

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
February 23, 2017

Policy Members Present: Mayor Sally Burbridge (Alternate), City of Aztec
Dorothy Nobis (Alternate), City of Bloomfield
Nate Duckett, City of Farmington
Linda Rodgers, City of Farmington
Paul Brasher, NMDOT, District 5
Larry Hathaway (Alternate), San Juan County

Policy Members Absent: Sherri Sipe, City of Aztec
Curtis Lynch, City of Bloomfield
Mark Duncan, San Juan County

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

Staff Absent: None

Others Present: David Sypher, City of Farmington
Julie Baird, City of Farmington
Andrew Montoya, Red Apple Transit
Brian Degani, NMDOT Planning Liaison
Jessica Griffin, NMDOT, Statewide Planning
Bureau Chief
Rosa Kozub, NMDOT, Gov't. to Gov't. Unit
Supervisor
Teri Kennedy, Citizen

1. CALL TO ORDER

Councilor Duckett called the meeting to order at 1:30 p.m.

2. APPROVE THE MINUTES FROM THE JANUARY 26, 2017 POLICY COMMITTEE MEETING

Councilor Rodgers moved to approve the minutes from the January 26, 2017 Policy Committee meeting. Councilor Duckett seconded the motion. The motion was approved by a vote of 4 to 1 with 1 abstention.

3. TIP/STIP AMENDMENT DIRECTION/REQUESTS FROM NMDOT

Subject:	TIP/STIP Amendment Direction/Requests from NMDOT
Presented by:	Duane Wakan, MPO Planner
Date:	February 15, 2017

BACKGROUND

- NMDOT has directed/requested that Phase I and II of the Pinon Hills Bridge over the Animas River be removed from the FMPOs TIP.
- A letter from Anthony Lujan Deputy Secretary dated January 10, 2017 requested CMAQ funds be removed in FFY2017 from Phase II and that failure to do so would result in the TIP no longer being fiscally constrained.
- In addition, a letter from Secretary Tom Church stated conditional approval of the FMPOs TIP Amendments providing that Phases I and II demonstrate fiscal constraint.
- Phase I (\$4M) is currently programmed in FFY2018 while Phase II (\$22M) is programmed in FFY2019.
- It was determined that the matter needed to be vetted by the TC and PC.
- Financial plans that accompany the TIP, STIP, and metropolitan transportation plan must identify strategies for ensuring the availability of these new revenue sources in the years when they are needed for project development and implementation [see 23 CFR 450.216(m)].

TECHNICAL COMMITTEE DISCUSSIONS

- Letter signed by Anthony Lujan requesting the deletion of CMAQ funds from Phase II of the Pinon Hills Boulevard project.
- Letter signed by Secretary Tom Church requesting that the City of Farmington demonstrate fiscal constraint on Phases I and II of the Pinon Hills Bridge Projects.
- Correspondence between NMDOT and FMPO staff regarding the matters at hand.

BACKUP MATERIALS

- Letter signed by Anthony Lujan requesting the deletion of CMAQ funds from Phase II of the Pinon Hills Boulevard project.
- Letter signed by Donald R. Koski and J. Don Martinez requesting that the City of Farmington demonstrate fiscal constraint on Phases I and II of the Pinon Hills Bridge Projects.
- Correspondence between NMDOT and FMPO staff regarding the matters at hand.

ACTION

- This is an information item only.

DISCUSSION: Mr. Wakan explained that the intent of this agenda item was to explain NMDOT's position and their concerns that the FMPO TIP is not fiscally constrained. He described the request/direction received from NMDOT to remove Phase I and Phase II of the Pinon Hills Boulevard project from the TIP or to move them to the outer years of the TIP. Additionally, a letter from Deputy Director Anthony Lujan was received that requested the removal of the \$250,000 in CMAQ funds that were tied to Phase I.

Another letter from Secretary Tom Church was received that stated conditional approval to TIP Amendment 4 had been given provided the two phases of the project could demonstrate they were fiscally constrained. Phase I currently has \$4,000,000 programmed and Phase II has \$22,000,000 programmed in FY2019. Mr. Wakan explained that all projects in the first four years of the TIP (2016-2019) must be fiscally constrained while the outer two years (2020 and 2021) are planning years and projects are not required to be fiscally constrained. Mr. Wakan stated that financial plans that accompany the TIP, STIP, and metropolitan transportation plan must identify strategies for ensuring the availability of these new revenue sources in the years when they are needed for project development and implementation [see 23 CFR 450.216(m)].

