

**MINUTES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE MEETING**  
**January 12, 2022**

Technical Members Present: Beth Escobar, City of Farmington  
Javier Martinez, NMDOT District 5  
Andrew Montoya, Red Apple Transit  
Nick Porell, San Juan County  
Lisa Hale-BlueEyes, San Juan County  
Steven Saavedra, City of Aztec

Technical Members Absent: Dan Flack, Town of Kirtland  
Jason Thomas, City of Bloomfield  
Virginia King, City of Farmington

Staff Present: Peter Koepfel, MPO Officer  
Kathryn Leys, MPO Associate Planner

Staff Absent: None

Others Present: Rosa Kozub, Planning Liaison, NMDOT

**1. CALL TO ORDER**

Chair Porell called the meeting to order at 10:02.

**2. APPROVE THE MINUTES FROM THE DECEMBER 8, 2021 TECHNICAL COMMITTEE MEETING**

Ms. Escobar moved to approve the minutes from the November 8, 2021 Technical Committee meeting. Chair Porell seconded the motion. The motion to approve the minutes passed unopposed.

**3. ANNUAL ELECTION OF OFFICERS**

<b>Subject:</b>	Annual Election of Officers
<b>Prepared by:</b>	Peter Koepfel, MPO Officer
<b>Date:</b>	January 12, 2022

**BACKGROUND**

- As outlined in the MPO Committee Bylaws, the annual Election of Officers occurs every year.

- Each January, 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.
- Nick Porell has been serving as the current Technical Committee Chair; Jason Thomas has been serving as the current Vice Chair.

**ELECTION**

- Elections are to take place to select a Technical Committee Chair and Vice-Chair for 2022.

**RECOMMENDATION**

- It is recommended that the Technical Committee accept nominations and vote to elect the Chair and Vice-Chair for 2022.

**DISCUSSION:**

Mr. Koepfel stated that the current FMPO Technical Committee Chair is Nick Porell. The current FMPO Technical Committee Vice Chair is Beth Escobar. He also noted that Ms. Escobar is leaving us for retirement this year.

**Nominations for Chair:** Ms. Escobar nominated Nick Porell; Mr. Martinez seconded that nomination. No other members were nominated. There was no opposition to Chair Porell retaining the position of Chair of the FMPO Technical Committee.

**Nominations for Vice Chair:** Mr. Porell nominated Steven Saavedra for Vice Chair. Mr. Saavedra said he would be willing to take on the role of Vice Chair. He was unaware that Ms. Escobar will be retiring and he felt inclined to continue with Ms. Escobar as Vice Chair. Upon hearing Ms. Escobar's news he accepted the nomination. Mr. Escobar seconded the nomination of Mr. Saavedra for Vice Chair. There was no opposition to Mr. Saavedra being named Vice Chair of the FMPO Technical Committee.

**4. NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM (PM 1)**

<b>Subject:</b>	National Performance Management Measures for Highway Safety Improvement Program (PM 1)
<b>Prepared by:</b>	Peter Koepfel, MPO Officer
<b>Date:</b>	January 12, 2022

**BACKGROUND**

- 23 CFR §490 Subpart B – *National Performance Management Measures for Highway Safety Improvement Program (see attached)*.
- The FHWA requires that MPOs establish targets for five (5) safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target.
- The five Performance Measures to be considered are: 1) Number of Fatalities, 2) Number of Serious Injuries, 3) Fatalities per 100 Million VMT (Vehicle Miles Traveled) or Fatality Rate, 4) Serious Injuries per 100 Million VMT (Vehicle Miles Traveled) or serious injury rate, and, 5) Number of Non-Motorized Fatalities and Non-Motorized Fatalities and Serious Injuries.
- The first three targets are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).
- MPOs may either: Agree to support State targets **OR** Establish specific numeric targets for a safety performance measure (number or rate).
- Reporting is done on an annual basis, leaving the choice to adopt State standards vs. establish MPO specific targets up to the MPO Policy Committee each year.

#### **CURRENT ISSUES & RECOMMENDATIONS**

- This item is being presented to both committees in November for their information. It will be brought back to both the Technical and Policy Committees in January for their recommendation/approval.
- Staff recommends that the state targets be adopted for 2022.
- FMPO Policy Committee action is due no later than February 28, 2022.

