

M I N U T E S
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
JANUARY 24, 2013

Technical Members Present: Roshana Moojen, City of Aztec, Alternate
Cynthia Lopez, City of Farmington
Nica J. Westerling, City of Farmington
Dave Keck, San Juan County

Staff Present: Mary Holton, MPO Officer
Joe Delmagori, MPO Planner
Duane Wakan, MPO Associate Planner
June Markle, MPO Administrative Aide

Technical Members Absent: Mike Huber, City of Aztec
Brad Ellsworth, City of Bloomfield

Staff Absent: None

Also Present: Larry Hathaway, San Juan County
David Quintana, NMDOT District 5

1. CALL TO ORDER

As Acting Chair, Ms. Lopez called the meeting to order at 10:10 a.m.

2. APPROVE THE MINUTES FROM THE DECEMBER 20, 2012 TECHNICAL COMMITTEE MEETING

Ms. Moojen made a motion to approve the minutes from the December 20, 2012 Technical Committee meeting. Ms. Westerling seconded the motion. The motion to approve the minutes was passed unanimously.

Agenda Item #3, the annual election of officers was postponed until Mr. Keck could arrive. The Committee moved to Agenda Item #4.

4. TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Subject:	Transportation Alternatives Program
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 16, 2012

BACKGROUND or PREVIOUS WORK

- MAP-21 has created the new Transportation Alternatives Program (TAP).
- TAP merges Transportation Enhancements (TPE), Safe Routes to School (SRTS), and Recreational Trails into one program.
- The majority of TPE eligible projects will remain the same in TAP.
- Funding for TAP projects will be based on a competitive process that is developed by the State and MPO.
- Each MPO and RPO is expected to receive a portion of the overall TAP funds available to New Mexico.

CURRENT WORK

- NMDOT Planning issued draft goals and performance measures for the TAP Project Selection Process (PSP).
- MPO staff provided comments on the draft PSP.
- It has been suggested that the PSP will need to be objective and that data collection for the criteria will need to be available to all of the MPOs and RPOs.
- NMDOT has stated that projects in FFY2013 that have certifications and agreements in place will be funded, even if the project costs exceed the TAP apportionment to an MPO or RPO.
- TPE projects in FY2014 and FY2015 are expected to fall into the TAP competitive process.
- A status of currently programmed TPE and SRTS projects in the FMPO has been submitted to NMDOT.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the TAP draft Project Selection Process and review the status of current TPE and SRTS projects in the TIP.

DISCUSSION: Mr. Delmagori noted that there are many changes taking place to the Transportation Enhancements (TPE) and Safe Routes to School (SRTS) programs. To help explain these changes he presented a report on the Transportation Alternatives Program (TAP) which is part of the new transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).

Ms. Westerling asked if Staff could provide a list of the current MPO acronyms with definitions for each. She commented that there have been so many changes and new acronyms that it was hard to keep track of them all. Mr. Delmagori said Staff could provide that information.

Mr. Delmagori continued to explain that MAP-21 consolidated the Transportation Enhancements (TPE), Safe Routes to School (SRTS), and Recreational Trails (RTP) programs into the TAP program. He stated that most, but not all, of the projects eligible under the TPE program will continue to be eligible under TAP. The Scenic Byways program, however, formerly under SAFETEA-LU was eliminated although scenic turnouts and overlooks are eligible projects under TAP.

Mr. Delmagori said that distribution of funding is also different - the entire funding amount sent to the state of New Mexico will be distributed by formula among all the MPOs and RPOs in the state. Additionally, the TAP program involves a new competitive process that NMDOT's Planning Division is working to establish with input from the MPOs and RPOs. This process will rank projects and determine which will then be funded.

Mr. Delmagori said that the original estimate of statewide TAP funds was \$11,580,000. Ms. Maggie Ryan, NMDOT Planning Division, reported at the Policy Committee meeting that the actual amount provided by FHWA would be approximately \$5,500,000. This decrease means that the FMPO portion would be approximately \$275,000. Mr. Delmagori stated that in addition to the significant decrease in funds, TAP requires that a portion of this amount be set aside for the rural areas/small urban clusters such as Kirtland. The other portion goes to the small UZAs and is based on population thresholds.

Mr. Delmagori said the TAP program would also make project selection a competitive process. He explained the initial project selection process provided for reference by NMDOT's Planning Division. This process would rank and score potential TAP projects to select the best projects for the limited available funds.

