

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
November 4, 2020

Technical Members Present:

Steven Saavedra, City of Aztec
Jason Thomas, City of Bloomfield
Virginia King, City of Farmington
Javier Martinez, NMDOT District 5
Andrew Montoya, Red Apple Transit
Scott Martin, San Juan County
Nick Porell, San Juan County
Dan Flack, Town of Kirtland

Technical Members Absent:

Beth Escobar, City of Farmington

Staff Present:

Peter Koeppel, MPO Officer
Kathryn Leys, MPO Associate Planner
June Markle, Administrative Assistant

Staff Absent:

None

Others Present:

Joseph Moriarty, Planning Liaison, NMDOT

Continuing to take health precautions, all of the Technical Committee members listed above as "Present" attended via the GoToMeeting link. FMPO Staff were present in person.

1. CALL TO ORDER

Chair Nick Porell called the meeting to order at 10:00 a.m.

2. APPROVE THE MINUTES FROM THE OCTOBER 14, 2020 TECHNICAL COMMITTEE MEETING

Mr. Saavedra moved to approve the minutes from the October 14, 2020 Technical Committee meeting. Mr. Martin seconded the motion. The motion to approve the minutes passed unopposed.

3. AMENDMENT #5 TO THE FFY2020-2025 TIP

Subject:	Amendment #5 to the FFY2020-2025 TIP
Prepared by:	Peter Koeppel, MPO Officer
Date:	November 4, 2020

BACKGROUND

- The firsts Call for Projects for the FFY2020-2025 TIP Amendment #5 was on September 21, 2020; a reminder notice went out on September 30.
- The Public Notice for Amendment #5 to the FFY2020-2025 TIP was published on the MPO's website and in the Daily Times on October 21, 2020
- The amendment includes a project from the City of Aztec and funding for Red Apple Transit.
- The next Call for Projects will be on December 14, 2020.
- The Technical Committee will consider recommending approval of proposed Amendment #5 and the Self-Certification for Amendment #5 to the Policy Committee at their meeting on November 4.

AMENDED TIP PROJECT(S)

- City of Aztec's East Aztec Arterial Phase II.
- Red Apple Transit funding

ACTION ITEM

- Staff recommends that the Technical Committee consider recommending approval to the Policy Committee of proposed Amendment #5 and the Self-Certification for Amendment #5 to the FFY2020-2025 TIP.

APPLICABLE CITATIONS

- § 450.328 TIP revisions and relationship to the STIP.
- (a) An MPO(s) may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO(s) and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO(s) shall use public participation procedures consistent with § 450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications.) After approval by the MPO(s) and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, the FHWA and the FTA must make a conformity finding on the TIP before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.
- (c) The State shall notify the MPO(s) and Federal land management agencies when it has included a TIP including projects under the jurisdiction of these agencies in the STIP.

DISCUSSION: Mr. Koepfel reported that the FFY2020-2025 TIP Amendment #5 included moving the funding for the Aztec East Arterial, Phase II project to FY2022 and adding into the TIP the FY2021 Red Apple Transit funding.

Chair Porell opened the public hearing on TIP Amendment #5; no comments were received; the public hearing was closed.

ACTION: Mr. Martin moved to approve TIP Amendment #5 and the Self-Certification to TIP Amendment #5. Mr. Saavedra seconded the motion. The motion passed unopposed.

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

Subject:	National Performance Management Measures for Highway Safety Improvement Program (PM 1)
Prepared by:	Peter Koepfel, MPO Officer
Date:	November 4, 2020

BACKGROUND
<ul style="list-style-type: none">▪ 23 CFR §490 Subpart B - <i>National Performance Management Measures for Highway Safety Improvement Program (see attached).</i>▪ 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
<ul style="list-style-type: none">▪ 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 2021.▪ FMPO Policy Committee action is due no later than February 27, 2021.

INFORMATION ITEM

- This is being presented during the November meeting as an introduction.

