M I N U T E S FARMINGTON METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MEETING OCTOBER 25, 2012

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

Brad Ellsworth, City of Bloomfield Cynthia Lopez, City of Farmington Nica J. Westerling, City of Farmington Larry Hathaway, Alternate, 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

Dave Keck, San Juan County

Staff Absent: None

Also Present: Maggie Ryan, Planning Liaison, NMDOT

1. CALL TO ORDER

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

2. <u>APPROVE THE MINUTES FROM THE SEPTEMBER 27, 2012 TECHNICAL COMMITTEE MEETING</u>

Ms. Lopez made a motion to approve the minutes from the September 27, 2012 Technical Committee meeting. Ms. Moojen seconded the motion. The motion to approve the minutes was passed unanimously.

3. AMENDMENT #6 TO THE FY2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AMENDMENT #4 TO THE FY2013-2018 TIP

Subject: FY2012-2017 TIP Amendment #6
Prepared by: Joe Delmagori, MPO Planner

Date: October 16, 2012

BACKGROUND

- On September 30, 2012 the Farmington MPO advertised Amendment #6 to the FY2012-FY2017 Transportation Improvement Program and Amendment #4 to the FY2013-2018 TIP.
- A week later, the amendment was re-advertised due to funding revisions for the San Juan County projects.
- Because the project changes occur in FY2013 and FY2014 and the projects are included in both TIPs, amendments to each TIP need to be made.
- The amendment revises three projects as described in the attached notices.

CURRENT WORK

- The original TIP notice includes two County projects (CR 7950 and CR 7500) and one Farmington project (traffic control system for East Main).
- After further internal review of its projects, San Juan County requested funding and fiscal year revisions.
- The San Juan County projects will now be funded in dual years, will split federal funding between those years, and will add local County funds.
- Another amendment notice was posted to illustrate these revised changes.
- No additional changes were made to the Farmington project.
- A public hearing on Amendment #6 and Amendment #4 will be held during the October 25, 2012 Technical Committee meeting.

RECOMMENDATION

It is recommended that the Technical Committee hold a public hearing on and recommend approval of Amendment #6 to the FY2012-2017 TIP and Amendment #4 to the FY2013-2018 TIP.

DISCUSSION: Mr. Delmagori explained that this Amendment was requested by San Juan County and the City of Farmington and revises three projects. This will be the last amendment to apply to both FY2012-2017 and FY2013-2018 TIPs.

Mr. Delmagori referenced pages two and three of the Agenda in explaining these projects and the associated changes. The City of Farmington project includes the installation of an adaptive traffic control system on East Main Street from Hutton to English. Traffic Engineering was able to secure \$400,000 in Transportation, Community & System Preservation (TCSP) funding. This will update the traffic signal to better detect traffic conditions and adjust the signal times to adapt to that flow and provide better synchronization. There will also be \$100,000 in local funds to bridge the gap and reach the required \$500,000. The project year was also changed from 2012 to 2013.

| | Existing Project | Revised Project |
|---------------------|--|--|
| Project Name | East Main St | East Main St |
| Project Description | Install an adaptive traffic control system | Install an adaptive traffic control system |
| Project Termini | Hutton to English | Hutton to English |
| Project Cost | \$500,000 | \$400,000 & \$100,000 (\$500,000 total) |
| Funding Source | Unfunded Request | Transportation, Community & System |
| | | Preservation (TCSP) & Local |
| Project Year | 2012 | 2013 |

Mr. Delmagori described the first San Juan County project. Mr. Keck had requested changes to the project termini and description along with funding amount changes to the project on CR 7500 which is south of Bloomfield and off of US 550. There was an original earmark of \$294,000 and San Juan County planned to add in \$331,000 to bridge the gap to reach the project total of \$625,000. Because San Juan County later requested additional revisions, this TIP Amendment had to be re-advertised. The additional revisions included splitting the original earmark of \$294,000 with \$30,000 going into FY2013 and the remaining \$264,000 going into FY2014. The original \$331,000 of local County money was increased to \$361,000. The total project goes from \$294,000 to \$655,000.