Mayor Burbridge asked what was meant by fiscal constraint. Mr. Wakan explained that any project listed in the TIP must show where the funding is coming from and, if local funds are going to be used, they need to be identified by a bond, resolution, or other to show that the funds are actually available. Councilor Duckett referred to a meeting earlier that morning with NMDOT where it was shown how the TIP projects are logged into the TIP database and the section that denotes the type of funding for the project has to be more specific than just "local non-match" funds. He added that FHWA is requiring this of NMDOT as well.

Councilor Duckett recognized audience member, David Sypher, who had asked to speak. Mr. Sypher stated that the City of Farmington had complied with Mr. Lujan's request to remove the \$250,000 in CMAQ funding. Mr. Sypher added that NMDOT requested the removal of the Pinon Hills Boulevard project because they had asked for more information to determine fiscal constraint. However, NMDOT did not speak with the City of Farmington to request the changes. The MPO wrote a letter explaining that the TIP was fiscally constrained by the methodology that had always been used.

Mr. Sypher added that he spoke with the Albuquerque, Santa Fe, and Mesilla Valley MPOs who all said they had never been required to provide evidence of fiscal constraint except for the TIP. Mr. Sypher said it appeared that the City of Farmington was being singled out by being required to provide an additional level of financial responsibility. Additionally, the type of proof they wanted was never made known. Examples from FHWA showed that it was up to the discretion of the person requesting the information as to the level of detail required. Mr. Sypher noted that the Technical Committee had recommended approving the TIP as presented with Phases I and II remaining within the fiscally constrained years of the TIP and removing the CMAQ funding for Phase I.

Mr. Brasher responded that the City of Farmington was not being singled out and that other communities are required to show fiscal constraint. All must verify that they have the funding available by more than just their word. He asked if the City of Farmington had a problem showing what the source of the funding was or where the funds resided.

Mr. Sypher said he disagreed with this since in his conversations with the other MPOs, none have been required to provide this level of promise for funding. He asked if Mr. Brasher could provide the name of another MPO who had been requested to provide this level of detail.

Mr. Wakan commented that during an earlier meeting with NMDOT, a project by Santa Fe had identified "local bond funds" and those were specified in the STIP. Councilor Duckett asked if this reference pointed back to a specific bond and said he would like to see where this information can be found to ensure the level of scrutiny being focused on City of Farmington is equal across the board. Councilor Duckett thought the form needed to be updated so specific information about the funding would be included and that the fiscal constraint was apparent and could be vetted. Mr. Wakan said the MPO's TIP database has the same format at the STIP form and this information (bond number or other) could certainly be added to the MPO form. Councilor Duckett thought this was important in light of NMDOT's increased requirement for funding details.

Councilor Rodgers asked if the rules were being applied fairly. She stated that if the City of Farmington knows what was required, the information would be provided. Mr. Brasher responded that the rules are applied fairly. He thought there was likely more detail to the Santa Fe information noted above and said that with the City of Farmington they did not have that additional information. He asked again what the source of the funding was for the Pinon Hills Boulevard project.

Mr. Sypher said that at this point, the exact source of funds had not been identified. He added that in his conversations with the other MPOs they were not required to provide a resolution or a bond number or any additional information than what they provide on their TIP. Mr. Sypher stated that simply adding the word "bond" did not necessarily provide for any council commitment or evidence of fiscal constraint. He added that this was not what was implied in NMDOT's letter requesting assurances of fiscal constraint.

With no obvious resolution, Councilor Duckett closed the discussion on this agenda item. He said he understood the City of Farmington's request for consistency among the MPOs and their questions about why the scrutiny on this project. Mr. Wakan reiterated that the direction given to the MPO earlier today was that the Pinon Hills Boulevard projects need to be fiscally constrained or the entire TIP could be in jeopardy.

ACTION: The report was presented and discussed.