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 PowerPoint presentation on PM 1-Highway Safety Improvements and PM-2 Infrastructure of Pavement and Bridges. Staff is again recommending adoption of the state's PM-1 and PM-2 targets that both Committees will consider in January 2021. Copies of NMDOT's PM 1 Safety Target Report for 2021 and NMDOT's PM2 System Pavements and Bridges Target Setting (dated 9/15/20) are included in the meeting Agenda. Below is a summary of Mr. Koepfel's presentation:

Background

MAP-21 (and subsequently the FAST Act) required establishment of national goals, performance measures, and accountability in planning and funding transportation investments (FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167)

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays
- Improved Accessibility and Mobility

FAST Act: Performance Driven, Outcome Based Planning & Programming

- Federal -- State -- MPO
 - FAST Act identifies national goal areas
 - USDOT establishes performance measures
 - States set performance targets
 - MPOs set performance targets
 - State and metro plans describe how programs and project selection will achieve targets
 - FMPO is charged with developing a performance-based long-range transportation plan, as well as a corresponding project evaluation structure for developing the TIP

Performance Goals & Measures - Safety (PM 1)

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (*5-year rolling averages*)

Safety Trends

In New Mexico, the fatalities are trending upwards while serious injuries are trending down (possibly due to improved automobile technology). The number of non-motorized fatalities and serious injuries have remained fairly steady over time.

Target Setting

- MPOs are required to establish performance targets no later than 180 days after the state sets their performance targets;
- For each measure, the MPO can decide to adopt the statewide target or to establish its own quantifiable target. In the past, FMPO has adopted the state's targets;
- Both state and MPO safety targets are set annually;
- States, MPOs, and public transit operators much coordinate their respective targets for performance measures with each other to ensure consistency to the maximum extent practicable.

Performance Measure	Target (2021)
Number of Total Fatalities	411.6
Number of Serious Injuries	1030.5
Rate of Fatalities per 100 million VMT	1.5
Rate of Serious Injuries per 100 million VMT	3.7
Number of Non-motorized Fatalities and Serious Injuries	200

Performance Goals & Measures - Pavement and Bridges (PM 2)

Infrastructure Condition - to maintain highway infrastructure asset system (National Highway System NHS) in a state of good repair. These targets can be revisited and adjusted at the halfway point.

Pavement Condition

- Percentage of pavements on the interstate NHS in good condition;
- Percentage of pavements on in the interstate NHS in poor condition;
- Percentage of pavement on the non-interstate NHS in good condition;
- Percentage of pavements on the non-interstate NHS in poor condition.

Bridge Condition

- Percentage of NHS bridge deck area classified as in good condition;
- Percentage of NHS bridge deck area classified as in poor condition.

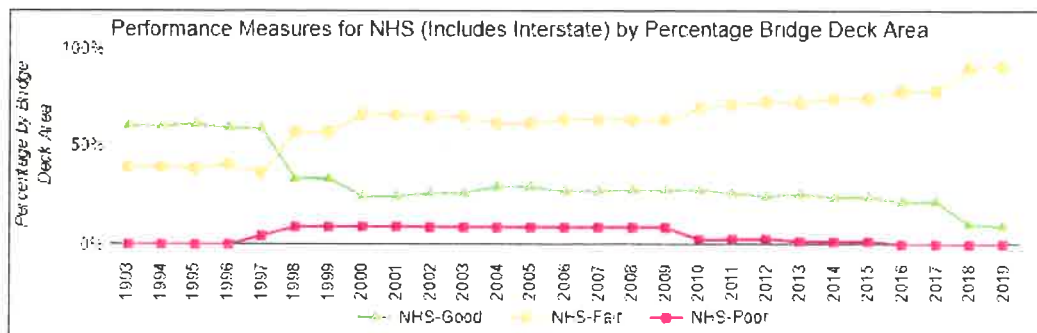
Target Setting

- MPOs are required to establish performance targets no later than 180 days after the state sets their performance targets;
- For each measure, the MPO can decide to adopt the statewide target or to establish its own quantifiable target. In the past, FMPO has adopted the state's targets;
- Both state and MPO roadway targets are set at two-year and four-year intervals. NMDOT has now adjusted the "Percentage of bridges on the NHS in Poor Condition" from 2.5% to 3.3%;
- States, MPOs, and public transit operators much coordinate their respective targets for performance measures with each other to ensure consistency to the maximum extent practicable.

Performance Measure	NMDOT 2-Year Target	NMDOT 4-Year Target	FMPO 2-Year Target	FMPO 4-Year Target
Percentage of bridges on the NHS in Good condition	36.0%	30.0%	10.0%	10.0%
Percentage of bridges on the NHS in Poor condition	3.3%	3.3%*	2.5%	2.5%
Percentage of interstate pavements on the NHS in Good condition	57.3%	55.0%*	n/a	n/a
Percentage of Interstate pavements on the NHS in Poor condition	4.5%	5.0%	n/a	n/a
Percentage of Non-Interstate pavements on the NHS in Good condition	35.6%	34.2%	34.2%	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	9.0%	12.0%	12.0%	12.0%

The four-year targets were adopted by the FMPO Policy Committee in 2018, so now is the time to re-visit and adjust if desired.