| Control Number | F100040 | F100040 | |
|---------------------|---------------------------------|-------------------------|-------------------------|
| Project Name | CR 7500 | CR 7500 | |
| | Existing Project Details | Revised Project Details | |
| Project Year | FY2013 | FY2013 | FY2014 |
| Project Description | Road Repair | Design & Right-of- | Resurfacing |
| | | Way | |
| Project Termini | MP 0 to MP 6.0 | MP 0 to MP 7.2 | MP 0 to MP 7.2 |
| Project Cost | \$294,000 | \$30,000 (federal) | \$264,000 (federal) and |
| | | | \$361,000 (local) |
| Funding Source | Federal Earmark | Federal Earmark | Federal Earmark & Local |
| Total Project Cost | \$294,000 | \$655,000 | |

The second San Juan County project is for CR 7950 (Chaco Canyon Road). Mr. Delmagori explained that the project description was changed and the fiscal year was moved and also split from FY2011 and FY2012 to FY2013 and FY2014. The remaining Federal High Priority Project (HPP) funding of \$385,161 that the County has is being split with \$160,000 going into FY2013 and \$225,161 in FY2014. Along with the required local match, the County is adding an additional \$426,549. The total project cost changes from \$385,161 to \$908,000.

| Control Number | L5076 | L5076 | |
|---------------------|---------------------------------|-------------------------|--------------------------|
| Project Name | CR 7950 | CR 7950 | |
| | Existing Project Details | Revised Project Details | |
| Project Year | FY2011 & FY2012 | FY2013 | FY2014 |
| Project Description | Perform EA, Design & | Environmental | Resurfacing |
| | Construction | Document, Design & | |
| | | Right-of-Way | |
| Project Termini | MP 4.38 to MP 12.59 | MP 4.38 to MP 12.59 | MP 4.38 to MP 12.59 |
| Project Cost | \$385,161 (remaining | \$160,000 (federal) & | \$225,161 (federal); |
| | funding) | \$40,000 (local match) | \$56,290 (local match); |
| | | | \$426,549 (addt'l local) |
| Funding Source | Federal High Priority | Federal High Priority | Federal High Priority |
| | Project | Project & Local | Project & Local |
| Total Project Cost | \$385,161 | \$908,000 | |

Ms. Westerling and Mr. Hathaway both noted that there are numerous ongoing issues with this project as it is located in an archeological site area.

Mr. Ellsworth opened the public hearing on Amendment #6 to the FY2012-FY2017 Transportation Improvement Program and Amendment #4 to the FY 2013-FY2018 TIP. No public comments on the Amendments were received. Mr. Ellsworth closed the public hearing on Amendment #6 to the FY2012-FY2017 Transportation Improvement Program and Amendment #4 to the FY 2013-FY2018 TIP.

ACTION: Ms. Lopez moved to recommend approval of Amendment #6 to the FY2012-2017 TIP and Amendment #4 to the FY2013-2018 TIP. Ms. Westerling seconded the motion. The motion was passed unanimously.

4. <u>CONSIDER RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY2013</u> UNIFIED PLANNING WORK PROGRAM (UPWP)

Subject: FY2013 UPWP Amendment **Prepared by:** Joe Delmagori, MPO Planner

Date: October 16, 2012

BACKGROUND or PREVIOUS WORK

- One of the recommendations from the FHWA review of the MPO was the development of a Title VI Plan.
- This activity will need to be added into the FY2013 Unified Planning Work Program (UPWP).

CURRENT WORK

- Title VI ensures that no person will excluded from participating in any program that receives federal funding.
- A Title VI plan outlines the various elements that the MPO will need to do to ensure compliance with Title VI.
- The NMDOT Title VI Coordinator will provide guidance and assistance as the MPO develops its Title VI plan.
- This activity will be placed under the General Development and Comprehensive Planning section of the UPWP.
- Staff expects to start this activity in January 2013.