4. BRIDGE CONDITIONS IN FMPO AREA

Subject:	Bridge Conditions in FMPO Area
Prepared by:	Derrick Garcia, MPO Associate Planner
Date:	February 15, 2017

BACKGROUND

- During the Technical Committee meeting on January 10, 2017 staff was asked by the Chairman of the Technical Committee to seek out information regarding bridges within the MPO Area, both on and off the National Highway System

(NHS).

- An up to date inventory of off-system and NHS bridges is important to have to prioritize resources such as the Surface Transportation Block Grant Program due to the State's prioritization of funds to NHS bridges.
- This report was presented to the Technical Committee on February 8, 2017.

CURRENT WORK

- NMDOT's Bridge Management Section shared with staff their most up to date version of their inspection records for all bridges in San Juan County.
- Bridge information shared by NMDOT includes:
 - Deck, superstructure, substructure, culvert, and NBI ratings on a 0-9 scale.
 - Bridge owner (city, county or state).
 - GPS Coordinates.
 - Inspection Dates
 - Bridge inspection frequencies (in months).
- An ArcGIS Online map has been created to view this information geospatially and can be shared as appropriate.

INFORMATION ITEM

- This is an information item only.

DISCUSSION: Mr. Garcia reported that the Technical Committee had asked Staff to look at bridge conditions in the MPO area. He contacted the bridge management section of NMDOT and was provided with some great information from Mr. Patrick Romero, Bridge Engineer for District 5.

Mr. Garcia gave the following presentation to the Policy Committee using Story Map. This tool provides an efficient way to look at any bridge throughout the FMPO (100 bridges) and to note their deficiencies, if any. NMDOT rates the general condition of the bridges with a 0-9 rating from "failed condition" meaning it is beyond corrective action and out of service to "excellent condition".

Through discussions about adding projects to the TIP, the bridge information needs to be part of the MTP so that bridge projects can be considered and prioritized. There is potential funding under the STP fund for "off-system" bridges; those bridges that are not part of the National Highway System (NHS). When developing the new TIP the MPO may want to consider reprioritization of funding to include those bridges. Some of the MPO bridges that need to be considered are:

- NM 516 over the Animas River in Aztec is rated functionally obsolete.
- Another functionally obsolete "bridge" in North Bloomfield on US 550.
 - Not Applicable rating (N) in all categories except culvert.
- CR 5500 is rated structurally deficient.
 - On County's CIP for repair

The Story Map was developed using Arc GIS On-Line and currently can only be shared internally within the City of Farmington. Similar information is available through FHWA,

but not in this type of interactive format. Due to potential liability concerns, Staff has been directed not to post this to the MPO website.

ACTION: The report was presented.

5. REVIEW AND CONSIDER APPROVING THE DRAFT PC RESOLUTION 2017-1

Subject:	Policy Committee Resolution 2017-1
Prepared by:	Duane Wakan, MPO Planner
Date:	February 16, 2017

BACKGROUND

- At the December 8, 2016 joint meeting, the Policy Committee directed staff to draft a resolution highlighting the following:
 - Redirect NHPP funds away from US 64 Phases V and VI;
 - Focus attention on funding projects of regional significance in the FMPO;
 - Encourage greater partnership with NMDOT and the local entities;
 - Address different levels of accountability, transparency, and public comment opportunity from NMDOT;
 - Emphasize that the FMPO's TIP is to be incorporated into the STIP without change per the state's own procedures.
- The resolution was presented to the Technical Committee for review on February 8. They moved to hold a Special Meeting to review and discuss the draft resolution further.
- A Special Technical Committee meeting was held on February 16, 2017 where they recommended approval of the draft PC Resolution 2017-1.

CURRENT WORK

- Seek Policy Committee input and approval of the draft resolution.

ACTION ITEM

- It is recommended that the Policy Committee review and consider approval of Policy Committee Resolution 2017-1.

DISCUSSION: Mr. Wakan reported that the Technical Committee had discussed Policy Committee Resolution 2017-1 at two meetings. The last meeting to review language was held in a lengthy meeting on February 16, 2017.

Mr. Wakan said that some of the language was softened in order to build a better partnership with NMDOT and to facilitate greater coordination and cooperation. Mr. Wakan highlighted some of the paragraphs in the resolution:

4th Paragraph

WHEREAS, NMDOT and local agencies will "work together to build trust and leverage external support for transportation

initiatives by coordinating early, often, and successfully with federal, state, regional, Tribal, local, and other agencies to plan, fund, and implement projects and programs”...

