

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
January 13, 2021

Technical Members Present: Steven Saavedra, City of Aztec
(verified by a verbal roll call) Beth Escobar, City of Farmington
Virginia King, City of Farmington
Javier Martinez, NMDOT District 5
Andrew Montoya, Red Apple Transit
Scott Martin, San Juan County
Dan Flack, Town of Kirtland

Technical Members Absent: Jason Thomas, City of Bloomfield

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

Staff Absent: None

Others Present: Rosalyn Fry, City of Aztec Commissioner
Sharon Cruz, NMDOT
Joseph Moriarty, Planning Liaison, NMDOT
Paul Sittig, NMDOT
David Barnett, San Juan County
Michelle Truby-Tillen, San Juan County

All the Technical Committee members, as well as "Others Present" attended via GoToMeeting

1. CALL TO ORDER

Chair Nick Porell called the meeting to order at 10:03 a.m.

2. APPROVE THE MINUTES FROM THE DECEMBER 9, 2020 TECHNICAL COMMITTEE MEETING

Mr. Martin moved to approve the minutes from the December 9, 2020 Technical Committee meeting. Ms. Escobar seconded the motion. The motion to approve the minutes passed unopposed.

3. ANNUAL ELECTION OF OFFICERS

Subject:	Annual Election of Officers
Prepared by:	Peter Koeppel, MPO Officer
Date:	January 13, 2020

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 2021.

RECOMMENDATION

- It is recommended that the Technical Committee accept nominations and vote to elect the Chair and Vice-Chair for 2021.

DISCUSSION: Mr. Koepfel stated that during the first meeting of the year, the annual election of officers is to take place.

Nominations for Chair: Mr. Martin nominated Nick Porell; no other members were nominated. There was no opposition to Mr. Porell retaining the position of Chair of the FMPO Technical Committee.

Nominations for Vice Chair: Mr. Porell nominated Beth Escobar; Virginia King seconded the nomination; there were no other nominations for Vice Chair; there was no opposition to Beth Escobar being named as Vice Chair of the FMPO Technical Committee.

The nomination for Chair was repeated as there had been no second to Mr. Martin's original nomination of Nick Porell. Re-nomination for Chair: Mr. Martin nominated Nick Porell; Beth Escobar seconded the nomination; there were no other nominations and there was no opposition to Mr. Porell retaining the position of Chair.

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:	January 13, 2021

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 2021.
- FMPO Policy Committee action is due no later than February 27, 2021.

ACTION ITEM

- Staff recommends that the Technical Committee consider recommending approval of PM 1 and Policy Committee Resolution 2021-1 to the Policy Committee.

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 reported that this was the annual safety performance target setting required under Federal law. The background data was presented in November and Staff is seeking recommended approval to support NMDOT's safety targets for 2021.

Mr. Koepfel reiterated that the state and FMPO are required to set annual targets for five performance measures:

- Number of total fatalities
- Number of serious injuries
- Fatalities per 100 million vehicle miles travelled (VMT) or fatality rate
- Serious injuries per 100 million VMT or serious injury rate
- Number of non-motorized fatalities and serious injuries

The MPOs may choose to adopt the state's targets or set their own quantifiable targets. Traditionally the FMPO has agreed to adopt the state's targets. Staff recommends the adoption of the NMDOT safety targets for 2021:

Performance Measure	Target (2021)
Number of Total Fatalities	411.6
Number of Serious Injuries	1300.5
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

Chair Porell agreed that in the absence of the FMPO conducting a significant study of their own, NMDOT's targets were adopted. There were no additional questions or comments by Technical Committee members.

Chair Porell opened the public hearing; no comments were received; Chair Porell closed the public hearing.

ACTION: Chair Porell moved to recommend adoption of NMDOT's PM 1 Safety Targets for 2021 and approval of Policy Committee Resolution 2021-1. Mr. Martin seconded the motion. The motion passed with no opposition.

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

Subject:	National Performance Management Measures for Assessing Pavement Condition and Bridge Condition (PM 2)
Prepared by:	Peter Koepfel, MPO Officer
Date:	January 13, 2021

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 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

ACTION ITEM

- MPO Staff recommend that the Technical Committee consider recommending approval of NMDOT's PM 2 Targets for 2021 and PC Resolution 2021-2.

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 reported that Staff had provided background information and data in November 2020. This performance measure is on a four-year cycle and this is the mid-point of the performance period where state DOTs and MPOs may revisit the targets set two years ago.