Mr. Delmagori said Staff had submitted their comments on this preliminary selection process to NMDOT. He noted that there are five main categories in the process which are the goals of the program. Those categories then list the performance measures that will supplement the goals.

Mr. Delmagori said the shovel-ready projects programmed for FY2013 under the TPE and SRTS programs will likely continue to be funded as planned. He said the TPE and SRTS programs still have money available and funds would be distributed to projects with certifications and agreements in place.

Mr. Delmagori reported that projects in FY2014 and FY2015 would probably be evaluated based on the TAP requirements detailed in the selection process with set targets and goals. He noted also that the new funding levels would be in effect.

Page 5 of the Agenda listed the TPE and SRTS projects for FMPO. Mr. Delmagori stated that this list was submitted to NMDOT to detail projects currently in the TIP and STIP. The FY2013 projects shown below should continue to be funded under TPE:

- North Animas Pedestrian Bridge - North Main Ave. Extension to Aztec Ruins \$600,000 total for FY2013 and FY2014 (\$600,000 total each year)
- SRTS Phase II Infrastructure - Construct sidewalks and other pedestrian facilities in the vicinity of three schools in the SRTS program (\$250,000)
- SRTS Phase II Infrastructure - Construct sidewalks on Hutton and Hyrdro Plant Road (\$250,000)
- Pinon Hills Blvd. & Farmington Avenue - Construct sidewalks from Butler to E. Main on Pinon Hills Blvd. and from 20th Street to 30th Street on Farmington Avenue (\$600,000 total).

Mr. Delmagori said that NMDOT had stated that, by association, the dual funding for the pedestrian bridge in Aztec should be secure because the FY2014 funding is tied to the FY2013 project.

Mr. Delmagori said the remaining two projects on this list scheduled for FY2014 and FY2015 are uncertain and will likely be impacted by the new TAP procedures:

- 20th Street - Construct sidewalks from Santiago to East Main (\$491,000 total) in FY2014
- Bergin Lane - Construct sidewalks from US 64 to West Blanco (\$1,000,000 total) in FY2015

These two projects would most likely remain as the MPO's top priorities because they have already been identified and have been on the TIP list for some time. With the reduced funding levels, these projects independently exceed the total amount of funding that could potentially be programmed for FMPO.

Ms. Westerling asked if this meant there would be an entire new set of criteria that would have to be met. Mr. Delmagori said the criteria for project selection would fall under the new TAP process.

Mr. Delmagori reported that in late November last year, the Bloomfield City Council passed a resolution to split the Bergin Lane funding between landscaping on US 64 and the sidewalk project on Bergin Lane. The \$1,000,000 originally identified for the sidewalk project would be split with \$100,000 remaining for sidewalks on Bergin Lane and \$900,000 going to landscaping on the newly constructed two-mile section of US 64. Mr. Delmagori said that language in TAP indicates that landscaping projects are not eligible under TAP.

Ms. Westerling asked if Scenic Byways were covered under any category going forward. Mr. Delmagori said there might be options available in other programs, but there was no longer any dedicated Scenic Byways funding. Ms. Lopez said she thought there might still be something under parks funding. Ms. Holton added that she thought Ms. Ryan had mentioned that several parks programs dealing with transportation and trails would be moved to oversight by NMDOT. A brief review of the FHWA website was done to see if an answer to this question were readily accessible. Ms. Moojen noted that the National Scenic Byways website stated that at this point in time it was uncertain where funding would be found with the exception of two TAP exemptions. Mr. Delmagori said he would follow up on this question with Ms. Ryan.

Mr. Delmagori explained the preliminary project selection process that has been prepared by NMDOT Planning. It has identified five main categories each followed by four potential performance measures to evaluate projects: Quality of Life, Economic Vitality, System Reliability, Deliverability, and Presentation.

Mr. Delmagori said that many of the goals and measures are easy to understand while others will need further explanation and clarification. Many of the measures are based on objective criteria, but the goals need to be achievable by every MPO and RPO. Mr. Delmagori explained that the Mid-Region Council of Governments (MRCOG) has the ability to assess pedestrian zones and they have the means to determine how walkable

sections of Albuquerque are. However, FMPO does not currently have the means to perform this type of work Furthermore, would an RPO have this capability. The criteria will need to be thoroughly reviewed to create a very objective process. Mr. Delmagori stated that more information was needed for other categories such as "Project Minimum" under Economic Vitality and "System Preservation" under System Reliability.