Bridge conditions in the FMPO area are mainly in "NHS Fair" condition.



Nick asked if MPO Staff could provide some information on what the percentages actually mean for bridges on the NHS in the FMPO area. Mr. Koeppel said he would look into that and report back to the Technical Committee.

5. NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR ASSESSING PAVEMENT & BRIDGE CONDITIONS (PM 2)

Subject:	National Performance Management Measures for Assessing Pavement Condition and Bridge Condition (PM 2)
Prepared by:	Peter Koeppel, MPO Officer
Date:	November 4, 2020

BACKGROUND

- 23 CFR §490 Subpart C - *National Performance Management Measures for Assessing Pavement Condition* and 23 CFR §490 Subpart D - *National Performance Management measures for Assessing Bridge Condition (see attached)*.
- The FHWA required that MPOs establish four-year targets for six (6) performance measures and revisit those targets at the 2-year performance period midpoint. Those six performance measures to be considered are:
 - 1) Percentage of interstate pavements on the NHS in good condition;
 - 2) Percentage of interstate pavements on the NHS in poor condition;
 - 3) Percentage of non-interstate pavements on the NHS in good condition;
 - 4) Percentage of non-interstate pavements on the NHS in poor condition;
 - 5) Percentage of bridges on the NHS in good condition; and
 - 6) Percentage of bridges on the NHS in poor condition.
- NMDOT has adjusted two 2021 targets - percentage of NHM bridge deck area in poor condition and percentage of Interstate pavements in good condition.
- MPOs may: Agree to support State target **OR** establish their own targets. In 2018 the FMPO adopted some of its own targets for PM 2.
- PMs with adjusted state targets for 2021:
 - BRIDGES on National Highway System (NHS) -
 - 2.5% FMPO target for bridge deck area in poor condition [vs. State at 3.3% (2021)]
 - PAVEMENT on Interstate NHS
 - Not applicable to FMPO
- PMs without adjusted state targets for 2021:
 - BRIDGES on National Highway System (NHS) -
 - 10% FMPO target target for Bridges in Good condition [vs. State at 30.0% (2021)]
 - PAVEMENT on Non-Interstate/NHS -
 - 34.2% target for Pavement in Good condition
 - 12.0% target for Pavement in Poor condition
- Reporting is for the final two years of the four-year performance period

CURRENT ISSUES

- FMPO Policy Committee action is due no later than February 15, 2021

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's presentation on PM 2 System Infrastructure Targets is part of the presentation summarized above for PM 1 Safety Targets.

6. STATUS OF TIP PROJECTS

Subject:	Status of TIP Projects
Prepared by:	MPO Staff & Technical Committee Members
Date:	November 4, 2020

BACKGROUND

- 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.
- The Policy Committee approved the new FFY2020-2025 TIP during a special meeting called on July 25, 2019.
- The projects currently on the FFY2020-2025 TIP are listed below.

TRACKING INFORMATION (2018-2023 TIP)

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

PROJECTS ON FMPO FFY2020-2025 TIP

- Aztec
F100091 - East Aztec Arterial Phase II
- 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 - 20th Street Phase III
TF00001 - Red Apple Transit
- San Juan County
F100021 - East Pinon Hills Blvd Extension Phase III
F100240 - Glade Run Recreation Area Trails
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
- NMDOT
F100170 - NM 173 Safety Improvements
F100340 - 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 regarding current TIP projects status and details.

DISCUSSION: The Technical Committee members provided their TIP project updates:

City of Aztec - Steven Saavedra

Mr. Saavedra reported that the right-of-way certification for the East Aztec Arterial Phase III is close to being finalized. After a meeting with the contractors, it appears that the environmental certification will need to be updated. The City of Aztec is preparing for the PS&E. Mr. Martinez said the contact at NMDOT to schedule the PS&E was James Mexia at (505) 231-1139.

City of Bloomfield - Jason Thomas

Phase I of the East Blanco Bridge is still under construction with completion expected by January.

City of Farmington - Virginia King

Foothills Drive Enhancement Phase II: PS&E is completed, the obligation letter signed, and they are awaiting the executed agreement. Project bidding is anticipated for early 2021.

East Pinon Hills Blvd. Extension Phases I and II: Work has begun to update the FONSI and the environmental.