RECOMMENDATION

It is recommended that the Technical Committee recommend approval of the FY2013 UPWP amendment.

DISCUSSION: Mr. Delmagori reported that during the Federal Highway Administration (FHWA) review of the MPO, they identified and made recommendations for the MPO to take action on developing a Title VI plan. In preparation for that plan, the Unified Planning Work Program (UPWP) needs to be modified.

Mr. Delmagori noted that on page five of the Agenda there is a general description of Title VI along with a list of some activities and work products that were identified. Mr. Delmagori said that work on the Title VI plan will begin early next year after the final FHWA review report has been received and the official details of what is needed are known. Additionally, at the MPO Quarterly Meeting held in September, the NMDOT Title VI Coordinator said he would prepare a boilerplate that all the MPOs could use to develop their Title VI programs. Mr. Delmagori expects work on the plan to take several months and is targeting the April 2013 Committee meetings to seek approval of the final plan.

ACTION: Ms. Lopez moved to recommend approval of the FY2013 UPWP amendment. Ms. Westerling seconded the motion. The motion was passed unanimously.

5. <u>CONSIDER RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY2013 UPWP</u> BUDGET

Subject: FY2013 UPWP Budget Amendment

Prepared by: Joe Delmagori, MPO Planner

Date: October 16, 2012

BACKGROUND or PREVIOUS WORK

- The MPO prepared its FY2013 Budget based on initial funding estimates from NMDOT for FHWA PL and FTA 5303.
- Work Authorizations were received by the MPO in August and September with official amounts for PL and 5303 funding.
- The MPO received approval to carryover federal PL funds from FY2012 to FY2013.

CURRENT WORK

- The MPO is receiving a base amount of \$167,121 in federal PL funding, down from the estimated \$177,801 from back in April.
- The \$10,680 in PL for the traffic counts remains the same.
- The MPO will have \$106,339 in FY2012 federal PL carryover.
- The MPO is receiving a base amount of \$35,356 in federal FTA 5303 funding, up from the estimated \$35,275 from back in April.
- Overall, the MPO budget will increase by \$50,506.
- Due to the federal funding, the local entity contributions will drop from an estimated \$102,494 to \$57,260.

RECOMMENDATION

 It is recommended that the Technical Committee recommend approval of the amendment to the FY2013 UPWP Budget.

DISCUSSION: Mr. Delmagori explained that during the March and April months each year the UPWP and budget are prepared for the forthcoming fiscal year using initial funding estimates received from the Planning Division and Transit Bureau of NMDOT. The official work authorizations are then received later in the summer. The work authorizations this year were received later than in previous years, so this budget amendment is being requested later than normal.

Mr. Delmagori explained the table on page seven of the Agenda. The actual authorized dollar amounts for FY2013 were:

| FHWA PL - Federal Share | \$167,121 |
|--|-----------|
| FHWA PL Traffic Counts - Federal Share | \$10,680 |
| FTA 5303 - Federal Share | \$35,356 |
| Overall Budget (includes required local match) | \$326,251 |
| Federal Share of MPO Budget | \$213,157 |
| Approved Carryover from FY2012 | \$106,339 |
| New MPO Grand Budget (includes required local match) | \$376,756 |

Ms. Westerling asked if this meant the MPO did not need any additional monies. Mr. Delmagori said that was correct, that with a significant boost in federal money, the additional local money should not be needed. The MPO expenditures should be covered with the federal funds. Mr. Delmagori stated that the additional monies would be distributed to different MPO line item expenses. Mr. Ellsworth asked if the local entity share had subsequently decreased. Mr. Delmagori said it had because the additional local funding amounts had been reduced.

ACTION: Ms. Lopez moved to recommend approval of the amendment to the FY2013 UPWP Budget. Ms. Moojen seconded the motion. The motion was passed unanimously.

6. RECEIVE A REPORT FROM NMDOT

Mr. Delmagori gave a brief report for Mr. David Quintana who was unable to attend the meeting.