Mr. Delmagori anticipates a back and forth process with NMDOT as the MPOs and RPOs provide their input and NMDOT works to develop a comprehensive project selection process.

The list showing the Status of TPE and SRTS Projects in the FY2013-2018 TIP on Page 5 of the Agenda was compiled by Staff and submitted to NMDOT to let them know the shovel-readiness of FMPO projects. Mr. Delmagori asked the Technical Committee members to review the Status column for their projects and to let Staff know if the information was accurate. If changes are needed to the current status of a project, Staff will update the information and then resubmit the list to NMDOT. Ms. Westerling said that there is no contract yet for the sidewalk project on Pinon Hills Boulevard and Farmington Avenue (Control #F100070). Ms. Westerling also asked when the final selection criteria would be available. Mr. Delmagori said the Planning Division has not specified a time frame for finalizing this information, but believed it would be completed within six months.

ACTION: The report was received.

The Technical Committee returned to Agenda Item #3, the Annual Election of Officers.

3. HOLD THE ANNUAL ELECTION OF OFFICERS

Subject:	Annual Election of Officers
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 16, 2013

BACKGROUND

- At the first meeting of the new year, the Technical Committee selects the Chair and Vice-Chair from their membership who will serve until the next 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.

RECOMMENDATION

- It is recommended that the Technical Committee accept nominations and vote to elect the Chair and Vice-Chair for 2013.

DISCUSSION: Mr. Delmagori stated that the current officers are Chair Mike Huber and Vice Chair Brad Ellsworth. He noted that any standing Committee member was eligible for nomination; however alternates were not eligible to hold office.

Ms. Lopez nominated Mr. Keck for Chair; Ms. Westerling seconded. Mr. Keck's nomination was approved unanimously.

Ms. Westerling nominated Ms. Lopez for Vice Chair; Mr. Keck seconded. Ms. Lopez's nomination was approved unanimously.

ACTION: The Chair and Vice Chair for the Technical Committee for 2013 were elected.

Mr. Keck assumed the role of Chair and led the remainder of the meeting.

5. RECEIVE A REPORT ON THE DEVELOPMENT OF THE FY2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Subject:	FY2014-2019 Transportation Improvement Program (TIP)
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 16, 2013

BACKGROUND

- The TIP is a short-term program of projects expected to be completed in the next six years.
- The TIP update process includes revising existing project information, adding new projects, and developing TIP priority lists.
- A Call for Projects was issued to start the TIP update process.
- MAP-21 establishes new guidance for TIP development.

CURRENT WORK

- Staff will present the current TIP and project details on January 24.
- Priority lists and unfunded requests will also be discussed.
- The STIP is scheduled to be updated later this year.
- The MPO will need to discuss with NMDOT how local priorities will fall into funding targets at the district level.

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| <ul style="list-style-type: none">▪ Guidance will be needed from NMDOT regarding MAP-21 requirements for the TIP update.▪ Staff will be meeting with the entities, Red Apple, and NMDOT individually to discuss any updates to project information. |
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RECOMMENDATION
<ul style="list-style-type: none">▪ It is recommended that the Technical Committee receive a report on the development of the FY2014-2019 TIP.

DISCUSSION: Mr. Delmagori said that the beginning of the new calendar year is typically when FMPO begins development of the TIP update. The call for projects was issued before the holidays in December. Mr. Delmagori said the only projects he received were from the City of Farmington Parks Department to add bridges along the Animas River and river trail development from the San Juan River to Brookside Park.

The TIP update process will involve reviewing existing projects and revising dollar amounts, termini, and/or descriptions. The update covers FY2014-2019 and this cycle coincides with the update to the FY2014-2017 STIP. Mr. Delmagori stated that the TIP is usually for a slightly longer period to provide additional information and to ensure that some of the longer term projects have been identified early for NMDOT. Ms. Westerling asked if the entities needed to consider changing any categories or funding sources. She noted that no additional projects were added because she believed there were more than sufficient projects already in the TIP. Mr. Delmagori stated that Staff would meet with each entity in the next few weeks and any project information could be updated at that time.

Mr. Delmagori said that at the February Technical Committee Meeting there would be discussion on the current priority list. Mr. Keck said he has a project in the STIP that has had a change in funding source and asked if there would be an opportunity to amend or adjust the project in the current STIP. Mr. David Quintana said that there was another STIP amendment cycle in April. Ms. Westerling added that the City of Farmington also has a project that has received safety money and asked if that needed to be included in the TIP. Mr. Delmagori asked if she was speaking about the Transportation, Community & System Preservation (TCPS) funded project to install an adaptive traffic control system on East Main Street. Ms. Westerling said this was the project she was referring to. Mr. Delmagori said this was already in the TIP and would be in the current STIP amendment cycle or in the April cycle.