#### **APPLICABLE CITATIONS**

Requirement for MPOs to establish performance targets for Federal-aid highway measures and public transportation established by USDOT.

- 23 USC 134(h)(2)
- 49 USC 5303(h)(2)
- 49 USC 5304(d)(2)

Requirements to include discussion in the metropolitan and statewide improvement program as to how the planned program will achieve State/MPO targets:

- 23 USC 134(j)(2)(D)
- 23 USC 135(g)(4)
- 49 USC 5303(j)(2)(D)
- 49 USC 5304(g)(4)

#### **DISCUSSION:**

Mr. Koepfel gave a brief overview of the yearly requirement to review the safety performance measures from the FAST Act, now the Infrastructure Investment and Jobs Act (IIJA). He began by giving a short background of what the performance measures are. Beginning with MAP-21 and continuing into the FAST Act and the IIJA, national goals areas were established for MPO's and state DOT's to set targets for. Today he spoke about the Safety Performance Measure. Performance Measures are supposed to work together to improve accessibility and mobility.

Mr. Koepfel went on to explain that in Congress, the transportation bills identify national goal areas and the DOT establishes performance measures. States then set performance targets, followed by MPO's. Then the plans must describe how those targets will be achieved. As the MPO for the region, FMPO is charged with developing a performance-based long-range transportation plan, as well as a Transportation Improvement Program (TIP), which follow performance standards.

Mr. Koepfel stated that the performance measure revisited today is safety. The annual goal is to reduce fatalities and serious injuries on all public roads. He noted that this is a little different from other Performance Measures which only refer to the federal highway network. The measures the MPO has to set targets for is the number and rate of fatalities and serious injuries and the number of non-motorized fatalities and serious injuries. In the FMPO region, fatalities have been trending up, where as serious injuries have been trending down, and non-motorized fatalities and serious-injuries remain relatively stable.

Mr. Koepfel identified the state targets, which were displayed in his presentation. He noted that the MPO has 180 days to set MPO targets. The options are to set specific targets in the MPO area or agree to state targets. Typically FMPO has agreed to support the state targets, as smaller MPO tend to do.

Lastly, Mr. Koepfel stated that staff recommend that the technical committee recommend approval of support the state targets in 2022 for the Safety Performance Measure.

Ms. Escobar asked a question about what happens after the Performance Measures are adopted and what actions do we take to meet these goals.

Mr. Koepfel responded by stating that, in theory, planning and programming should work to achieved these targets. The problem is that, under no fault of the state DOT, targets are set annually but TIP plans for 4 to 5 years in the future. The projects that are being programmed are for 2025, but the targets are being set for 2022. This is the best measure we have now to improve traffic safety through investments.

Char Porell commented that it seems like a cursory effort we do annually. In the absence of an in-depth study where we developed our own targets, which would be would need to be data driven, we should accept the targets set by the DOT, which the MPO has almost always adopted.

Chair Porell did add that the MPO is in the process of developing a local road safety plan and that the MPO should keep these targets in mind when identifying initiatives to be included in the plan. Chari Porell suggested that that is how we should use these targets and that the Local Road Safety Plan document should be used when choosing projects for the TIP.

Peter added that every state does this differently. Some states set it as 0, but is for it to be aspirational. NMDOT bases it off of trend which is more realistic. But like Chair Porell commented using it for our Local Road Safety Plan is more useful way at looking at our weak spots and trying to address those through safety projects in a more effective way at improving safety in the MPO. Chair Porell added that the Local Road

Safety Plan does have a goal of zero in mind, but it also realizes the reality that it's not necessarily possible.

Mr. Koeppel continued by adding that 1 year targets can be problematic and short, medium and long term goals might work better. We're not going to get to 0 today, but it is a long-term viable goal.

Mr. Saavedra asked how the law enforcement side fits into some of the safety targets. His reason for this question is that over the past few year, due to pandemic, there have been reports of more speeding and reckless driving and enforcement has been at a lower level. Now there's an effort to increase patrol, but could that be skewing the numbers.

