018 Transportation Improvement Program.

**DISCUSSION:** Mr. Delmagori explained that the TIP is updated annually and includes revising existing project information as well as the priority lists, adding new projects, and developing a TIP financial plan.

Mr. Delmagori reviewed the **Regionally Significant Project List**. He noted this list includes all the federally funded projects for the MPO as well as projects on functionally classified roads within the entities. Mr. Delmagori reported the TIP is for FY2013-2018; however, because the State will continue to maintain the FY2012-2015 timeframe, the MPO projects for FY2012 will still be shown on the Regionally Significant Project List to keep the TIP and STIP documents consistent with each other.

#### FY2012 Projects

The Federal Earmark and Transportation Community System Preservation Program (TCSP) funding for the Phase IB East Arterial Route project in Aztec now match the changes just made in Amendment #2.

The City of Farmington also has TCSP funds for a project to be completed in FY2012 on E Pinon Hills Blvd.

The City of Farmington was awarded Safe Routes to School (SRTS) funding for infrastructure and non-infrastructure projects.

A project in Aztec at the intersection of NM 574 (Light Plant Road) and NM 516 is scheduled for this summer. The project includes geometric improvements and other pedestrian enhancements for the intersection.

The final FY2012 project on the list is FTA 5307 operating funding for the Red Apple Transit.

Mr. Delmagori reported that the remaining regionally significant projects in the TIP are divided by lead agency:

#### City of Aztec

The two phases of the North Animas River Pedestrian Bridge project are listed and reflect the changes from Amendment #2, which combined the two funding amounts under one control number F100120.

#### City of Bloomfield

The project on Bergin Lane has \$1,000,000 in STP/Enhancement funding for sidewalks and other pedestrian improvements. The City of Bloomfield is considering splitting this money to fund a landscaping project on US 64 upon completion of the current widening project. Until a decision is reached by the City of Bloomfield, the full \$1,000,000 will remain for the Bergin Lane project.

Also included in this section is money for Phase II for trail development for the river walk trail system along the San Juan River.

#### City of Farmington

A project along 20<sup>th</sup> Street has STP/Enhancement funding for pedestrian facilities and sidewalks.

There are two locally funded projects on Cliffside Drive. Ms. McCulloch asked for clarification on the project on Cliffside Drive going from Huntzinger to Farmington. Mr. Delmagori replied that this is for the extension of Cliffside Drive to connect it from where it currently ends to Farmington Avenue.

The City of Farmington also has several projects on English Road and E Main Street.

The E Pinon Hills Blvd extension project has \$3,000,000 in Surface Transportation Program (STP) funding for FY2015. Mr. Delmagori clarified that this project will re-do the intersection to accommodate the fourth leg of the intersection and construct the road from NM 516 to Hubbard Street, which will serve as secondary access for the neighborhood to the west. Once the bridge

over the Animas River is constructed, the roadway will be upgraded to accommodate arterial status that will be needed once the bridge is in place.

Mr. Darnell asked if this roadway was planned to have a connection to the east into the Rancho de Animas area. Mr. Delmagori said he did not have details on how this roadway was anticipated to interact with that neighborhood. He stated that Nica Westerling could answer questions regarding project details.

There is a realignment project for Municipal Drive and a project at the intersection of Old Aztec Highway North and NM 516.

The final City of Farmington project on the list is federal STP/Enhancements dollars for constructing sidewalks on Pinon Hills Blvd. Mr. Delmagori noted that although the project description says sidewalks would be constructed from Butler to E Main, it is not sure the \$600,000 can carry the project that entire length.

Mr. Delmagori clarified that the intersection project on NM 516 at Old Aztec Highway also includes the roadway to Pueblo de Farmington. Mr. Darnell asked if traffic signals were to be included in the project. Mr. Delmagori said that was not detailed in the project description and he was not able to answer that question. This project does create the fourth leg of the intersection and would extend the road to the north.