20th Street Phase III: Acquisition is ongoing with one more TCP to acquire. PS&E will be scheduled within the next month.

San Juan County - Nick Porell

Glade Run Recreation Area Trails: This project is complete.

CR 5500 Bridge Replacement: All certifications are in place. The final PS&E has been requested of NMDOT. San Juan County hopes to award the project at the second County Commission meeting in January.

Kirtland Schools Walk Path Extension: The 90% design has been submitted to Mr. Porell and the design review with NMDOT will be requested. The certifications are in place from the prior phase of the walk path and should simply need to be updated and resigned. The project should be let next spring.

Glade Run Recreation Area Trails Extension: The design work is underway. Hope to have this project under construction in late spring of 2021.

NMDOT - District 5 - Javier Martinez

NM 173 Safety Project: NMDOT is working with the City of Aztec to get the certifications complete.

US 550 Pavement Rehab: The project is currently on the 2025 STIP. It will be funded sooner if possible.

NM 371/N 36: NMDOT continues to work with Navajo DOT on an agreement for construction funding.

7. QUARTERLY EDUCATION: HIGHWAY TRUST FUND

Subject:	Quarterly Education: Highway Trust Fund
Prepared by:	Peter Koeppe, MPO Officer
Date:	November 4, 2020

PRESENTATION

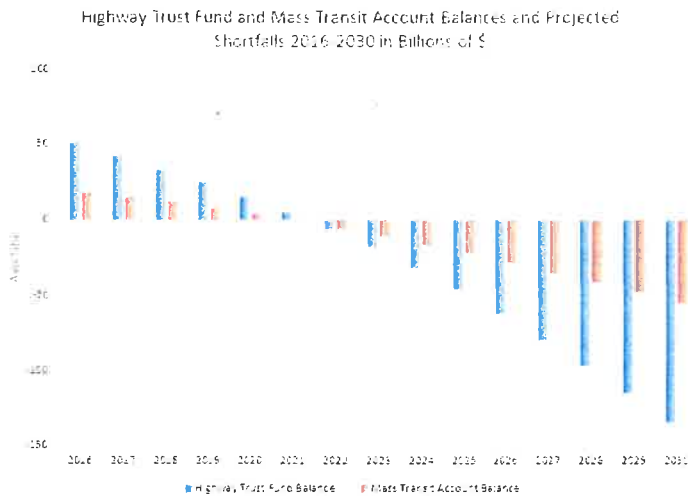
The Highway Trust Fund finances most federal government spending for highways and mass transit. Revenues for the trust fund come from transportation-related excise taxes, primarily federal taxes on gasoline and diesel fuel. In recent years, however, the trust fund has needed significant transfers of general revenues to remain solvent.

Most spending from the Highway Trust Fund for highway and mass transit programs is through federal grants to state and local governments. The federal government accounts for about one-quarter of all public spending on roads and highways, with the remaining three-quarters financed by state and local governments.

The attached document from the Eno Center for Transportation explains the Highway Trust Fund – what it is, how it is financed, and answers many other questions about how the Federal government funds transportation. More information can be found at:

<https://www.enotrans.org/article/highway-trust-fund-101/>

Presentation: Mr. Koepfel presented information on the Highway Trust Fund for the Quarterly Education.

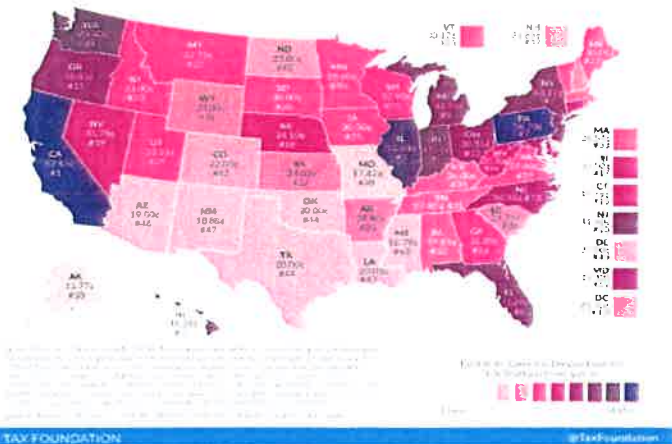


The above graph shows the Highway Trust Fund and Mass Transit account balances and projected shortfalls through 2016-2030 in billions of dollars. The Mass Transit account receives approximately 20% of motor fuel taxes. The Trust Fund has required regular bailouts from the general fund and shortfalls continue. The Highway Trust Fund is not allowed to incur negative balances and thus the use of the word "shortfalls". For every gallon of gas that is pumped, 15.44 cents goes to the Highway Trust Fund account and 2.86 cents goes into the Mass Transit account.