Mr. Wakan explained that this wording was taken directly from the NMDOT 2040 Long Range Plan. This Plan has been vetted and approved by the Governor.

6th Paragraph

WHEREAS, communication breakdowns between NMDOT and the local entities within the FMPO highlighted the need to improve transparency, ensuring the future communications are continuous, cooperative and comprehensive according to 23 CFR 134 including “that the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP”; and

There is a desire to have unilateral transparency in decision-making and to put an emphasis on the three C's – continuous, cooperative, and comprehensive – according to 23 CFR 134.

7th Paragraph

WHEREAS, the Piñon Hills Bridge over the Animas River and the East Arterial Relief Route in Aztec are respectively the number one and two regional priorities as identified in the 2040 Metropolitan Transportation Plan (2040 MTP); and

The Pinon Hills Boulevard and the East Arterial projects were highlighter as the top two priorities for the region. It is desired that these projects be vetted and considered by all the agencies - federal, state, and local.

8th Paragraph

WHEREAS, future TIP developments require an extensive joint cooperative vetting processes to identify funding gaps and shortfalls, as well as clear regional priorities for NMDOT and the local agencies; and

Want all agencies and committees to be involved in the TIP development and ask the important questions about which projects should be included and NMDOT needs to consider how their projects would align with regional priorities.

9th Paragraph

WHEREAS, travel demand modeling by the MPO has shown that the construction of the two phases of the Piñon Hills Bridge over the Animas River and Oxbow do more to alleviate congestion on two major highways than does the widening of the two remaining phases (V and VI) of US 64; and

Travel demand modeling conducted by the MPO has shown the benefits of Pinon Hills Boulevard in alleviating more congestion on NM 516 and US 64 than does the widening of US 64 and at a lower cost. Mr. Wakan said he believed the region desired a more multi-modal approach to transportation projects in the region.

Support #5

Support 5. That the NMDOT resolve to explore available and alternate processes to expedite the completion and approval of

project submittals, specifically but not limited to Right of Way (ROW) and environmental certifications on projects to alleviate cost burdens and time constraints on local agencies.

The local entities encounter frequent issues and delays with the right-of-way and environmental sections of NMDOT when trying to meet project deadlines.

Councilor Duckett thanked all involved with putting the resolution together and believed it reaffirmed the need for cooperation between NMDOT and the MPO. He observed that there were hurt feelings in the Four Corners area and the belief that NMDOT is not being transparent in their dealings with the MPO and the local entities. There needs to be more open communication and cooperation among all the agencies.

Mr. Brasher commented that that the opening statement of the resolution speaks to the need to reaffirm the need for improved communication and cooperation and NMDOT agrees with that. Mr. Brasher also stated that NMDOT has other responsibilities state-wide, but that he agreed with the resolution and was committed to those projects/ideas that are economical, environmentally sound, promote safety, and multi-modal mobility throughout the state.

There was no public comment received from those in attendance at the meeting. Additionally, there was no public comment received by the MPO prior to the meeting.

ACTION: Councilor Rodgers moved to Policy Committee Resolution 2017-1. Mr. Hathaway seconded the motion. The motion to approve was unanimous.

6. UPWP PLANNING ACTIVITIES UPDATE

Subject:	UPWP Planning Activities
Prepared by:	Duane Wakan, MPO Planner
Date:	February 14, 2017

BACKGROUND

- The MPO regularly needs to reassess the readiness of the delivery of planning products and timelines in the UPWP.
- There is a need at this time to discuss the UPWP work calendar and which activities merit priority over others.
- This report was presented to the Technical Committee on February 8, 2017.

CURRENT WORK

- The Safety Plan is currently calendared for work and completion, however new safety rulings from FHWA allow State DOTs to set safety targets that can either be adopted by MPOs or which also allow MPOs to set their own targets.
- State DOTs have until Aug 31, 2017 to establish safety targets, MPOs have until February 27, 2018 to do the same.
- The MPO wishes to coordinate a response with other MPOs in New Mexico as

well as consider the direction of the TC and PC.