Mr. Koppel responded that behaviors and enforcement are an important part of these trends and this will most likely appear in our Local Road Safety Plan. Chair Porell added that he invited representatives from the Sheriffs and other law enforcement agencies. While no one was able to attend, he encouraged everyone to continue to talk to their law enforcement agencies to participate because, when pursuing grants, project with support from both transportation planners and law enforcement may score well.

Ms. Kozub added with a perspective of the DOT. The DOT Planning Department, which runs the Highway Safety Improvement Program shares the concerns that were addressed here. The short-term nature of the targets is very different from a projects longer timeline and that creates a lag between when the project is funded versus when the safety improvements show up in data. But safety targets are federally required and it's something we have to do. The methodology used by the state is the federally-endorsed measure of taking a 5-year average, but they try to make distinction between mathematical target and an actual goal, which is more aspirational. There is a draft of the Highway Safety Plan that is out for review, and in that plan the DOT is trying to move towards a Vision Zero style goal for the state. The plan uses 4 E approach, which is engineering, education, enforcement, EMS.

Ms. Escobar ask Ms. Kozub about any efforts NMDOT is taking in preparation of the legalization of cannabis. Ms. Kozub was not sure as this is more to do with the Traffic Safety Department, but offered to follow-up with that department if there was interest. Ms. Escobar responded that she can follow-up with them directly. Ms. Kozub listed Franklin Garcia and Frank Barella as good contacts within the department regarding the cannabis question.

With no further discussion, Chair Porell opened the public hearing; no comments were received; Chair Porell closed the public hearing.

**ACTION:** Ms. Escobar moved to recommend adoption of NMDOT's PM 1 Safety Targets for 2022 and approval of Policy Committee Resolution 2022-1. Mr. Saavedra seconded the motion. The motion passed with no opposition.

## **5. AIRPORT PLANNING - INFRASTRUCTURE INVESTMENT AND JOBS ACT**

**DISCUSSION:**

Ms. Escobar had requested the MPO briefly discuss their potential role in regard to any airport funding in the IIJA. Mr. Koeppel noted that MPO don't generally work with airport funding, but the question was whether the funds would come through the MPO.

Ms. Escobar clarified that the bills money will be funded through the FAA, not DOT, so there should need to be involvement from the MPO. She did comment that she did not see Aztec as an airport that could receive funding and wanted to share that information with Mr. Saavedra and the City of Aztec, but also thought this would not involve the MPO either.

**6. STATUS OF ENTITY PROJECTS**

<b>Subject:</b>	Status of Entity Projects
<b>Prepared by:</b>	MPO Staff & Technical Committee Members
<b>Date:</b>	January 12, 2022

BACKGROUND
<ul style="list-style-type: none"><li>▪ The STIP Protocols, finalized in early 2014, require that each MPO shall develop a process to monitor the progress and status of each project in the first two years of the TIP. These monthly reviews help correct inconsistencies in the TIP, STIP, the MPO's MTP, Agreement Request Forms (ARFs), etc. and provide for discussion among the members and NMDOT representatives.</li><li>▪ Listed below are current entity projects some of which are part of the FFY2022-2027 TIP.</li><li>▪ The Policy Committee approved the new FFY2022-2027 TIP on May 27, 2021, which became effective on October 1, 2021.</li></ul>

TRACKING INFORMATION	
Local Agreement Status (ARF) ROW Certification Design Completion 30 - 60 - 90% Environmental Certification Utilities Certification Railroad Certification Archeology Certification	ITS/Sys ENG Certification Public Involvement Certification

**ENTITY PROJECTS**

- Aztec
  - F100091 - East Aztec Arterial Phase II
  - F100410 - McWilliams Rd.
- Bloomfield
  - F100300 - East Blanco Bridge
- Farmington
  - F100099 - Foothills Drive Enhancement Phase II
  - F100100 - East Pinon Hills Blvd Extension Phase I
  - F100101 - East Pinon Hills Blvd Extension Phase II
  - F100132 - 20<sup>th</sup> Street Phase III
  - F100440 - Wildflower Parkway
  - F100390 - Foothills Drive Phase III
  - TF00001 - Red Apple Transit
- Kirtland
  - F100420 - CR 6405
  - F100430 - CR 6411
- San Juan County
  - F100021 - East Pinon Hills Blvd Extension Phase III
  - F100290 - CR 5500 Bridge Replacement
  - F100320 - Kirtland Schools Walk Path Extension
  - F100330 - Glade Run Recreation Area Trails Extension
  - F100360 - CR 3000 Bridge Replacement
  - F100370 - CR 3500 Bridge Replacement
  - F100380 - CR 6100 Pavement Rehab
- NMDOT
  - F100170 - NM 173 Safety Improvements
  - F100341 - US 550 Pavement Rehab
  - F100350 - NM 371/N36 (PE)
  - F100351 - NM 371/N36 (Const)