The performance goals and measures for PM 2 are:

Pavement Condition

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
(FMPO has no Interstate highways)
- Percentage of pavements on the non-Interstate National Highway System (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

NMDOT made two recent adjustments to their four-year targets:

- Percentage of Interstate pavements on the NHS in good condition *(not applicable to FMPO)*
- Percentage of bridges on the NHS in poor condition (2.5% changed to 3.3%)

The FMPO target set in 2018 for “Percentage of bridges on the NHS in poor condition” was set at 2.5. The Technical Committee needs to consider keeping the 2.5% target or adopting to NMDOT’s revised target of 3.3%. Staff recommends accepting NMDOT’s adjusted bridge performance target and retain the others set in 2018 (see proposed below):

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%	3.3%	3.3%
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%

It was noted that in 2018, following a recommendation by NMDOT's Asset Management Division, the target for percentage of FMPO bridges in good condition was set considerably lower than NMDOT's targets. Most of the bridges in the region are actually in "fair" condition, but this is not a federal performance measure. The goal would be to move from "fair" to "good" conditions and not let "fair" become "poor". Mr. Koepfel added that there are currently no bridges in the region in "poor" condition.

Ms. Escobar asked if these were "targets" and what happened if the targets are not met. Mr. Koepfel responded that, in general, there are no consequences or penalties for FMPO. Mr. Martinez commented that for NMDOT if targets are not met they must develop a plan on how to address that goal and adjust STIP funding to allocate additional funding to those areas.

Chair Porell opened the public hearing; no comments were received; the public hearing was closed.

ACTION: Chair Porell moved to recommend approval of Policy Committee Resolution 2021-2 and NMDOT's targets for 2021 (includes the revision from 2.5% to 3.3% on Percentage of bridges on the NHS in poor condition). Ms. Escobar seconded the motion. The motion passed with no opposition.

6. CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION

Subject:	Critical Urban Freight Corridor Designation
Prepared by:	Peter Koepfel, MPO Officer
Date:	January 13, 2020

PRESENTATION

Paul Sittig, NMDOT's Technical and Freight Planning Supervisor, will provide an overview of the process for designating Critical Urban Freight Corridors under the provisions of the FAST Act.

Mr. Koepfel stated that, per the FAST Act, states must define the critical urban freight network in urban and rural areas to better target future freight funding. Mr. Sittig will provide an update on how they are moving forward on this and explain the MPO's role.

Below is a summary of Mr. Sittig's presentation:

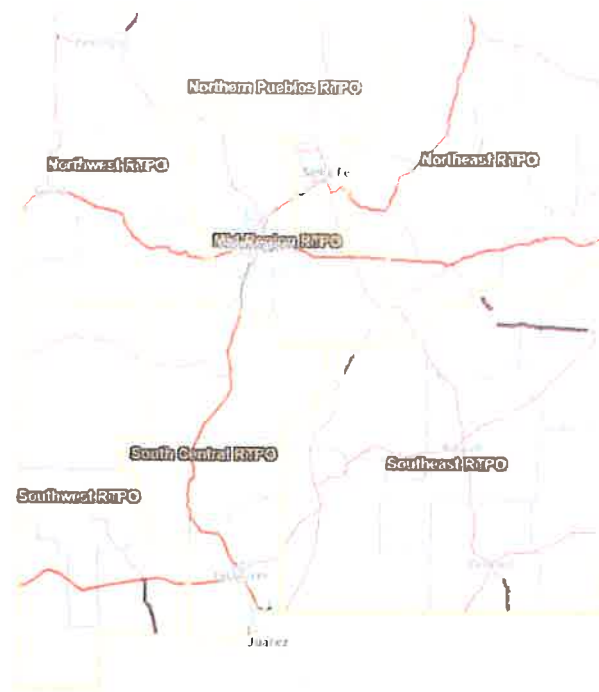
Critical Urban Freight Corridor Context

New Mexico has: 101.16 miles of Critical Urban Freight Corridors
 202.31 miles of Critical Rural Freight Corridors

"Urban" defined by Census-designated populations of more than 50,000 people

The purpose is to increase freight project funding opportunities (National Highway Freight Program (NHFP) funds and Federal INFRA grants).

Map of approved critical rural freight corridors map (in the FMPO region these have been nominated as critical rural freight corridors: US 550 north to Colorado border, portion of US 64, US 491).



Critical Urban Freight Corridor Criteria

- Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility;
- Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; and/or
- The corridor is important to the movement of freight within the region as determined by the MPO or the State.