Mr. Keck asked that when Staff meets with the entities, would there be an opportunity to make adjustments to projects that could affect the current STIP. Mr. Delmagori said this was correct and then based on this amendment, the changes would be reflected in the FY2014 TIP when it goes into effect. Mr. Delmagori stated that the next TIP amendment cycle was next month and would include the three SRTS projects for Farmington.

Mr. Delmagori reminded the committee that MAP-21 will require that the TIP include performance measures and targets. The details of these measures and targets must

first be developed by the federal and state governments before the changes filter down to the MPO. Ms. Ryan had told Staff that for the current TIP cycle, the MPO could continue to use their current process. Mr. Delmagori noted that perhaps the next TIP iteration could provide the opportunity to incorporate MAP-21 requirements.

Ms. Westerling asked if the TIP update needed to be done at this time. Mr. Delmagori said this is typically the time of year the MPO does update the TIP as it coincides with the STIP update. Ms. Westerling commented that she is presenting a CIP to Council and anticipates needing to make additional changes to projects following that presentation and discussion.

Mr. Quintana said he would be meeting next week with Mr. Miguel Gabaldon and Mr. Phil Gallegos to develop the STIP. He stated that the targets had shrunk from previous legislation and District 5 anticipates receiving approximately \$28,000,000 which is \$2,000,000 less per year than in past years. Mr. Quintana stated that because the targets have shrunk, the STIP will remain as is through FY2016. He anticipates being able to add more projects in FY2017. Mr. Quintana reported that there are three corridors within District 5 that already have environmental documents ready and those are where the focus will be placed: US 64 from Bloomfield to Farmington; NM 30 between Espanola and Los Alamos, and NM 41 south of Santa Fe. Mr. Quintana said any additional projects for the Farmington area would come from available safety or bridge funding.

Ms. Westerling asked what the total District 5 funding was expected to be. Mr. Quintana said \$28,000,000 per year is the anticipated funding level. Ms. Westerling commented that with only \$28,000,000 available in the district, getting \$12,000,000 for the Pinon Hills Bridge would be out of the question. Mr. Quintana said this would be dependent on how critical the project was for the area, but added that a project that size would be tough to fund all at once. Ms. Westerling added that this bridge has been the number one priority for FMPO for five to six years. She explained that in order to complete this bridge project all \$12,000,000 was needed and nothing could be achieved with only small awards of \$1,000,000 like have been received in previous years. Mr. Quintana said that District 5 does not have much flexibility now, although additional projects could be considered in the outer years. Ms. Westerling stated that the environmental documents for the Pinon Hills Bridge project were completed and construction was ready to begin. Mr. Quintana said he would bring this project to Mr. Gallegos' attention and determine where this project was on NMDOT's critical bridge list.

Mr. Keck mentioned a contract with NMDOT for a county bridge project that would need an additional \$300,000. He would like to discuss amending this contract with NMDOT.

Mr. Delmagori asked Mr. Quintana to let Staff know where the Pinon Hills Bridge project fell on the District's bridge priority list and added that this bridge and the companion road extension projects are the number one priority of FMPO's Unfunded Project List. Mr. Delmagori reported that the MPO's long-range planning and regional model indicate this project could significantly reduce traffic on US 64, NM 516, and CR 350. This project would also provide a direct connection between the retail districts along East Main and the growing outlying areas of the MPO. Mr. Delmagori stated there

was major regional significance that this road could provide. Ms. Westerling commented that the money being spent on the US 64 project could be better spent constructing this bridge and road extension. She believed this road could potentially buy an additional ten years of service for US 64.

Mr. Delmagori discussed projects on the current FY2013-2018 TIP. The projects first noted are the FY2012 projects to keep the TIP consistent with the FY2012-2015 STIP. He added that these six projects were already under agreement or in the process of being constructed.

Mr. Delmagori explained the Regionally Significant Projects with federal funding in the FY2013-2018 TIP:

City of Aztec

-East Arterial Route - Phase IB - design, engineering, environmental assessment, and construction of roadway from US 550 South of Aztec to NM 173 - Federal Earmark and Transportation, Community, & System Preservation Program (TCSP);

- North Animas River Bridge - right-of-way acquisition, design, environmental, archeological, and construction of pedestrian bridge from Ruins Road to North Main Extension - STP/Enhancements

City of Bloomfield

-Bergin Lane - construct pedestrian improvements from US 64 to West Blanco - Transportation Alternatives Program

City of Farmington

-20th Street - construct pedestrian facilities, including sidewalks from Santiago to Main St. - Transportation Alternatives Program.