#### NMDOT

This section shows NMDOT-led projects. On this list is the US 64 Phase III project for \$15,814,045 (referenced in Amendment #2) and Phase IV of the US 64 project which picks up where Phase III leaves off and moves the project west toward Farmington. Mr. Delmagori noted that the current TIP shows \$8,325,000 for Phase IV, but NMDOT has already reported that this number will likely increase based on costs for the previous phases.

#### Red Apple Transit

This project shows the FTA 5307 funding for the annual operating costs of the Red Apple and for the purchase of two buses.

#### San Juan County

This project is for bridge repair on CR 6675 in Kirtland.

Mr. Delmagori recognized Mr. Gary Giron with the Bloomfield School District. Mr. Giron asked to speak about the school district's support of the Bergin Lane sidewalk project. Mr. Giron commented that the school district has heard that the City of Bloomfield is considering cutting in half the \$1,000,000 already awarded for sidewalk construction on Bergin Lane to add landscaping to US 64. He added that Bloomfield Schools does not support the reduction of funding for the Bergin Lane project and highlighted their concerns as follows:

- Mesa Alta Middle School is located on Bergin Lane with student population of 448 students;
- Bergin Lane is the only access road for Mesa Alta and the school administration office;
- Bergin Lane is used by many students to get to and from school;
- At the present time, half of the road has no sidewalk;
- During inclement weather, students must walk in the roadway to avoid ice, mud and snow accumulated on the narrow shoulders of the road;

- Poor drainage forces water to flow along the side of the road;
- Bergin Lane provides the only bus access to Mesa Alta;
- There is heavy traffic along Bergin Lane both morning and afternoon as many parents use it to drop off and pick up students.

Mr. Giron commented that due to the heavy traffic on Bergin Lane, they have established a drop off loop for one-third of a mile around the campus to mitigate the amount of traffic using Bergin Lane. He commented there is also significant truck traffic that uses Bergin Lane to access Benchmark Tire Equipment Company and Armenta Trucking. Mario's Tire Shop, on the corner of Bergin Lane and US 64, also impedes foot traffic.

Mr. Giron said the school district office had heard it said that there were few students walking on Bergin Lane. Because of the construction on US 64, Bloomfield Schools began working with the Public Education Department – Transportation Division, and on September 13, 2011, the Board of Education established Bergin Lane as a hazardous walking zone for students. Bloomfield Schools then began picking up and dropping off Mesa Alta students, so they currently only have 15-20 students who walk to and from school. Mr. Giron said that once the US 64 construction is completed, the hazardous walking condition will be lifted by the Board of Education and a larger number of students (approximately 60-70) walkers are anticipated.

Mr. Giron asked that as the Bergin Lane project is reviewed, the current \$1,000,000 funding level be maintained.

Mr. Darnell stated he believed the MPO was not proposing this project be changed, but appreciated Mr. Giron's presentation to inform the MPO of their concerns. Mr. Darnell recommended the possible use of a Community Development Block Grant (CDBG) for the Bergin Lane sidewalks or for the portion of funding that might potentially be used for the US 64 landscaping. He stated that if the area qualified, this would be an appropriate use of this type of funding. Mr. Giron said he was not aware of CDBG monies and would have the school district look into whether this type of funding could be used for sidewalks.

Mr. Delmagori reported that the percentage breakdown of how the \$1,000,000 might be split between the Bergin Lane sidewalks and the US 64 landscaping has not been determined. He added that Mr. Pat Lucero, a MPO Policy Committee Member and City of Bloomfield Councilor, would like to see the money remain with the Bergin Lane project. Ms. Sipe asked if the decision on how to spend the monies was strictly left with the City of Bloomfield. Mr. Delmagori said NMDOT was waiting to hear what Bloomfield decided to do with the two projects, but the MPO Policy Committee could certainly make their own recommendation. Ms. Sipe said she wanted to go on record as saying the funding should stay with the Bergin Lane project and provide for the safety of the students. Mr. Darnell added that the decision is a local issue and the City of Bloomfield may have some other funding available so that the Bergin Lane project would not suffer.