- Scenario Planning is an activity which can be undertaken by MPO staff at this time but will require data collection and model development and calibration.
- Other activities in our two year UPWP include scenario planning, transit studies, updating the travel demand model (TDM) and acquiring data to help calibrate the TDM model.

INFORMATION ITEM

- This is an information item only. Input from the Policy Committee members will be accepted.

DISCUSSION: Mr. Wakan provided an update to the Unified Planning Work Program (UPWP) to explain some conflicts and possible delays in some of the planned activities listed in the UPWP.

The MPO has been working on data collection and mapping for the safety plan. The MPO will need to set safety performance measures and can set their own or chose to adopt those developed by the state if they align with the goals of the region. The state plans to begin developing their plan in April with completion required by August.

Mayor Burbridge asked if, once the data was modeled, city officials could look at the information to facilitate economic development decision-making and could that information be shared and conveyed to the public. Since the earlier bridge presentation could not be shared she expressed concern over this information being made available to the public. Mr. Wakan said the software the MPO uses does allow for interfacing with websites so entities could easily make the data available for public viewing.

Staff also plans to do scenario planning. This activity will have Staff working together with the local land use planners to create a model that will tie in utilities, water consumption, and information on building higher density areas and the effect on GRT.

Another planning activity outlined in the UPWP is a desired operational study of the Red Apple Transit system should a new hub location be identified. The study would show how the new location would impact routes.

Mr. Wakan also explained the updating of the travel demand model which provides a look at roadway capacities and needs into the future. This model is another decision-making tool in the construction of new facilities and/or the widening/expansion of existing facilities.

Mr. Wakan reported that each of the activities have budget constraints so changes to work activities in this instance would require amendments and approval by the Technical and Policy Committees.

7. REPORTS FROM NMDOT

Paul Brasher – District 5

District 5 is in design for Phases V and VI of US 64 and is considering launching these together as one construction project.

The District is also placing more emphasis on safety and guard rail replacement throughout the District. FHWA has stepped up there emphases on NMDOT's attention to guard rail replacement. Criteria adopted a few years ago raised the height of guard rails from 27" to 31". District 5 will begin an inventory of state and federal routes in the District to bring guard rails up to the new standard height. These will be replaced over time as they are damaged or as time and funding permit.

Brian Degani – NMDOT Planning Liaison

Mr. Degani reported on the Title VI and ADA requirements. NMDOT currently shows that the City of Bloomfield and Farmington have submitted both plans. The City of Aztec has submitted the Title VI plan but not an ADA Plan.

TAP projects for FFY2018-2019 have been received from the City of Farmington and Central Consolidated Schools. San Juan County has submitted a Recreational Trails Program (RTP) application for this same time period. The finalized list of projects, as well as award letters, is expected to be sent out in March.

NMDOT is working to develop the Highway Safety Improvement Program (HSIP) manual. They hope to have it completed in July of this year.

8. REPORT ON NEW MPO WEBSITE DEVELOPMENT

Subject:	FMPO Website Development
Prepared by:	Duane Wakan, MPO Planner
Date:	February 14, 2017

BACKGROUND

- CivicPlus has been contracted to develop a new website for the MPO.
- Initial design process is set to begin.
- The contractor has asked that the MPO provide images, high resolution logos and branding if applicable early in the design process.
- Outreach with the 2040 MTP revealed the potential for bias in planning work and activities under the existing name.
- Staff has discussed a possible name change and/or logo update that better reflect regional nature of the MPO.
- If the MPO were to adopt a new name and logo, it would be ideal if those transpire concurrent with the web-site update.
- This report was presented to the Technical Committee on February 8. They recommended tabling the conversation until the March 8th meeting.

CURRENT WORK

- Staff was asked to move forward with the existing logo and MPO name for now for the website to be completed, and update the website at a future time with new concepts or ideas.
- Seek thoughts and opinions and or input and ideas from Technical and Policy

Committee members for new MPO name and logo.

- Name changes that have been discussed among staff are reflective of regional geography are as follows:
 - San Juan Basin MPO
 - Three Rivers MPO
 - Tres Rios MPO
 - Totah MPO
 - Others???
- Work with CivicPlus on gathering information and photos for the initial design phases of the website development.