- East Main - adaptive traffic control system - Transportation, Community, & System Preservation (TCSP);

- East Pinon Hills Blvd - rebuild the intersection of Pinon Hills and NM 516 and construct roadway to Hubbard St. - Surface Transportation Program (STP). This will serve as an outlet for this neighborhood until it is upgraded to an arterial with the bridge;

- Pinon Hills Blvd. & Farmington Ave. - construct sidewalks - STP;

- Safe Routes to School (SRTS) Phase II Infrastructure - construct sidewalks and other pedestrian/bicycle facilities at or near SRTS participating schools - SRTS Phase 2 Infrastructure. Mr. Delmagori added that the City of Farmington was informed that another \$250,000 will be provided for additional infrastructure projects. This will become part of the TIP Amendment to be discussed in February;

- US 64 Phase IV - widen to six lanes from milepost 58 to milepost 60 - National Highway Performance Program. Mr. Delmagori stated that this project is currently programmed for \$8,325,000. Based on previous discussions with NMDOT, the two-mile construction phases have actually been costing \$15,000,000 to \$16,000,000;

- NM 173 - safety improvements from milepost 2 to milepost 3.5 - High Risk Rural Road Safety Program. Mr. Delmagori said he had not heard much information about this project and asked if Mr. Quintana could provide some details. Mr. Quintana said he would find out where the project stood and get back with Mr. Delmagori. Mr. Keck noted that the project had received a safety grant to make safety improvements to the road about three miles from the intersection with US 550. Mr. Delmagori added that this project was being led by NMDOT;

- Red Apple Transit - annual operating costs and purchase of two cutaway buses - FTA 5307.

San Juan County

- CR 7150 (Bride #8105) - bridge repair - funded by the Bridge Program, Navajo DOT, and San Juan County.

Ms. Westerling asked what a realistic dollar amount would be for a project to be included on the TIP considering the current size of the Unfunded Projects list. She said she had several more projects that could be included, but had hesitated because of funding cutbacks and the size of the current Unfunded Projects list. Mr. Delmagori agreed that the current list is sizeable.

Mr. Delmagori commented that the Non-Regionally Significant Projects list was short. This list includes six projects that are not necessarily classified or are local county roads. Four of the projects are for the City of Farmington and two are San Juan County projects which are outside the MPO.

Mr. Delmagori reviewed the projects on the Unfunded Projects list. This list is divided by the funding categories which will need to be updated based on MAP-21 guidelines. The lists are Bridge Priority, Safety, Surface Transportation Program, and Transportation Enhancements. The final section of the TIP is the General Listing category. Mr. Delmagori said this was the MPO's wish list of projects.

Mr. Keck said NMDOT had conducted a Roadside Safety Audit (RSA) of the CR 350/CR 390 intersection and he expected the project to be funded. The RSA determined that a signal was not needed, but the intersection was to be outlined with curbs and gutters, and with the addition of turning lanes. Mr. Keck said NMDOT would provide designs for the roadway although he expected the County would still need to complete some design work before actual construction could begin. NMDOT will provide sufficient design work to allow the Safety Bureau to give a project cost estimate. Mr. Keck said he estimated the cost to be around \$550,000. Mr. Keck wanted to revise the project in this amendment cycle to detail the downsized scope of the project. Mr. Delmagori said this was a project that could drop off the Unfunded Projects list as it appeared it would be funded.

Ms. Westerling asked if there was to be another round of TIGER funding. Mr. Quintana said he was not aware of any. Ms. Westerling said the final phase of construction on the NM 516 and Cliffside intersection project was currently underway. This project can be removed from the Unfunded Projects list

Ms. Westerling asked if the formatting of the priority lists could be changed to make them easier to read. Mr. Delmagori said Staff would look at making some changes. He added that as part of the FHWA review, FMPO was asked to assess the MPO's TIP format and to make it more consistent with STIP formatting.

Mr. Delmagori said the Transportation Enhancements Program Priority category will be renamed Transportation Alternatives Program to coincide with MAP-21. Mr. Delmagori said these projects would need to be reviewed next month to see how potential funding would fit with the SRTS projects being added.