Mr. Delmagori said the Policy Committee could direct Staff to convey their thoughts and concerns on this issue to Bloomfield staff. Mr. Ray Matthew said City of Bloomfield staff did meet with NMDOT Planning Division staff several months back and presented a concept-only plan at that time. Mr. Matthew explained that since this project was programmed to the City of Bloomfield as the lead agency, the decision was theirs. He cautioned them that the funding is STP/Enhancements money and could only be used for transportation enhancements such as sidewalks, medians, or lighting; it could not be used for roadway improvements. Mr. Matthew said it is programmed in 2015 so there is still time for further discussion. Mr. Matthew added that

once the TIP is approved, the Bergin Lane project for \$1,000,000 currently programmed for pedestrian improvements would stand.

Mr. Delmagori next reviewed the **Non-Regionally Significant Project List**. He noted that although the primary focus of the TIP is the Regionally Significant Project List just discussed, the Non-Regionally Significant Project List is developed to provide additional information for the Policy and Technical Committee Members as well as for the public. The projects on this list are either on local roads or on roadways that fall just outside the MPO planning area. Mr. Delmagori noted San Juan County has the Federal Earmark project on CR 7500 that was part of Amendment #2 discussed earlier.

Mr. Delmagori next discussed the **Unfunded Project List**. This list includes priority projects which are sorted by funding source. If and when money becomes available during the STIP update, District 5 will review the projects on this list for possible future inclusion in the STIP.

#### Bridge Priority

Ms. McCulloch asked about the E Pinon Hills Blvd bridge project listed for \$12,000,000. Mr. Delmagori clarified that the \$12,000,000 is for the bridge only and the road sections are shown separately under different priority categories on the list. The individual phases of this project will be combined to get a complete project. He noted that the E Pinon Hills Blvd project has \$3,000,000 in federal money and is currently listed on the Regionally Significant Project List. This amount will be combined with this bridge project and another STP Priority project for \$7,000,000 to get an entire project completed.

Dr. Henderson commented on the importance of understanding how project costs escalate over time and the wisdom in completing projects as soon as feasible. Mr. Delmagori agreed and said that one of the primary responsibilities of the MPO is to look out 10-20 years in the future and identify potential projects well in advance of needs.

#### Safety Priority

Mr. Delmagori noted the Bergin Lane project which is for improvements to the roadway itself.

The two other Safety Priority projects were submitted to NMDOT's Safety Bureau in December through their call for projects for FY2012:

- City of Aztec – Light Plant Road Phases I and II
- San Juan County – CR 350/CR 390 intersection improvements

Mr. Delmagori said there has been no word from the Safety Bureau on which projects have been selected. If either or both of these projects are selected, they will be pulled from the Unfunded Project List and moved onto the Regionally Significant Project List.

#### Surface Transportation Program (STP) Priority

This list is the main source of road project funding at the federal level. With the exception of a San Juan County project for \$2,500,000 to pave CR 7100 and a City of Farmington project for \$250,000 to rebuild the traffic signal at the intersection of East Main and Cliffside, this list has remained consistent throughout the past year.

#### Transportation Enhancement Program (TPE) Priority

Mr. Delmagori explained that this list was re-prioritized by the Technical Committee Members in February.

Given the discussion on the US 64 landscaping project, Bloomfield asked to have this project move up in priority and move down on the list a project on 5<sup>th</sup> Street.

The City of Aztec asked to add to the TPE list the continuation of the Animas River Trail System.

The City of Farmington project to improve Wildflower Parkway was retained.

The Technical Committee shuffled the priority list with Wildflower Parkway being the top priority followed by the Animas River Trail System, the landscaping on US 64, and finally the sidewalk construction on 5<sup>th</sup> Street.

Mr. Delmagori said that at the Policy Committee meeting in April, Staff will be asking for approval of these priority lists. Although the Technical Committee has made their priority recommendations, the Policy Committee may make modifications as they deem appropriate. The final pages of the Unfunded Priority List contain the General Listing. This is a list of additional area projects that have no current funding. As other higher priority projects are completed, projects from this General Listing will be moved up in priority. Mr. Darnell asked if the projects on the General Listing were prioritized by jurisdiction. Mr. Delmagori stated the list is alphabetized by entity, with no prioritization among the projects.