INFORMATION ITEM

- This is an information item only. Discussion and opinions from the Technical and Policy Committees are being sought at this time.

DISCUSSION: Mr. Wakan reported on the update to the MPO website. This will be a separate website from the City of Farmington's and will be tailored to reflect the regional view of the MPO.

The consultant, CivicPlus, asked for logo, name, and any brand that the MPO wanted to include in the website. Staff believed that the time to consider these changes, if any, was now as the new website was being developed. Mr. Wakan commented that during the 2040 MTP public outreach process, feedback received indicated that the community thought the MPO served only the City of Farmington. The desired new name would reflect the regional view of the MPO and its activities. Mr. Wakan also noted that the Las Cruces MPO was required to change their name to Mesilla Valley MPO because of concerns that the MPO planners were being pulled into city issues.

Staff is looking for recommendations from the Policy and Technical Committee on a new name as well as possibly a logo or brand. Implementing this change concurrent with the website design would be timely and cost effective. Some of the names that have been suggested are:

- San Juan Basin MPO
- Three Rivers MPO
- Four Corners MPO
- Tres Rios MPO
- Totah MPO

Additionally, Staff is looking to include photos of local trails for the website banner. In order for CivicPlus to be able to use them they must be high resolution, uncropped, original pictures. Because the MPO website is a part of the City of Farmington's website, the MPO logo cannot be displayed. Also desirable would be a brand like "Downtown Rising" (Salt Lake City) or "Jolt Your Journey" (Farmington) that would be transportation related and reflect the region.

Mr. Hathaway suggested contacting the consultant, Jim Glover, who has been working with the City of Farmington on their branding campaign and asked if the MPO would have funding to use for a branding consultant like Mr. Glover. Mr. Wakan replied that it could be possible but would require changes and an amendment to the UPWP. It was

also recommended to speak with Tonya Stinson of the Convention & Visitors Bureau to see if any of the taglines not used for the City of Farmington could be considered by the MPO. Mr. Wakan thought this would be a simple statement or slogan (i.e.: "Where Outdoors Lovers Thrive").

Councilor Duckett asked why there was no MPO website. Mr. Wakan said the MPO had a stand-alone website, but when the City of Farmington updated their website a couple of years ago, the MPO's was then absorbed into the City's. Ms. Holton noted that her research showed that the websites of the other MPOs in the state were housed within each of the cities/counties.

Mayor Burbridge asked if the MPO wanted to receive any ideas the entities wanted to put forth. Mr. Wakan said that any ideas and pictures would be welcome and give Staff something to present to the Committees.

Councilor Duckett also suggested Michael Bulloch (City of Farmington's Downtown Coordinator) as a good resource for logo designs. Councilor Rodgers thought it was a good idea to change the name and logo to set the MPO apart and to be more inclusive. When she was first named to the committee she thought it was a City of Farmington board and thought the logo looked more like an airport advisory group and did not reflect the real nature of the MPO.

ACTION: Recommendations pending. Direction received.

9. FMPO BICYCLE & PEDESTRIAN PLAN UPDATE

Subject:	FMPO Bicycle & Pedestrian Plan Update
Prepared by:	Derrick Garcia, MPO Associate Planner
Date:	February 15, 2017

BACKGROUND

- The Farmington MPO adopted the Bicycle and Pedestrian Plan on June 12, 2008.
- Standard time periods for updating planning documents are typically 5 – 10 years.
- A member of the FMPO Technical Committee, Mr. David Sypher, has expressed interest in updating the current plan as well as implementing common standards and a cohesive plan.
- The Technical Committee gave direction to staff to prepare a summary document of the MPO's current Bike/Ped Plan as well as a best practices review of other Bicycle & Pedestrian Plans that have been developed by small MPOs around the country.
- The FMPO Officer recommended to the Technical Committee that this potential update be done "in-house" by FMPO Staff.

INITIAL UPDATE OUTLINE

- Develop overview presentation of existing plan.
- Conduct best practices research and present findings to Technical Committee.

- Staff will draft an outline on how an update to the plan would potentially proceed:
 - Steering Committee within the Technical Committee.
 - Stakeholder outreach for update participation.
 - FMPO Member Entities
 - Community groups/organizations
 - School Districts
 - Public Safety and First Responders
 - General Public Meetings.
- Public Participation and engagement.
 - Web-based outreach to gather community input.