- NM 516 - paving of the turning bays along NM 516 will be redone to level the turning lanes with the traffic lanes. NMDOT plans to complete this work before winter.

Mr. Huber had brought up this issue at a previous meeting and said there were concerns with water pooling and then freezing in those turning lanes during the winter. Mr.

Delmagori had asked Mr. Quintana if this repaving would be done for every turn lane along the entire stretch of NM 516 that was repaved this summer, but Mr. Quintana had not responded to that question at the time of the meeting.

- Corridor Study for NM 371 - a consultant has been selected for a study along this roadway from I-40 up to Farmington. No further details were provided.

Mr. Delmagori had notified NMDOT that both San Juan County and the City of Farmington want to participate in this discussion. The intersection and possible traffic signal at NM 371 and N36 are part of this study.

- US 64 Phase IV - the US 64 project will continue with two segments west of current work in Bloomfield (approximately three miles west of Bloomfield). Final design kick-off meeting for this Phase is scheduled for October 26.

Mr. Delmagori had asked Mr. Quintana where and when this kick-off meeting was to be held, but that information was not available prior to the meeting. Mr. Delmagori said he believed San Juan County would have interest in participating and would pass on any information he received.

Ms. Maggie Ryan said she would be meeting with MPO Staff following the Technical Committee Meeting to discuss PL funding in preparation for the meeting in Albuquerque on October 26 to discuss the formulas for distribution of PL funds state-wide.

Ms. Ryan noted that guidance for the new Transportation Alternative of MAP-21 came out earlier this week. NMDOT is working to understand how they will implement this going forward. Mr. Delmagori said that the NMDOT Planning Division had asked the MPOs to submit any questions they had on MAP-21. Ms. Ryan said that Mike Sandoval, Chief of the Traffic Safety Bureau and Director of Planning, will be discussing these with other NMDOT departments and will then provide responses to and address all the concerns.

ACTION: The report was received.

7. RECEIVE A REPORT ON THE MAP-21 WEBSITE AS PROVIDED BY FHWA

Subject: FHWA MAP-21 Website
Prepared by: Joe Delmagori, MPO Planner

Date: October 16, 2012

BACKGROUND

- MAP-21 went into effect on October 1, 2012.
- MAP-21 is a two year bill that provides \$109 billion in FY2013 and FY2014.
- The core programs are retained.
- The principal requirements of MPOs are maintained while the most significant

- new requirement is incorporating performance measures into the planning process.
- FHWA has developed a MAP-21 website that highlights the bill and provides information on funding levels.

CURRENT WORK

- The FHWA MAP-21 website -- http://www.fhwa.dot.gov/map21 -- includes summaries, fact sheets, and presentations for the funding programs and sections of the bill.
- FHWA has issued guidance on various sections of MAP-21.
- A question and answer section is available based on MAP-21 categories.

RECOMMENDATION

It is recommended that the Technical Committee receive a report on the MAP-21 website as provided by FHWA.

DISCUSSION: Mr. Delmagori and Mr. Wakan demonstrated the navigation of the new FHWA website on MAP-21 along with various tabs and links.

Questions & Answers

This tab provides a comprehensive list of questions and answers by topic or program area such as funding, infrastructure, environmental planning, operations, etc. Mr. Delmagori noted that a specific topic can be referenced followed by five to ten questions relating to that topic.

Fact Sheets

This tab contains PDF files which are summary sheets of the various programs, and their respective changes under MAP-21. These files can be downloaded and saved for future reference. Some of the programs include the National Highway Performance Program (NHPP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP) and the Surface Transportation Program (STP). This section will be a good resource and reference to review changes from SAFETEA-LU to MAP 21.

Presentations

This tab shows recent presentations by topic or program area that have been given over the past several months.