Ms. Westerling commented that the MPO would also need to determine if these projects fit within the new TAP guidelines. She added that the City of Farmington had wanted to add Wildflower Mesa as a potential project for the second phase of SRTS funding. They were told that there were not enough students walking to the school along this roadway to meet required criteria. Mr. Delmagori was surprised that the simple proximity to the school had not made the project eligible.

Mr. Delmagori stated that all the details for the Amendment would be prepared and presented to the Technical Committee in February. Approval of the Amendment would then be sought by the Policy Committee in March.

Mr. Keck asked if the Unfunded Projects List becomes part of the STIP or was it kept as a separate list. Mr. Delmagori said the MPO does send the list to District 5 where it is, hopefully, referenced should any additional funds become available.

Mr. Keck said that San Juan County and McKinley County share \$500,000 in maintenance funding for roads used by school buses that are on, leading, to, or adjacent to the Navajo Nation. Mr. Keck said that this funding was implemented approximately 15 years ago by Senator Bingaman. There is no match required by the County for this money and the agreement had been updated on a five-year cycle. In the past, this funding was added to the STIP by NMDOT, but this year NMDOT was requesting that San Juan County include it in the TIP. Mr. Keck noted that this would be easy enough to do in the current amendment process. Mr. Delmagori commented that this funding had not previously been included in the TIP. Mr. Keck said this funding was basically revenue for work that was already performed by the County. Mr. Keck said he would send all the documentation and information on the funding program to Mr. Quintana for review by him and Mr. Gallegos. Mr. Quintana recommended adding this project to the TIP and NMDOT would continue to add it to the STIP.

ACTION: The report was received.

6. RECEIVE AN UPDATE ON COMPLETE STREETS

Subject:	Complete Streets
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 16, 2013

BACKGROUND or PREVIOUS WORK

- Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, such as walking, biking, and transit.
- Complete Streets promote safety for all users, improve connectivity among modes, and helps create economic growth.
- The Complete Streets Advisory Group held a kickoff meeting on October 23.

CURRENT WORK

- Members of the Advisory Group asked staff to provide presentations to the local councils/commissions and other organizations so they would gain a better understanding of Complete Streets.
- In the last two months, presentations were given to the Homebuilders Association, the four local governments, the San Juan County Bar Association, and Farmington's Planning & Zoning Commission.
- Feedback regarding development of Complete Streets has been positive and well-received.

RECOMMENDATION

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

DISCUSSION: Mr. Delmagori spoke about the Complete Streets presentations Staff has made since November last year. Following the initial Complete Streets Advisory Group meeting in October, it was recommended that Staff make presentations to stakeholders and local governments to provide needed education and understanding of Complete Streets.

Mr. Delmagori reported that the presentations have explained that Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, such as walking, biking, and transit; that it promotes safety for all users; improves connectivity among modes; and helps to create economic growth. Mr. Delmagori stated the next Advisory Group meeting is scheduled for February 12 at 10:00 a.m. at the MPO Office. Staff will provide a recap of their activities and provide feedback for the Advisory Group. Mr. Delmagori then planned for the Advisory Group to begin working on the design guidelines for Complete Streets. Ms. Westerling asked how the overall response has been to the Complete Streets concepts. Mr. Delmagori replied that Complete Streets had been well received. The local Councils and Commissions were receptive to the ideas as were many of the organizations. Mr. Delmagori added

that a few additional individuals have expressed an interest in participating on the Advisory Group.

Ms. Westerling asked how long the upcoming Complete Streets presentation would be for the National Society of Professional Engineers (NSPE) meeting. Mr. Delmagori said the presentation was typically 15-20 minutes. Ms. Westerling said that for this group, Staff should plan to speak for almost the entire hour. She added that this was a technical audience and would be the ones to ultimately implement Complete Street concepts. She recommended also speaking about the MRA Committee's considerations for using Complete Streets designs in an area of Farmington. Ms. Holton reported that the MRA Committee is indeed working on a recommendation for the MRA and she anticipated a proposal for City Council consideration coming out of the MRA's February meeting.

ACTION: The report was received.

7. RECEIVE A REPORT FROM NMDOT

Mr. Quintana reported on a public open house being held today from 12:00 to 8:00 p.m. at McGee Park to present the plans for Phase IV of the US 64 project. Additionally, there would be another public meeting on January 30 in Bloomfield to discuss the current construction on US 64 and to address complaints from local businesses and residents. Mr. Miguel Gabaldon and Mr. Gallegos are planning to attend this meeting.