Mr. Delmagori explained that the Technical Committee will review the lists at their March meeting, hold a public hearing, and make their final recommendations to the Policy Committee. The comments of Mr. Gary Giron will be incorporated into the final document. MPO Staff will be seeking approval of the TIP at the April Policy Committee meeting.

**ACTION:** The report was received.

**5. REVIEW THE DRAFT FY2013 UNIFIED PLANNING WORK PROGRAM AND FY2013 UPWP BUDGET**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	FY2013 Unified Planning Work Program (UPWP)
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	March 7, 2012

**BACKGROUND**

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.
- The FY2013 UPWP describes planning activities and work products to be completed from July 1, 2012 to June 30, 2013.
- Staff has discussed new activities for FY2013 with the Technical Committee.

<b>CURRENT WORK</b>	
<ul style="list-style-type: none"> <li>▪ Staff has developed a list of activities that are expected to be included in the FY2013 UPWP.</li> <li>▪ The draft FY2013 UPWP Budget has been developed based on funding estimates from NMDOT.</li> <li>▪ Staff will review the UPWP with the Policy Committee on March 15.</li> </ul>	

<b>REMAINING UPWP SCHEDULE</b>	
MONTH	ACTION
March 2012	Finalize UPWP program areas
March 22, 2012	Technical Committee recommends approval of UPWP
April 19, 2012	Policy Committee takes action on the FY2013 UPWP

<b>RECOMMENDATION</b>	
<ul style="list-style-type: none"> <li>▪ It is recommended that the Policy Committee review the draft FY2013 UPWP and FY2013 UPWP Budget.</li> </ul>	

**DISCUSSION:** Mr. Delmagori presented the draft FY2013 Unified Planning Work Program (UPWP). This is the annual work program for July 2012 through June 2013 and includes the budget to-date based on estimates received from NMDOT. This draft UPWP was reviewed the Technical Committee members in February and their comments have been incorporated into this revision and noted by underlining. For this draft, Mr. Delmagori stated he had only included the actual work plan information, but the final document will contain an introduction which explains the MPO, who is involved with the MPO, and SAFETEA-LU and livability principles that guide MPO actions.

At the end of each section of the UPWP there is an Estimated Costs & Staff Hours for Program Support & Administration summary. These summaries have not been updated for the draft document, but concrete numbers will be provided for Policy Committee review at next month's meeting.

The following activities are new items expected to be completed in FY2013:

Policy Manual/Bylaws: The bylaws and operating procedures document is up for renewal in September 2012. The Policy and Technical Committees will be reviewing this document this summer for revisions and updates.

Joint Powers Agreement: This document among the local entities of the MPO expires in September 2012. The Policy and Technical Committees will be reviewing the current agreement this summer to determine needed changes.

Metropolitan Transportation Plan: Representative products that have been identified include:

- Another round of data collection for the Red Apple Transit System to analyze efficiency of the new routes;
- Develop a Complete Streets Policy;
- Address the Highline Road Alignment Study which would connect CR 350 to US 550;

- Update the MPO Access Management Plan
- Update the Intelligent Transportation Systems (ITS) architecture which is identifying ways to improve traffic flows and getting information out to the public regarding road conditions.

Traffic Demand Model: This section covers any traffic projection requests from the entities. Mr. Delmagori said that every three years the MPO strives to update the road inventory to identify the details and characteristics of all classified roads in the MPO. Mr. Delmagori said Staff will also do an overall calibration and validation of the traffic model which involves updating the land use data and the population/employment characteristics in the model to provide accurate representations.

Functional Classification System: Mr. Delmagori reported that Mr. Matthew had completed his review of the requests submitted by the MPO. Those requests are working their way through NMDOT and will ultimately be reviewed and action taken by FHWA.

Corridor and Sub-Area Studies: Mr. Delmagori reported that at the Technical Committee meeting last month, San Juan County said they would like to see the Highline Road Study be a part of this program area for FY2013. This Study will work in conjunction with a study on NM 516 and coordinate potential improvements for both projects. The NM 516 Alternatives Study would look at ways to disburse traffic so all traffic is not channeled onto this main corridor. The City of Aztec asked to have a study of NM 173 from Aztec to Navajo Lake to determine potential safety improvements.