INFORMATION ITEM

- This is an information item only. Discussion and opinions from the Policy Committee are being sought at this time.

DISCUSSION: Mr. Garcia reported that the current Bicycle & Ped Plan was adopted in 2008 and has not been updated since then. At a recent Technical Committee, Mr. David Sypher expressed interest in reviewing this plan and Staff was asked to prepare an executive summary of the current plan as well as other similar plans.

Mr. Garcia said that at a recent Association of Metropolitan Planning Organizations (AMPO) conference, a lot of information on these types of plans was provided. It is recommended that Staff develop an overview of best practices and prepare a draft outline of how to move forward on updating this plan which would include developing a steering committee for public outreach and participation. Mr. Garcia said Staff would like input from Policy Committee members on moving forward on a possible update to the bike/ped plan.

Mr. Sypher said that this plan could have a great future but there is currently not a good grid network for bicycles. There was some initial good planning work done with the Complete Streets Design Guidelines. A demonstration project requested along 30th Street was not identified in the current bike/ped plan which established the need for an updated plan that would identify a good connective grid and for garnering good public participation. Mr. Sypher thought the public participation in the current plan focused on one main group of individuals and wants to see good region-wide design guidelines.

Mr. Wakan agreed that engaging the public with stakeholders and steering committees was essential in developing a new bike/ped plan. Along with that, Staff wants to incorporate web-based tools that provide more effective and interactive methods for obtaining input from the community. Councilor Duckett added that there is interest in a BMX park for the area. Public attitudes and desires are changing and looking at new options would be desirable (i.e.: 505 Cycles new direction/new faces; Road Apple Rally is developing a more private component to make it a larger event; recreation department at San Juan College).

Mayor Burbridge commented that she was sitting on the Policy Committee when the last bike/ped plan was developed and noted that getting public input was like pulling teeth. She thought the community at that time was not thinking of a cycling or multi-modal

future and to get the current plan was an accomplishment. She agreed that the current plan set a good foundation but that an update to the plan was needed.

ACTION: The report was received.

10. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Derrick Garcia, MPO Associate Planner
Date:	February 14, 2017

INFORMATION ITEMS

- a. **Small Town and Rural Multimodal Networks.** FHWA recently released their Small Town and Rural Multimodal Networks resource guide. This guide should have a lot of application in NM—it's been marketed as a "NACTO for small towns/rural areas." It can be found online at the following address: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
- b. **Joint Meeting.** The Technical Committee and NMDOT are planning a joint meeting on March 8.
- c. **Call for Projects.** The MPO has issued a Call for Projects for development of the FFY2018-2023 TIP.
- d. **Special Policy Committee Meeting.** A Special Policy Committee is needed in March to review and consider approval of the TIP Amendment.
- e. **Other.**

DISCUSSION:

- a. The FHWA has published the Small Town and Rural Multimodal Networks resource guide. Mr. Garcia said the publication complemented much of the work done with Complete Streets and thought this guide was especially timely with discussion on updating the bike/ped plan. He encouraged the Policy Committee members to look through this as they have time.
- b. The Technical Committee and NMDOT will be having a joint quarterly meeting on March 8, 2017 at 10:00 a.m. in Bloomfield.
- c. Staff issued a Call for Projects for the development of the FFY2018-2023 TIP.

d. A special Policy Committee meeting is needed in March to review and consider approval of Amendment #5 to the TIP. There was some discussion about what time to have this meeting and Mr. Wakan said he would seek feedback from the committee members about possibly having a joint meeting. (LATER: The Technical Committee remained scheduled for 10:00 a.m. with the Policy Committee to follow at 1:30 p.m.)

11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Hathaway commented how important safety was to the bike/ped plan in lieu of a pedestrian fatality in Kirtland on Monday. He added that safety needs to be the key focus with a bike/ped plan and not the money.

12. BUSINESS FROM THE FLOOR

There was no business from the Floor

13. ADJOURNMENT

Mr. Hathaway moved to adjourn the meeting. Councilor Rodgers seconded the motion. Councilor Duckett adjourned the meeting at 3:00 p.m.



Councilor Duckett, Chair



June Markle, Administrative Assistant

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