Transportation Alternative Program

This explains how the Transportation Enhancements, Safe Routes to School, and the Recreational Trails programs under SAFETEA-LU have all been merged under MAP-21 into the Transportation Alternatives Program. It discusses funding levels, criteria, and eligibility requirements. Mr. Delmagori stated that one of the slides in this category referred to a "competitive process" and this was a question Staff had posed to NMDOT to define what that process would be. The slide says that states and MPOs shall develop a competitive process to allow that eligible entity to submit a project for funding. What this process will entail needs to be defined. Ms. Westerling noted that this competitive process was perhaps

just discussing and reaching agreement. Mr. Delmagori said this had been done in the past with the TIP process and it had worked well.

Another presentation in this section provides a good overview of MAP-21. It details more of the performance measures and targets and requiring MPOs to be more accountable for what they are working to achieve.

Another slide showed what the funding categories were under SAFETEA-LU and what they have been changed to with MAP-21.

Legislation & Funding Tables

This provides a link to the overall bill. The Funding Tables is a snapshot of the funding going to each program for the two fiscal years of the bill.

Webinars

This will provide links to FHWA webinars to discuss program areas and other aspects of the bill.

Guidance

This provides in-depth information on the various funding programs. Mr. Delmagori said that one of the bullets in this section discusses the performance measures and targets. It says that beginning with October 1, 2012, the USDOT has 18 months to develop their targets, the state DOTs will have a year after this in which to develop their measures and targets, and then the MPOs have six months to have something in place. Mr. Delmagori noted that this is roughly three years before FMPO would officially be required to have their measures spelled out.

Mr. Delmagori said the MPO will begin this process with the Metropolitan Transportation Plan update in the fall of 2013 and, if possible, will get it into the TIP update cycle next year as well.

The website address is http://www.fhwa.dot.gov/map21.

ACTION: The report was received.

8. <u>RECEIVE A REPORT ON THE REVISIONS TO THE BOUNDARIES FOR THE TRAFFIC</u> ANALYSIS ZONES USED IN THE REGIONAL TRAFFIC MODEL

Subject: Traffic Analysis Zone (TAZs) Realignments
Prepared by: Duane Wakan, MPO Associate Planner

Date: October, 16th 2012

TRAFFIC ANALYSIS ZONES UPDATE

 Traffic Analysis Zones (TAZs) are used in the regional traffic model to project traffic volumes using an array of variables.

- Traffic Analysis Zones Alignments were last updated by a consultant in 2004.
- Staff has been working with GIS and aerial mapping technology to perform realignment iterations using 2010 Census Blocks as the base map.
- A new 2010 data baseline was created to collect and aggregate Census Data, County GIS address points, local school enrollment numbers & local expertise.
- Staff met with land-use planners from the four local entities to gather recommendations and insight to assist with realignment options.

CURRENT WORK

- Staff is working on the final TAZ realignment structure based on local input and recommendations from the four local entities.
- Based on the final alignments, staff will perform population and employment data aggregation and TAZ assignments using GIS technology.
- Staff will calculate population & employment projections for 2020 (mid-year) and 2035 (long-range) for each TAZ.

RECOMMENDATION

 It is recommended that the Technical Committee receive a report on revisions to the boundaries for the Traffic Analysis Zones used in the regional traffic model.

DISCUSSION: Mr. Wakan reported that Staff has been working to reconfigure the Traffic Analysis Zones (TAZs) and he reviewed what has been completed to date.

The last TAZ snapshot was completed in 2004 by an outside consultant. Mr. Wakan stated that with the release of the 2010 Census data, Staff wanted to create a new baseline and reconfigure and realign the TAZs to create a more accurate model. Staff has been working with GIS technology to analyze street networks and then has overlaid Census data onto those networks. The local planning staffs have provided their expertise on where they see growth in their communities and where future road projects are anticipated.

Mr. Wakan commented that Staff wants to keep the model current and updated and has the skill set and technology to do that in-house. This will allow Staff to create more accurate TAZs with the available Census geography and population numbers that can be downloaded and inserted within a TAZ boundary.