Mr. Quintana said the current construction project on US 64 is on a temporary winter suspension. He noted the contractor, Sterling Brothers Construction, has 70 calendar days left in which to complete the current project. The next phase of the US 64 corridor is expected to be let in March with construction to begin in the summer. Mr. Quintana commented that the full process for this \$150,000,000 corridor is going to take 20 years from design all the way to final construction.

Mr. Quintana said he would have a STIP update available for the February meeting.

8. RECEIVE AN UPDATE ON THE 2012 TRAFFIC COUNT PROGRAM

Subject:	2012 Traffic Count Program
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	January 17, 2013

BACKGROUND

- 88 traffic counts were taken in October across the MPO boundary.
- Speed and class data was taken at 30 of those locations.

- Traffic count results were submitted to NMDOT after review from Staff.
- Of the 88 locations, 11 locations required recounting based on feedback from MPO and NMDOT staff.

CURRENT WORK

- Consultant team completed recounts at 10 of the 11 locations during the week of December 9th, 2012.
- 2 uncounted locations in the 1st iteration (due to road construction on E. Main), were now counted.
- 5 locations affected by traffic rerouting (road construction on E. Main), showed normal values after recounts.
- 2 locations with unusually high or low count volumes had normal values after recounts.
- 1 location was recounted due to insufficient hours logged at its location (36 hours instead of 48 hours).
- 1 location could not be recounted due to an electric glitch.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on the 2012 Traffic Count Program.

DISCUSSION: Mr. Wakan reported that the traffic counts were completed. Of the 88 locations, 11 locations were recounted based on review by Staff and feedback from NMDOT. The recounts were necessitated due to inconsistent volumes from previous count years as well as road construction on East Main that re-routed traffic to nearby arterial streets.

Mr. Wakan stated that the traffic count map was available on the MPO website. He also provided an overview of the Traffic Count Database System (TCDS) which is also available on the MPO website. Data for any traffic count location or road segment can be accessed with this system. Detailed information can be viewed based on the Average Daily Traffic (ADT), two-way counts, and specific directional counts. Speed data is also available for each of the 30 locations counted. This information actually provides the speed of a vehicle as it travelled over the counter. Class data is also available and provides counts based on the type of vehicle that travels over the counter.

Mr. Wakan said that during the Policy Committee meeting there was discussion about possibly taking weekend traffic counts due to the unique nature of Farmington traffic volumes. Staff will look at possibly taking this project on in the future.

Mr. Wakan noted that the 11 recount locations were shown on Page 9 of the Agenda and a summary of all the 2012 traffic counts could be found on Pages 10-12 of the Agenda.

ACTION: The report was received.

9. RECEIVE A REPORT ON MONTHLY RIDERSHIP FOR RED APPLE TRANSIT

Subject:	Red Apple Transit Monthly Update
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	January 17, 2013

RED APPLE REPORT

- The new routes with additional stops and new timetables all went into effect on February 6, 2012.
- Overall ridership in 2012 was 133,580; in 2011 overall ridership was 150,446, which is an 11% decrease.
- Through November 2012, ridership for all Farmington routes did drop by approximately 23,772 riders.
- Through November 2012 regional routes ridership numbers (Aztec, Bloomfield & Kirtland) dropped only 186 riders.

RECOMMENDATION

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

DISCUSSION: Mr. Wakan reported that the overall Red Apple Transit ridership dropped by 11% in 2012 compared with 2011.

Mr. Wakan stated that the regional routes have helped lift up the overall ridership numbers. He noted there were positive signs for the Kirtland route, and the Bloomfield and Aztec routes rebounded from the low numbers seen early in 2012. Farmington routes, however, were down.

Ms. Westerling asked if there was a way to track boardings and alightments. Mr. Delmagori said this was done during the summer and fall months when the MPO interns gathered this information. Ms. Westerling said it would be interesting to know which stops showed a drop in numbers. She referred to comments made last year by Ms. Daisy Swadesh when the Apple Ridge stop was moved from directly in front of the Apple Ridge Apartments to several blocks over on Sullivan Avenue. Ms. Westerling commented that if one or two stops were changed or fixed, would ridership numbers improve. Mr. Delmagori said he was told that because of the timing for this specific route, the stop would need to remain on Sullivan.