Air Quality: This issue has been fairly quiet with little news from the EPA about making air quality standards more stringent. It will, however, be retained in the UPWP.

Transit Programs: Interns will be hired for the spring and summer to conduct on-board counts, distribute surveys, and gather information on how the new routes are functioning.

Data Collection and Maintenance: The MPO will gather and analyze data as the 2010 Census information becomes available. Mr. Delmagori said that it is anticipated that the urbanized area will be re-defined. As this and various population and employment statistics roll out, they will be incorporated into the traffic model.

Budget Summary: Mr. Delmagori reviewed the FY2013 MPO budget. Mr. Delmagori noted that of the \$326,250 shown as the MPO Grand Budget, \$223,756 will be covered by the federal portion of the MPO budget. To spend the entire federal share the entities would have to contribute \$40,938. The difference between the grand budget and the federal/local match share is \$61,556, which is 100% local contribution. All local contributions are broken down by a certain percentage for each entity based on the Joint Powers Agreement. The budget amounts shown are estimates provided by the Planning Division of NMDOT. The official work authorizations will be provided in May or June. Mr. Delmagori reported that some federal carryover from 2012 to 2013 is anticipated and this will impact the budget. Approximately 80% of the budget is federal money, so as more federal dollars come in, the local contribution goes down. Mr. Delmagori clarified that the local match for the FHWA PL funds is 14.56% and 20% for the transit funds.

**ACTION:** The report was received.

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

Mr. David Quintana reported that NMDOT's traffic section had obtained some turning movement data for the intersection of Navajo 36 and NM 371. They are analyzing that data to determine the required geometrics to address the increased volumes seen with the opening of the new casino. He stated that unfortunately there was no money forthcoming from the legislature this session to address the issues, but that NMDOT is continuing their efforts to improve this intersection.

Mr. Quintana said Mr. Bill Hutchinson of NMDOT's environmental section had contacted Mr. Delmagori about possibly applying an aesthetic treatment to the retaining walls along US 64. He suggested that Mr. Hutchinson attend an upcoming Technical or Policy Committee meeting to better explain the available options. Mr. Delmagori said he had spoken with Mr. Hutchinson and explained that often when retaining walls are installed on a corridor, local agencies are given the opportunity to decorate them based on cultural or natural aesthetics. Mr. Quintana added that there are some different types of pattern forming that can be applied as long as the selected pattern is not too intricate or detailed. Also potentially available is the superimposing of photographic images onto the walls. Mr. Delmagori said he would check with Mr. Hutchinson on his availability to make a presentation at an upcoming Committee meeting. Mr. Delmagori asked if there was a deadline for making a decision on applying a pattern to the retaining walls. Mr. Quintana said the next phase of the project would let in October, so a decision would be needed by May to incorporate a design into the plan. Mr. Delmagori forwarded the information he received on the application of a pattern to a retaining wall to both San Juan County and the City of Bloomfield for their initial review. Mr. Quintana added that once a theme is established, it can automatically be incorporated into future phases.

Mr. Darnell commented that when the casino first opened, there was heavy traffic and many near-miss accidents at the intersection of Navajo 36 and NM 371. He stated that the traffic now appears to have calmed down and that perhaps the newness of the casino has worn off. He asked when NMDOT anticipated addressing the outstanding issues of that intersection. Mr. Quintana said he would look into this further and, in lieu of Mr. Darnell's comments about the traffic stabilizing, would check with the Traffic Engineer to see when their data was collected. It may be prudent to double-check the numbers gathered to see if there has been any significant change. Mr. Quintana also noted that some State funding may be available to address the ongoing issues at this intersection. Mr. Darnell commented that this had been a dangerous intersection even before the casino opened. Mr. Quintana said he would get the information together and it ready for the Technical Committee meeting on March 22<sup>nd</sup>.