Mr. Wakan explained that each census block contains data. Staff is taking the data from these census blocks and consolidating the census blocks to create a TAZ boundary. Some of the data included in the blocks are population, number of housing units, employment numbers, and school enrollment if in that TAZ boundary.

Mr. Wakan highlighted some of the potential boundary changes. The proposed new East Arterial route in Aztec will provide relief to their Main Street (US 550). Staff has identified realignments of some TAZs to correspond to this arterial road.

In Bloomfield, there are plans to develop 60 acres south of Bloomfield along the river for mixed use. Bloomfield planning staff and MPO Staff are looking at reconfiguring the TAZ boundaries there to better align with this project.

Mr. Wakan also showed a TAZ bordered by US 64 and Browning Pkwy that incorporates both a subdivision and an industrial park. This TAZ will be reconfigured to better align with surrounding land use. Mr. Delmagori noted that this in the Wildflower subdivision. All residential traffic is being channeled one direction to Browning Parkway and the industrial traffic is being channeled to US 64.

Ms. Westerling commented that she did not oppose modifying a TAZ for current conditions, but expressed concern for modifying a TAZ for future conditions that might take years to achieve. She asked how the model would be impacted by including a road that might exist in ten years, but does not currently exist. She also questioned if roads that have no connections yet could give fictitious trips in a direction to where the road does not exist. She believed the information should be modified once there was actual development and not when development was simply being planned. Ms. Holton commented that the best available knowledge and information is what is used for the model, but adjustments could be made as future developments occur. Ms. Westerling agreed and added that a proposed 600-unit housing development is not 600 houses today, but only a dream and it might never be built. This would impact the reliability of the model.

In response to these questions, Mr. Delmagori detailed that there would be three different networks that should address this issue. The networks will include the base year of 2010, a mid-year of 2020, and then the final year of 2035. The base year would not show the proposed future development and roads. The years of 2020 and 2035 would include the development as well as connectors for the roadways yet to be constructed.

Mr. Wakan said that a final version of the model should be available by the December 20 Technical Committee meeting. After the changes are approved by the Policy Committee in January 2013, Staff will contract with the VISUM consultant to calibrate and validate the model. This map will soon be available on the website and will allow a user to click on a TAZ structure and all the collected data will be displayed. Mr. Wakan stated that the population projections have not yet been completed, but will be entered once the final version has been approved.

ACTION: The report was received.

9. RECEIVE A SUMMARY OF THE STUDENT ARRIVAL COUNTS CONDUCTED FOR THE PARTICIPATING SCHOOL IN THE SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

Subject: Student Arrival Counts

Prepared by: Duane Wakan, MPO Associate Planner

Date: October 16, 2012

BACKGROUND

- In the spring and fall, student arrival counts are taken at the schools participating in the Safe Routes to School (SRTS) program.
- Volunteers count students as they arrive by vehicle, by bus, or if they walk or bike to school.
- The count process began in Fall 2008 and Spring 2009.
- The MPO has taken on the evaluation element of the SRTS program.

CURRENT WORK

- Fall 2012 counts were taken in September and October at Apache, Ladera, McKinley, and Mesa Verde.
- Yearly data now enables staff to evaluate and compare the number of students walking and biking to school.
- Ladera tends to have a high number of walkers although the number has dropped this school year.
- Mesa Verde and Apache have a similar number of walkers but the number of walkers is the lowest of the participating schools.
- In previous years, McKinley has had the highest number of walkers but recently has seen that number decrease.

RECOMMENDATION

 It is recommended that the Technical Committee receive a report on the student arrival counts for the Safe Routes to School (SRTS) program.

DISCUSSION: Mr. Wakan explained that student arrival counts are taken in the spring and fall of each school year. Staff has tabulated the data collected from the fall 2012 count of the four participating elementary schools: Apache, Ladera, McKinley, and Mesa Verde.

Pages 11 and 12 of the Agenda show the compiled information from these recent counts. Mr. Wakan noted that the number of students walking to school has hit a standstill at Ladera and McKinley which are the two schools with typically the highest percentage of walkers.