The map below shows how high gas taxes are in each state (New Mexico is ranked 47):

How High Are Gas Taxes in Your State?

Total State Taxes and Excise on Gallon of 2016 U.S. Gallon of Gasoline



Chair Porell asked Mr. Koepfel to provide the PowerPoint slides to the Technical Committee members.

8. REPORTS FROM NMDOT

District 5 - Javier Martinez

The US64 widening project is almost complete with some punch list items on the last segment remaining to be completed.

NMDOT is looking at ways to repair/warranty the crumbling sections of pavement in the first segment of the US 64 project outside of Bloomfield.

Planning Bureau - Joseph Moriarty

Mr. Moriarty provided clarifying information the Chief Engineer regarding certification requirements for Local Lead Projects. The following is the information provided in the memo:

“...clarification for the certification requirements for the Local Lead Projects. All 5 certifications (Environmental ROW, Utilities, Railroad, ITS) are required when the following conditions are met:

- 1) The project has Federal Funding in ANY phase.
- 2) The projects required Federal Actions, i.e.: ROW acquisition of Federal Lands, etc.
- 3) The project is within or crosses NMDOT right-of-way.

The projects that are funded with 100% State and Local funds are required to get all 5 Certification when the following conditions are met:

- 1) The project required Federal Actions, i.e.: ROW acquisition of Federal Lands, etc.
- 2) The project is within or crosses NMDOT right-of-way.
- 3) The project is funded with LGRF, MAP, CAP, Capital Outlay and the agreement is executed for State Fiscal Year 2020/2021 or prior.

The projects that are funded with the new Local Government Transportation Fund (LGTF) and DO NOT meet the conditions above will not be required to obtain the 5 certifications. The Local Entity will be required to consult with NMDOT Environmental section in order to determine the Local Entity's level of effort to comply with Federal/State/and Local laws.

Mr. Moriarty will provide a copy of the memo to FMPO staff and they will distribute the information to the Technical Committee members. Chair Porell asked why some program were exempted while smaller programs were included. Mr. Moriarty could not answer the question.

Mr. Moriarty reported on the virtual workshop for NMDOT's Pedestrian Safety Action Plan to be held on November 5 from 11:00 a.m. to 12:00 p.m. The invitation and registration information was provided in the recent Govt to Govt update.

9. COMMITTEE MEMBER DISCUSSION ITEMS

Subject:	Committee Member Discussion Items
Date:	November 4, 2020

DISCUSSION ITEMS

Chair Porell thanked NMDOT for their assistance in scheduling a coordinated cleanup for the highways in San Juan County. The cleanup is planned for Monday and Tuesday, November 9 and 10 beginning at 8:00 a.m. on Monday with a safety briefing. Participation by any other interested entities was encouraged.

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

10. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	MPO Staff
Date:	November 4, 2020

INFORMATION ITEMS

- a. **Proposed 2021 Technical Committee Meeting Schedule.** A draft 2021 meeting calendar is attached for review. Adoption of the proposed meeting calendar for 2021 will be considered at the December 9, 2020 meeting.
- b. **Notice to Proceed for FFY21.** Copies of the federal award notices from NMDOT and FTA Section 5303 are attached.
- c. **MPO Quarterly.** The next MPO Quarterly is scheduled for December 7, 2020 and will be hosted by the Mesilla Valley MPO.

DISCUSSION: Mr. Koepfel stated that the proposed Technical Committee meeting schedule for 2021 was provided on Page 52 of the Agenda. Please look over the dates and let Staff know of any concerns. Action will be sought at the Committee meeting on December 9,

As information, copies of the federal award letters for FFY2021 received from NMDOT and FTA are included in the Agenda on Pages 53 and 54.

The next MPO Quarterly is scheduled for December 7 in Las Cruces. FMPO Staff plan to participate virtually.

11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

There was no business from the Chairman, Members and Staff.

12. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

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

13. ADJOURNMENT

Mr. Thomas moved to adjourn the meeting. Ms. King seconded the motion. The motion passed with no opposition. Chair Porell adjourned the meeting at 10:35 a.m.



Nick Porell, Technical Committee Chair



June Markle, Administrative Assistant