#### INFORMATION ITEM

- This is an information item only. Committee members will have an opportunity to provide any needed feedback/updates/details regarding the status of current projects.

#### DISCUSSION:

#### Aztec - Steven Saavedra

F10091 - East Aztec Arterial Phase III - As of this meeting, the City of Aztec is on a tentative schedule to get PS&E for the arterial in springtime, according to Wilson and Company, their consultants. They are preparing a RFP for construction with the assumption that the PS&E goes smoothly.

Mr. Saavedra gave a side note on the relocation of the City of Aztec's waterline for NMDOT project on 173 (F100170). That project is going out to bid within

the next week. They are hoping to meet all the deadlines and timelines so to not impact the DOT's and the County's work on their project.

Chair Porell added that the price of contracting is something to keep an eye on and that Mr. Saavedra may need to relook at their estimates. Mr. Saavedra noted overall costs have increased significantly, what would have been a 4% increase could be 8% or 10% increase in cost, but there are still so many unknowns. He also added the City of Aztec, if they can, are buying the product in advance and using them when they can, as a cost saving measure.

#### Bloomfield - Jason Thomas

Mr. Thomas was not in attendance.

#### Farmington - Beth Escobar

**F100099 - Foothills Drive Enhancement Phase II - Foothills Drive Enhancement Phase II** has been extended due to weather.

The status on all other projects remains the same from the last Technical Committee meeting.

#### Kirtland - Dan Flack

Mr. Flack was not in attendance.

#### San Juan County - Nick Porell

##### **F100021 - Pinon Hills Boulevard Extension Phase III**

Chair Porell asked DOT about House Bill 2, which sets aside \$147 million to six projects. Pinon Hills Boulevard in San Juan County was one of those projects, but it was not specified how much and for what. Mr. Martinez specified that the money in House Bill 2 will be divided based on the projects listed, so Pinon Hills will receive funding, but the exact detail are still unknown. Funding allocations for this is at the discretion of the Cabinet Secretary. He will pass along any further information when it becomes available.

**F100290 - CR 5500 Bridge Replacement** - The day before the meeting girders were set up as part of Phase II, completing the sub-structure for the entire project. The project going incredibly smoothly should be completed in May.

**F100320 - Kirtland School Walk Path Extension** - A bid was awarded to TRC Construction at the last commission meeting in December. The county is still waiting on the contract and preconstruction activities, including reaching out the DOT from a preconstruction meeting once all the preconstruction materials have been submitted by the contractor. The bid was considerably higher than the estimate. The project was estimated as \$635,000 for just the construction elements, not the construction engineering. The award was \$740,000, roughly 20% above estimate. That gap was filled in with local capital reserve money.



**F100330 - Glade Run Recreation Area Trails Extension** - This project was complete in December and can be removed from this list. The county is only working on the final billing and close-up process.

#### NMDOT - Javier Martinez

**F100170 - NM 173** - Project is in PS&E and is about to go out to bid. Construction is expected to begin sometime this summer.

**F100351 - US550 Pavement Rehab** - Pavement recommendation were received back from lab. The project will be a recycle in place project, using the existing pavement as a base with new asphalt applied on top. The estimate on this project probably doubled, DOT may seek additional funding or shorten the project. This will most likely result in another TIP amendment on this project.

**F100350 - NM 371/Navajo 36** - The plans are ready. Due to the rising costs of construction, the cost estimate did increase and the Navajo DOT may not have enough money for project. They put in a request to DOT for additional funding, that request is at the Secretary's level. Once the funding issues are resolved, the project will be ready to go to bid.

### 7. REPORTS FROM NMDOT

#### Planning Bureau - Rosa Kozub

Ms. Kozub had to leave early and was not in attendance for update. She updated MPO staff saying there were no updates from the Planning Bureau.