Mr. Wakan stated that a new Safe Routes to School Coordinator, Ms. Anngela Wakan, has been hired and it is hoped she will generate renewed enthusiasm at the schools and increase the community outreach and public awareness of SRTS. Ms. Westerling suggested contacting the PTA groups in addition to the school principals and in this way you can directly reach the parents. Ms. Delmagori said there had been efforts made in the past to create more interest, but hoped the new Coordinator would be able to establish new contacts and grow the program. Mr. Wakan noted that the Coordinator had also asked about taking counts in the afternoons to be able to note the differences between those walking to school in the morning and those walking home after school.

Ms. Holton asked if Staff could pinpoint a reason for the high number of students being driven to several of the schools while Ladera showed that 18% of students walked or biked to school. Mr. Delmagori said the major issue is site location. He noted that Ladera is a

neighborhood school with residential housing all around, which creates a safer environment for students to walk. On the other hand, schools like Apache and Mesa Verde are located on arterial streets. Ms. Westerling commented that the installation of 5' sidewalks along Apache Avenue from Auburn to Apache Elementary should help out the students at this school.

Ms. Moojen commented that in Aztec as much as one-third of the housing is separated from the schools by two major state highways. After the recent death of a child along Main Street, many residents are fearful of letting their children walk to school. Ms. Westerling suggested a walkway that would allow pedestrians to go up and over the roadway. Ms. Holton stated that the school districts need to be involved in identifying ideas that could help solve some of the issues. Mr. Wakan added that the walking school bus can be a good idea to get children walking by having a parent or other adult volunteer lead a group of students to school.

ACTION: The report was received.

10. INFORMATION ITEMS

Subject: Information Items

Prepared by: Duane Wakan, MPO Associate Planner

Date: October 17, 2012

INFORMATION ITEMS

- a. Complete Streets. The MPO will be facilitating the Complete Streets Advisory Group meeting on October 23rd 2012 to be held at the MPO office. As the first of a series of meetings, staff and the advisory group will work to develop a resolution that would indicate local and regional support for Complete Streets.
- **b.** Traffic Counts. Traffic counts are currently being conducted throughout the MPO planning area. Local Public Works directors were alerted to the scheduled counts and their locations.
- c. Statewide meeting on the PL distribution formula. Statewide MPO Staff and NMDOT Planning will be convening October 26th 2012 in Albuquerque to discuss a new PL distribution formula. The formula will be revised due to final 2010 Census population figures for the MPOs and the new Los Lunas urbanized area, which will become part of MRCOG.
- **d.** Transit Data Collection activities. MPO Interns completed data collection activities including gathering on-board counts, passenger counts and a transit survey for the months of June October. Staff is now evaluating and summarizing the data.

e. Other.

DISCUSSION: Mr. Delmagori reported that approximately 15 people attended the Complete Streets Advisory Group kick-off meeting held on October 23. Staff gave a brief overview of Complete Street and explained the need, purpose, and benefits of Complete Streets. The MPO Work Plan was reviewed, but after group discussion it was decided that more education was needed for the entire community before moving ahead with the resolution, policy, and design guidelines.

The Advisory Group meeting concluded with a brainstorming session on what the MPO resolution would look like using some resolution examples from other cities. Members were asked to point out statements and concepts from these that they thought should be incorporated into the MPO resolution. Good feedback was received by several members of the advisory group.

Ms. Lopez suggested that connectivity also be included in a final resolution. Mr. Delmagori agreed that this was important and was something that had already been identified by Staff. Ms. Westerling added that more connectivity actually equates to fewer cars in a single area. Ms. Ryan commented that MRCOG has been conducting an analysis of the true intersections in Albuquerque which is the measure of true connectivity. They have been graphing congestion levels in the different areas which have shown that an area with 200 connections has almost no congestion issues compared to an area with only 70 connections that experiences severe congestion. The group discussed cul-de-sacs and how although those might be the most desired housing location, a grid pattern provides for more connectivity and reduced congestion and travel times. At a recent statewide NMDOT meeting, Ms. Ryan mentioned the work FMPO is beginning on Complete Streets and there was support for the efforts from all entities.