Mr. Delmagori asked if the pavement preservation project on NM 516 is still on track for May or June. Mr. Quintana reported that there is a preconstruction meeting on April 3 to discuss project details. The meeting will be held at the Bloomfield project office at 2200 North First Street at 10:00 a.m. He had asked the project engineer to include representatives from San Juan County and the City of Bloomfield in this meeting. Construction is expected to start in late April or early May. Mr. Quintana noted that some details for the pavement preservation project will be included in a separate project planned for the intersection of NM 516 and Light Plant Road.

Mr. Ray Matthew said that it is likely that SAFETEA-LU will be extended for another six months through another Continuing Resolution. He added that this would be good since current federal funding levels are high and the draft bills currently in the House and Senate reduce those

amounts. A reauthorization would keep funding at their current levels and would also maintain the current funding categories.

Mr. Matthew reported that the MPO had submitted approximately 80 functional classification changes, of which about 25% were simple data clean-up issues. He completed his review of the requested changes at the end of 2011 and the changes are now under further review by NMDOT. Following NMDOT's review, the requests will be forwarded to FHWA for a final review and anticipated approval. Mr. Matthew said it could take two to four months before any news from FHWA is received.

Mr. Matthew said the Planning Division is in the process of preparing their own annual work program which includes the UPWPs from all MPOs as well as the Division's own tasks. Two notable items coming up this year are the 2010 Census data and the long-range plan. Mr. Matthew noted that the final Census data may detail changes to the urban area designation. This could affect overall funding and impact whether the Roswell area becomes an MPO. Census socio-economic and statistical data will be used to update the Division's long-range plan and to assist the MPOs in updating their plans as well.

Mr. Matthew announced his resignation from NMDOT effective March 30<sup>th</sup>. Ms. Anne McLaughlin will be the interim contact until a new liaison is named. Mr. Matthew thanked the MPO for working with him so well over the years. The Policy Committee members and MPO Staff thanked Mr. Matthew for his good advice and assistance and wished him much success in his new endeavors.

**7. RECEIVE A REPORT ON THE DRAFT HOUSE AND SENATE TRANSPORTATION REAUTHORIZATION BILLS**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Transportation Reauthorization
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	March 7, 2012

**BACKGROUND or PREVIOUS WORK**

- SAFETEA-LU has been extended through Continuing Resolutions for the past couple of years.
- SAFETEA-LU is currently set to expire on March 31, 2012.
- A full, multi-year reauthorization bill still needs to be passed by Congress.

**CURRENT WORK**

- The draft Senate bill MAP-21 was issued on November 3, 2011.
- MAP-21 is a two-year bill that provides \$109 billion for highway and transit projects and includes an MPO tier system based on population.
- A tier system is proposed for MPOs based on population.
- An amendment is proposed that would grandfather in all existing small MPOs
- A letter was sent to Senators Udall and Bingaman asking for their support of the amendment.

- The draft House bill American Energy and Infrastructure Jobs Act was issued January 31, 2012.
- The AEIJA is a five-year, \$263 billion bill for highway and transit.
- All existing MPOs would be grandfathered in, but the population threshold for new MPOs would increase to 100,000.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a status report on draft reauthorization bills MAP-21 and American Energy and Infrastructure Jobs Act.

**DISCUSSION:** Mr. Delmagori directed the members to the comparison table of the House and Senate draft transportation reauthorization bills shown in the agenda. He added that just this week he heard that the Senate had passed their draft bill MAP-21. He is now waiting to hear word from the national groups on what this Senate action could mean.

Mr. Delmagori worked with Dr. Henderson and drafted a formal letter to Senators Udall and Bingaman to encourage their support of the Senate amendment to the MAP-21 tier system that would grandfather in all existing MPOs. The status of this amendment is unknown at this time.

Mr. Darnell commented that without an MPO, projects and programs in the UPWP might not be completed at all or would be turned over to NMDOT which is already stretched thin. He said he hoped the House proposal would pass to ensure continuation of the MPO.