Chair Porell asked if Ms. Kozub had any luck in finding a new planner for the MPO. Mr. Koepfel was unaware of any progress on this.

#### District 5 - Javier Martinez

Mr. Martinez informed the MPO that the process for the Local Transportation Project Fund (TPF) will probably remain the same as last year, he will keep us updated. At the time of the meeting, it was estimated that each district should receive about \$4 million, compared to about \$20 last year.

Chair Porell brought up a suggestion made by Jason Thomas in our last discussion regarding the TPF. Mr. Thomas brought up the possibility of the MPO's entities collectively create a prioritization process. Chair Porell commented that obviously all the projects are important but it might be more effective to take a collective approach and make sure the funding is being utilized the most effectively. He suggested some kind of rotation of applications, for example this year The City of Aztec goes for funding while the other entities step back and leave TPF alone for that year. This warrants another discussion one more details are available.

## 10. COMMITTEE MEMBER DISCUSSION ITEMS

<b>Subject:</b>	Committee Member Discussion Items
<b>Date:</b>	January 13, 2021

### DISCUSSION ITEMS

There were no additional discussion items provided by Technical Committee members for inclusion on the Agenda.

3/15/21 -

## 8. INFORMATION ITEMS

- a. **Farmington MPO ITS Architecture Update** - The MPO is hosting a virtual stakeholder workshop to facilitate the update of the Regional ITS Architecture Plan.

The workshop will be held January 25<sup>th</sup> from 1:00pm to 4:00pm via GoToMeeting.

Feel free to share this information with anyone who may be interested in participating.

- b. **Local Road Safety Plan** - A kickoff meeting with local stakeholders, NMDOT, and FHWA was held on December 16<sup>th</sup>, 2021

- a. **Potential FMPO Bicycle/Pedestrian Plan update**

### DISCUSSION:

Ms. Leys informed the committee about the upcoming ITS Architecture Update Stakeholder Workshop. She shared information on how to connect to the meeting. This workshop will be the basis of the updated plan. The previous interviews were conducted to get an understanding of the current ITS Architecture, but this meeting will work to connect the project between communities and how they can work together regionally.

Mr. Koepfel recapped the December 16th Local Road Safety Plan meeting. NMDOT, FHWA and their consultants are working with the MPO to complete the plan. The first step was to analyze existing safety plans and data, to determine some safety trends and possibly emphasis areas, like bicycle and pedestrian safety, distracted driving etc. The ultimate goal is to have a list of plan or policies to implement in the region to improve safety. The MPO has no information from the consultants to share yet, but will bring any updates back to the committee.

Mr. Koeppel also introduced the MPO efforts to update the 201[8] Bicycle and Pedestrian Plan. Current document is very heavily based on design, however, the MPO would like to focus more on a prioritized network with clear steps on how to implement that, both between and within our communities. He then asked for any feedback on this update. Chair Porell wanted to expand plan to be more of a bicycle pedestrian, and recreation planning document. He also recommended to look at the 2019 plan to see what has been accomplished. He also agreed with Mr. Koeppel's suggestion to prioritize and rank projects within the plan. Chair Porell is forecasting a sizable amount of TAP funding available through the IJJA. He wants to ensure we have plans in place to back up applications. Ms. Escobar also stated her support for the update. She specifically requested to include standards for bike lanes throughout the region. There was no opposition to this suggestion plan update.

#### **9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF**

Chair Porell introduced Lisa Hale-BlueEyes as a new Technical Committee member for San Juan County. She was hired about a month ago, she had previously been with The City of Farmington.

Chair Porell also had a question for Mr. Koeppel. Now that June Markle has retired, is the MPO looking for someone to replace her? Mr. Koeppel's response was at the time of the meeting we are unsure. If the MPO does move forward with hiring another staff member, they are leaning more towards an additional planner, possibly a Bicycle/Pedestrian specific position.

#### **10. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA**

There was no public comment on any issues not on the agenda.

#### **11. ADJOURNMENT**

Ms. Escobar moved to adjourn the meeting. Chair Porell seconded the motion. The motion passed with no opposition. The meeting at 10:44 a.m.

  
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Nick Porell, Technical Committee Chair

  
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MPO Staff