Critical Rural Freight Corridor Criteria

1. Is a rural principal arterial roadway and has a minimum of 25% of the annual average daily traffic (AADT) of the road measured in passenger vehicle units from trucks (FHWA vehicle class 8 to 13);
2. Provides access to energy exploration, development, installation, or production areas;
3. Connects the PHFS or the Interstate System to facilities that handle more than:
 - a. 50,000 20-foot equivalent units per or; or
 - b. 500,000 tons per year of bulk commodities
4. Provides access to:
 - a. Grain elevator
 - b. Agricultural facility

- c. Mining facility
 - d. Forestry facility
 - e. Intermodal facility
5. Connects to an international port of entry
 6. Provides access to significant air, rail, water, or other freight facilities in the state; or
 7. Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

Issue: More Priority Corridors Than CUFC Miles

Farmington MPO (2045 MTP citing New Mexico Freight Plan) - 104.5 total existing miles in FMPO urban area, plus possible future miles.

Need to focus on the most important miles and the priority freight projects. CFC corridors can be changed as projects are funded and/or freight priorities change; CFC nominations have no fixed federal schedule; can be rolling nominations that are proposed to be updated annually. The FMPO suggested the Aztec East Arterial bypass as well as NM 550 from Farmington to Aztec be considered for consideration.

Process for Annual CRC Review - 2021

- The MPOs discuss internally;
- Reconvene in March
- CFC reviews planned to begin every spring with MPOs
- Re-submit to FHWA each August, as needed.

NMDOT & MPO Roles in Corridor Nomination

State DOTs lead designations of all CRFCs and designate CUFCs in consultation with the MPO in urban areas with populations of 50,000 to 499,999. FMPO will discuss with their Committees.

MPOs representing urbanized areas with a population of 500,000 or more are responsible for designating the CUFC in their urban area in consultation with the State.

Chair Porell recommended that any sections identified should correlate with projects in the TIP. As this goes forward, he thought consideration to access control for US 64 through Kirtland, as well as on NM 516 from Farmington to Aztec (roughly nine miles). Chair Porell also thought it important to document a discussion for US 550 for the proposed pavement rehab project in 2025. It will be important to keep the document living and, as projects are completed, to continue to work to fund near-term and future freight projects in the FMPO area.

Mr. Martinez asked if freight corridors needed to be on the National Highway System. Mr. Sittig replied that they did not.

Next Phase: State Freight Plan Update

State Freight Plan update scoping in January 2021

Consistent with New Mexico 2045 Transportation Plan

Develop a broader New Mexico Freight Network (persistent, connected statewide network).

Mr. Sittig noted that he would update the list of priority corridors based on the recommendations of FMPO staff and the discussion during the meeting.

7. FFY2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT

Subject:	FFY2022-2027 Transportation Improvement Program (TIP) Development
Prepared by:	Peter Koepfel, MPO Officer
Date:	January 13, 2021

BACKGROUND
<ul style="list-style-type: none">▪ The TIP is a short-term program of projects expected to be completed in the next four (4) years.▪ Projects included in the TIP must be regionally significant and fiscally constrained.▪ The TIP adoption process includes updating project information, adding new projects, and developing a TIP priority list.▪ A Call for Projects was issued on December 18, 2020 to start the new TIP adoption process.▪ See the schedule published in the Call for Projects memo distributed on December 18, 2020 for submittal deadlines for all projects.

CURRENT WORK
<ul style="list-style-type: none">▪ Staff continues to discuss updates to current projects and/or new projects with the entities, Red Apple Transit, and NMDOT.▪ The STIP is scheduled to be updated in August 2021▪ The new TIP needs to be submitted to NMDOT by June 30, 2021.▪ A 30-day public comment period on the new TIP will open on April 22. Public hearings will be held during the May 12 Technical Committee meeting and the Policy Committee meeting on May 27.

INFORMATION ITEM
<ul style="list-style-type: none">▪ MPO Staff recommends that the Technical Committee review the TIP development process.▪ The final draft FFY2022-2027 TIP will be on the May agenda for the Technical Committee to consider forwarding a recommendation of approval to the Policy Committee for their adoption on May 27, 2020.

APPLICABLE CITATIONS
<ul style="list-style-type: none">▪ 23 CFR § 450.326

DISCUSSION: Mr. Koepfel stated that the initial Call for Projects email went out on December 18, 2020 to announce the start of the new TIP adoption process. Please review the email and let Staff know of any questions.

NMDOT's District 5 receives funding according to a formulas based on highway system miles, population, and needs. The District then selects the local projects to fund. Should additional funding become available, other project may be funded. Projects from the old TIP will roll over into the new TIP and Mr. Koepfel urged the members to be prepared and to have projects shelf-ready for future funding opportunities that may occur.

Chair Porell noted that the current TIP has no alternative transportation projects listed. The only current project is San Juan County's Kirtland Schools Walk Path. He suggested a collaborative effort for the desired multi-use trail between Farmington and Aztec. He encouraged the Technical Committee members to consider ideas for future projects. It is important to take advantage of all the funding that becomes available.