**ACTION:** The report was received.

**8. RECEIVE A REPORT ON THE REVISED STIP POLICIES AND PROCEDURES**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

**Subject:** STIP Policies and Procedures  
**Prepared by:** Joe Delmagori, MPO Planner  
**Date:** March 7, 2012

**BACKGROUND**

- The NMDOT has updated and revised its Statewide Transportation Improvement Program (STIP) Policies and Procedures.
- The STIP protocols outline the requirements for the STIP, the procedures for management of the TIP/STIP, and a calendar of deadlines for making modifications to the TIP/STIP.
- NMDOT recently completed the final draft of the document.

**CURRENT WORK**

- The NMDOT STIP Unit reviewed the final draft with the MPOs at the Quarterly MPO meeting on January 18.

- A new timeline indicated when amendments are approved by the MPO boards and the State Transportation Commission.
- The document describes which projects must be included in the STIP and which modifications require an amendment or an administrative modification.
- TIP management and year-end closeout procedures are also explained.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the revised STIP Policies and Procedures.

**DISCUSSION:** Mr. Delmagori reported that for the past several months, the STIP unit has been revising the STIP Policies and Procedures document.

This document defines what needs to be included in the TIP and STIP, and includes timelines and schedules for getting the information through the various agencies so amendments happen in a timely fashion. It also describes the procedures for updating, amending, and modifying the TIP and STIP appropriately. This document will be used primarily by Staff in their interaction with the STIP Unit and District 5.

Mr. Delmagori explained that previously if there is an adjustment in funding that is 15% of the project total (up to \$2,000,000) all that is required is an administrative modification which is simply a letter to NMDOT stating the reason for the change. This threshold has now been increased to 20% (up to \$2,000,000).

Under the TIP Management section, the first paragraph talks about lead agencies providing the MPO with a management or status report in the spring and fall. Mr. Delmagori said the springtime requirement is typically covered with the annual TIP update and discussions with the entities. He will schedule the fall update with the entities to review project details approximately six months later to meet this NMDOT time frame.

Mr. Delmagori said that the Albuquerque MPO still has questions with some wording and is working with the STIP Unit to get clarification to their concerns.

**ACTION:** The report was received.

**9. RECEIVE A REPORT ON THE MAJOR THOROUGHFARE PLAN POLICY DOCUMENT FOR THE FARMINGTON MPO**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	MPO Major T-Plan Policy Document
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	March 7, 2012

**BACKGROUND**

- The MPO approved a regional Major Thoroughfare Plan in 2011.
- The purpose of the regional Major T-Plan was to identify current road classifications, proposed classification changes, and proposed new road corridors.
- The Major T-Plan provided the local entities with a regional planning tool.

**CURRENT WORK**

- The MPO Major T-Plan has shown that a policy document would be beneficial for the MPO.
- The document would establish guidance for development of the Major T-Plan and the process for making amendments.
- The document would also describe the relationship between the regional and local Major T-Plans.

**RECOMMENDATION**

- It is recommended that the Policy Committee receive a report on the Major Thoroughfare Plan Policy document for the Farmington MPO.

**DISCUSSION:** Mr. Delmagori is developing a document to more clearly outline and illustrate the process for developing and amending the regional Major Thoroughfare Plan. He stated that more of the focus should be at the local level so that local engineers and planning staff work out specific details and then work with elected officials to iron out potential issues. The final local decision can then be presented to the MPO for action. Mr. Darnell commented that the purpose of this is to ensure that all plans are identical and there are no inconsistencies. Mr. Delmagori said that was the goal.

**ACTION:** The report was received.

**10. RECEIVE A REPORT ON THE 2011 RED APPLE TRANSIT ANNUAL RIDERSHIP**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

**Subject:** Red Apple Transit Update  
**Prepared by:** Joe Delmagori, MPO Planner  
**Date:** March 7, 2012

**RED APPLE REPORT**

- In 2011, Red Apple Transit reached 150,000 in annual ridership for the first time with a total ridership of 150,446.
- Ridership was up from the 2010 total of 139,467; an increase of 8 percent.

- The Farmington routes saw their highest ridership during the fall months.
- All the Regional routes saw an increase in ridership in 2011 when compared to 2010.
- Bloomfield ridership was highest during the spring and fall college semesters.
- Kirtland ridership was fairly constant for the first half of the year and reached its highest monthly total in December.
- Aztec ridership rose through the summer then leveled off for the last part of the year.

#### RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the 2011 Red Apple Transit annual ridership.

**DISCUSSION:** Mr. Delmagori reported that the monthly ridership information provided by First Transit showed that the Red Apple Transit reached 150,000 in annual ridership for the first time. This was an 8% increase from 2010 to 2011.

Mr. Delmagori explained that the Farmington routes remained fairly consistent with between 10,000-12,000 riders monthly. He said there was a dip during the summer months which is attributed to San Juan College being out for the summer. There is a large student population which uses the Red Apple Transit when the college is in session.

For the Regional routes, the dip during the summer months is especially evident in the Bloomfield route. That route peaks during the spring and fall with a noticeable decrease in the summer. Mr. Delmagori commented that the Kirtland route had a spike from November to December and this will be watched when the January and February numbers are received to see if this trend continues.

Mr. Delmagori reported that the new routes will be assessed this summer. Mr. Darnell asked if there was any data on how ridership may have been impacted by the change in routes. Mr. Delmagori replied that with no February numbers available, he believed it was too early to evaluate the impact. Mr. Darnell said he had not received any negative comments recently.

Ms. McCulloch said she had ridden on the transit system and found it easy to use. She stated that at the Mayor's Public Forum the previous evening there had been another complaint from one individual. She asked if Mr. Delmagori had received any complaints. Mr. Delmagori said he has had calls from only one individual and believes that adapting to the changes may take a little longer for some individuals. Mr. Delmagori stated that there may need to be some timetable adjustments and will be making some recommendations to Mr. Bob Campbell. Ms. McCulloch added that when she rode the routes, buses frequently left a stop five to seven minutes earlier than the posted signage. She added that riders depend on the buses running at the posted times so all signs need to be updated to reflect time changes and drivers need to make sure they adhere to the schedule.

## 11. INFORMATION ITEMS

### FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	March 8, 2012

#### INFORMATION ITEMS

- a. **MPO Associate Planner.** A status report on the hiring process will be provided at the meeting.
- b. **Other.**

**DISCUSSION:** Mr. Delmagori stated that interviews for the Associate Planner position were completed in February. An offer was made and accepted by Mr. Duane Wakan. Mr. Wakan is currently teaching at Eastern Washington University in Spokane, WA. He has a strong background in GIS and census data, having worked with the Census Bureau and a non-profit group in Salt Lake City, Utah. He is expected to begin work with the MPO in April.

Mr. Delmagori reported that Staff has been working with a national organization that presents walkable community workshops demonstrating how to make areas of a city more walkable and how to develop policies that encourage more walking. Mr. Delmagori said this workshop would be customized to this area's needs and the organization can conduct formal presentations, do walking audits, case studies, and public evening and/or Council presentations. The workshop can be tailored for 10 to 100 participants. They can also provide individual presentations for Aztec and Bloomfield if so desired. Mr. Delmagori will begin working with local planners, engineers, and Committee members to brainstorm and develop a list of suggestions and ideas to create an agenda. The tentative dates for the workshop are May 24, 25, and/or 26. Mr. Delmagori asked the Committee members to provide names of interested citizen groups or constituents so they can be included in the invitation. Ms. McCulloch said there had been a participant in the Mayor's Public Forum who spoke about walking paths and recommended she be sent an invitation for the workshop. She added that May 25<sup>th</sup> would be the best date for her to participate in the workshop. Ms. Sipe also recommended including the Aztec Trails and Open Spaces group.

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

Ms. Sipe said that following the City of Aztec elections and her re-election, she was re-named to continue serving on the MPO Policy Committee.

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

**13. BUSINESS FROM THE FLOOR**

There was no additional business from the floor.

**14. ADJOURNMENT**

Ms. Sipe made a motion to adjourn the meeting. Mr. Darnell seconded the motion. Dr. Henderson adjourned the meeting at 3:05 p.m.

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Dr. James Henderson, Chairman

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June Markle, MPO Administrative Aide