Ms. Moojen noted that there was a ridership survey taken in an effort to capture reasons for changes in ridership, preferences, and concerns. She said, too, that

unemployment numbers have dropped and that, perhaps, with stable jobs people were driving personal vehicles rather than using the transit system. Ms. Westerling also suggested that people who remained unemployed could be using transit less because of financial reasons. Even with the current economic times, she was surprised that the drop in ridership was as high as the 11%.

Mr. Delmagori stated that there are some other changes that may have impacted the ridership numbers. He noted that the routes were changed back to hour headways which meant that each bus was at a specific stop one time less per hour than before. Another possible reason was simply adapting overall to the new routes and schedules. Mr. Delmagori reported that in the first few months after the February 2012 changes, the drop in ridership was significant. Ridership then rebounded once the summer months arrived. Mr. Delmagori noted that 2012 ridership is now tracking the ridership trends of 2011 which might mean that ridership is stabilizing. Mr. Delmagori said the question was now how to rejuvenate the system to increase ridership.

Ms. Westerling stated that the MPO has received ridership data from current Red Apple riders, but has not heard from those who do not ride the Red Apple. She believed those are the individuals that need to be heard from. Mr. Wakan said continuing to look into installing the Google map transit planner on the City's website would be beneficial. He believed this online planner would help market the Red Apple. Any type of map planner cannot be finalized until all route changes have been determined by the City of Farmington.

ACTION: The report was received.

10. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Duane Wakan MPO Associate Planner
Date:	January 17, 2013

INFORMATION ITEMS

- a. **MPO FHWA Review Report.** The Farmington MPO received its first review by the FHWA and NMDOT in September 2012. A preliminary report has been submitted to MPO Staff for review. The final report is expected to be completed in February.
- b. **Amendment to the FY2013 UPWP.** In an effort to better coordinate timely distribution of PL funds, it was agreed that all MPOs throughout the state would amend their UPWPs to align with the Federal fiscal year (October 1st - September 31st). This will require extending the current UPWP three

months from July 1st to September 31st 2013. A UPWP Amendment will be presented as an action item at the March Policy Committee meeting.

- c. **Farmington MPO Safety Applications.** The Farmington MPO will be submitting safety applications for two projects in Farmington and Aztec. The deadline to submit is February 1st 2013. MPO Staff will be forwarding the two applications to the NMDOT Traffic Safety Bureau.
- d. **Other.**

DISCUSSION: Mr. Wakan reported that Staff had received the preliminary report from the FHWA review of the MPO. Staff reviewed the draft report and provided comments and corrections to FHWA. Mr. Delmagori anticipated receiving the final report by early February. Mr. Rodolfo Monge-Oviedo with FHWA plans to attend an upcoming Policy Committee meeting to thoroughly discuss the final report. Mr. Delmagori reported that overall the review went well and the few corrective actions noted were areas that Staff was aware of. FHWA gave the MPO until September 2013 to correct the areas of concern. Mr. Delmagori said Staff would have these items corrected well within the time frame. Mr. Wakan added that some of the recommendations coincide with MAP-21 changes and these are still being outlined by FHWA and NMDOT.

Mr. Wakan stated that the MPOs throughout the state agreed to amend their UPWPs to align with the Federal fiscal year which is from October 1 to September 30. This will require extending the current UPWP by three months to take it from July 1 to September 30. Staff will have a UPWP Amendment prepared for review by the Technical Committee at the February meeting.

Mr. Wakan reported that FMPO would be submitting two safety applications to NMDOT's Traffic Safety Bureau for a project in Farmington and one in Aztec. The City of Farmington's application was for the intersection of San Juan Boulevard and Scott Avenue. The City of Aztec's application was for a traffic signal at the intersection of US 550 and NM 173 along with geometric improvements to a one mile stretch of NM 173. Mr. Delmagori said he had just received the applications from both cities and would be forwarding those to NMDOT today.

Mr. Keck asked if there was a dollar limit for safety projects. Mr. Delmagori said the project limit had been \$2,000,000, but there was no limit for projects this year. Mr. Keck noted that he had planned to add a resolution of support from the County to Aztec's safety application and wondered if there would be an advantage to letting NMDOT know that this was a joint application with San Juan County. Mr. Keck said he would contact Mr. Huber to see if he wanted to add a letter of support from San Juan County to his application.

11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

12. BUSINESS FROM THE FLOOR

There was no business from the floor.

13. ADJOURNMENT

Ms. Lopez moved to adjourn the meeting. Ms. Westerling seconded the motion. Mr. Keck adjourned the meeting at 11:45 a.m.

Dave Keck, Chair

June Markle, MPO Administrative Aide