8. STATUS OF TIP PROJECTS

Subject:	Status of TIP Projects
Prepared by:	MPO Staff & Technical Committee Members
Date:	January 13, 2021

BACKGROUND
<ul style="list-style-type: none"> ▪ 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 on July 25, 2019. ▪ The projects currently on the FFY2020-2025 TIP are listed below.

TRACKING INFORMATION (2018-2023 TIP)	
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

PROJECTS ON FMPO FFY2020-2025 TIP
<ul style="list-style-type: none"> ▪ <u>Aztec</u> F100091 - East Aztec Arterial Phase II ▪ <u>Bloomfield</u> F100300 - East Blanco Bridge ▪ <u>Farmington</u> 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 the status and details of current TIP projects.

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

City of Aztec - Steven Saavedra

NMDOT's Right-of-Way Bureau is currently reviewing the right-of-way certification for the East Aztec Arterial Phase II. The City of Aztec is working on providing the needed environmental information as well.

City of Bloomfield - Jason Thomas

Mr. Thomas was not in attendance.

City of Farmington - Virginia King
Foothills Drive Enhancement Phase II

The executed work agreement was received and the City of Farmington anticipates bidding the project in early February.

East Pinon Hills Blvd Extension Phases I and II

This project has been amended in the STIP from Informational to Fiscally Constrained. NMDOT will schedule an environmental update.

20th Street Phase III

The acquisition and right-of-way audit are completed. The right-of-way certification request has been submitted. Following receipt of the right-of-way certification, the PS&E will be scheduled

San Juan County - Nick Porell

East Pinon Hills Blvd. Extension Phase III

No update on this project.

Glade Run Recreation Area Trails

Project is complete and can be removed from the TIP project list.

CR 5500 Bridge Replacement

The project is out to bid; closes on January 19.

Kirtland Schools Walk Path Extension

The 90% design review is complete and all certifications have been submitted to NMDOT (no right-of-way required). Final PS&E will be scheduled for February with construction to begin this summer.

Glade Run Recreation Area Trails Extension

San Juan County is working with the BLM on finalizing the NEPA document which will constitute the environmental certification with NMDOT and would allow for construction to proceed.

District 5 - Javier Martinez

NM 173 Safety Improvements

The City of Aztec plans to relocate the water line this summer. NMDOT will advertise the project in September with construction beginning in 2022.

US 550 Pavement Rehab

This project is in the outer years of the current STIP and because it is not fiscally constrained, it cannot be moved forward in the new STIP being developed. NMDOT will get the project shovel-ready so that when addition funds become available it can be constructed.

NM 371 / N36

Navajo DOT is reviewing the NMDOT agreement regarding project funding. Because this intersection is within the City of Farmington limits, a lighting agreement with the City will be needed.

9. REPORTS FROM NMDOT

Planning Bureau - Joseph Moriarty

Mr. Moriarty provided a reminder to Staff that the first quarter FFY21 reimbursement packets are due to him by January 25.

The deadline to submit the FMPO draft 2nd quarter UPWP formal amendment to Mr. Moriarty is February 1.

NMDOT will be issuing a consolidate call for projects this May for CMAQ, Recreational Trails, and the Transportation Alternatives programs. The available funding for these projects is yet to be determined.

District 5 - Javier Martinez

There is maintenance scheduled for the FMPO area this spring. Mr. Martinez will update the Technical Committee on the exact locations and start date at the next meeting.

10. COMMITTEE MEMBER DISCUSSION ITEMS

Subject:	Committee Member Discussion Items
Date:	January 13, 2021

DISCUSSION ITEMS

Chair Porell reminded the members that applications for Local Government Road Fund (LGRF) funding are due by March 15, 2021. The applications must be accompanied by a resolution from the entity's governing body.

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

11. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	MPO Staff
Date:	January 13, 2021

INFORMATION ITEMS

- a. **TIP Amendment #6.** Completed applications and the A-1340 forms for any new project or changes to existing projects were due to the MPO by January 11, 2021. If no Project Prioritization Methodology Reviews are required, this Amendment will be considered in February.

DISCUSSION: Mr. Koepfel noted that amendments for the TIP Amendment #6 cycle can still be processed if sent to the FMPO.

12. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

13. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

Chair Porell welcomed Michelle Truby-Tillen. She was recently named as San Juan County's Community Development Director replacing Larry Hathaway who has retired.

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

14. ADJOURNMENT

Ms. King moved to adjourn the meeting. Chair Porell seconded the motion. The motion passed with no opposition. The meeting was adjourned at 10:52 a.m.



Nick Porell, Technical Committee Chair



June Markle, Administrative Assistant