Ms. Holton said MPO and City planning staff will begin their Complete Streets presentations to the community on November 14 with the San Juan County Homebuilders Association. Another meeting is also planned for the City of Farmington's Planning & Zoning Commission meeting in December. Advisory Group members were asked to think of other organizations in their community that would be interested in learning about Complete Streets. Ms. Holton said presentations would also be made to all the councils and commissions in the coming months. Ms. Westerling suggested also speaking to the NSPE group to reach the engineers. The group discussed ideas for tweaking the presentation for the specific audience by emphasizing costs, highlighting connectivity, and simply adding more appropriate details.

Mr. Delmagori asked if there were other organizations where presentations should be made. Ms. Westerling recommended the realtors group and highlighting the tie to economic development that Complete Streets can provide. Ms. Moojen suggested considering the visitors bureau and San Juan Economic Development Services. It was also recommended to look at speaking on the radio programs hosted by Scott Michlin and Theresa McBee and, perhaps, an article for the Mr. Know-It-All column in the Tri-City Tribune.

Mr. Wakan stated that the underserved community needs to be remembered and engaged in these presentations to understand how Complete Streets could improve their neighborhoods. Ms. Westerling suggested an evening presentation at Sycamore Park Community Center or the Indian centers.

Mr. Delmagori reported that Staff had submitted an application to the National Smart Growth Coalition for a free Complete Streets presentation. Ms. Westerling asked if there was Complete Streets funding the MPO should be going after. Mr. Delmagori said there might be some grants available and all the programs through MAP-21 would be applicable to Complete Streets. Ms. Moojen thought the APA through their C-PAT program would have funding for planning assistance for a Complete Streets workshop.

Mr. Wakan said that the traffic counts were completed on October 24 and TRA has provided the preliminary data. Once Staff has reviewed the data it will be submitted to NMDOT and later published on the website.

Mr. Wakan and Mr. Delmagori will travel to Albuquerque on October 26 to participate in a statewide meeting of MPO Staff and the NMDOT Planning Division to discuss a new PL distribution formula. The formula will be revised due to final 2010 Census population figures for the MPOs and the new Los Lunas urbanized area, which will become part of MRCOG. Staff has developed some projected budget numbers that FMPO would need going forward.

The MPO Interns have completed their data collection activities which including gathering on-board counts, passenger counts and a transit survey for the months of June - October. Staff is now evaluating and summarizing the data and should have information available at the next Technical Committee meeting.

11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Hathaway asked if the City of Farmington had discussed how and if the new Tibbetts Junior High School might impact traffic on Pinon Hills Blvd. Ms. Westerling stated that a TIA had been completed. She noted that there will be no sidewalks constructed along this roadway and students will not be allowed to walk to this school.

Ms. Holton commented that the re-construction of Farmington High School will be done in place. Ms. Lopez said there has been talk of building a third high school.

Mr. Delmagori noted that the November Policy and Technical Committee meetings are each moved up one week due to the Thanksgiving holiday. The Policy Committee meeting will be held on November 8 and the Technical Committee meeting on November 15.

Mr. Delmagori also told the Committee that the November 8 Policy Committee meeting will be Dr. Henderson's last meeting on the Committee as his term with San Juan County expires at the end of 2012. Mr. Delmagori invited everyone to attend this meeting to thank Dr. Henderson for his time and service.

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

12. BUSINESS FROM THE FLOOR

There was no additional business from the floor.

Ms. Lopez moved to adjourn the meeting. Mr. Hathaway seconded the motion. Mr. Ellsworth adjourned the meeting at 11:12 a.m.

June Markle, MPO Administrative Aide

13. ADJOURNMENT

Brad Ellsworth, Vice Chair