

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
January 28, 2021

Policy Members Present: Rosalyn Fry, City of Aztec
Julie Baird, City of Farmington
Jeanine Bingham-Kelly, City of Farmington
Sean Sharer, City of Farmington
Glojean Todacheene, San Juan County
Thomas Wethington, Town of Kirtland

Policy Members Absent: George Walter, City of Bloomfield
Paul Brasher, NMDOT, District 5
Steve Lanier, San Juan County

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

Staff Absent: None

Others Present: Joseph Moriarty, Planning Liaison, NMDOT

With ongoing health and safety restrictions, all the members present attended via the GoToMeeting link with the exception of Chair Sean Sharer and FMPO Staff who were present in person.

Chair Sharer reminded the members that, unless an objection is raised, all votes will be presumed to be in the affirmative.

1. CALL TO ORDER & ROLL CALL

Chair Sharer called the meeting to order at 10:30 a.m.

A roll call was conducted and those listed above were present on the GoToMeeting link.

2. APPROVE THE MINUTES FROM THE NOVEMBER 19, 2020 POLICY COMMITTEE MEETING

Commissioner Todacheene moved to approve the minutes from the November 19, 2020 Policy Committee meeting. Commissioner Fry seconded the motion. The motion passed with no opposition.

3. ANNUAL ELECTION OF OFFICERS

Subject: Annual Election of Officers Date: January 28, 2021
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BACKGROUND

- Per FMPO Bylaws, each January the Policy Committee selects the Chair and Vice-Chair from its membership. The elected members will serve until the following annual election (January 2022).
- The Chair presides over the meetings and is responsible for the other duties which are outlined in the Committee Bylaws and Operating Procedures document.
- The Vice-Chair presides over the meetings in the absence of the Chair.
- Councilor Sean Sharer has been serving as the current Policy Committee Chair, while Commissioner Sipe served as Vice-Chair.

ELECTION

- Elect a Policy Committee Chair and Vice-Chair who will serve until January 2022.

ACTION ITEM

- It is recommended that the Policy Committee accept nominations and the Committee members vote to elect the Policy Committee Chair and Vice-Chair.

DISCUSSION: Chair Sharer asked for nominations for Chair of the Policy Committee for 2021:

Commissioner Todacheene nominated Councilor Sharer to continue in the role of Chair of the Policy Committee. Commissioner Fry seconded the motion. There were no other nominations for Chair. The vote to elect Councilor Sharer as Chair of the Policy Committee passed with no opposition.

Councilor Bingham-Kelly offered to accept the Vice Chair position. Chair Sharer officially nominated Councilor Bingham-Kelly as Vice Chair of the Policy Committee. Commissioner Todacheene seconded the motion. There were no other nominations for Vice Chair. The vote to elect Councilor Bingham-Kelly as Vice Chair of the Policy Committee passed with no opposition.

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 Koeppel, MPO Officer
Date: January 28, 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.
- The Technical Committee recommended their approval on January 13, 2021.

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

- The Technical Committee and Staff recommend approve PM 1 and Policy Committee Resolution 2021-1

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. Koeppel reported that this item had been presented to the Committee in November to provide background information on the federal performance measures PM 1 – Safety and PM 2 – Infrastructure Condition.

The performance measures are tied to national goal areas set by the FAST Act in order to improve investment decision-making, improve return on investments and resource allocation, demonstrate link between funding and performance, and improve system performance.

The goals and measures of PM 1-Safety is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads (neighborhood streets to interstate highways) and this also includes bicycles and pedestrians:

- Number of fatalities;
- Rate of fatalities per 100 vehicles 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

The USDOT establishes the performance measures; the states set their performance targets, and then the MPOs set their targets. The MPOs may concur with the state targets or choose to set their own.

The Technical Committee and Staff recommend that the FMPO adopt the state’s 2021 safety targets for the FMPO:

PERFORMANCE MEASURE	2021 Target
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

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

ACTION: Chair Sharer moved to approve the PM 1 Safety Targets and Policy Committee Resolution 2021-1. Councilor Bingham-Kelly seconded the motion. The motion was approved with no opposition.

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

Subject:	National Performance Management Measures for Assessing Pavement Condition and Bridge Condition (PM 2)
Prepared by:	Peter Koeppel, MPO Officer
Date:	January 28, 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.
- The Technical Committee recommended their approval on January 13, 2021.

ACTION ITEM

- The Technical Committee and MPO Staff recommend that the Policy Committee consider 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. Koeppel explained that Performance Measure 2 (PM 2) was the Infrastructure Condition and was to maintain the highway infrastructure asset system in a state of good repair by addressing:

Pavement Condition

- Percentage of pavements on the Interstate system in good condition;
- Percentage of pavement on the Interstate system in poor condition;
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition;
- Percentage of pavement 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.

Mr. Koeppel stated that these targets apply to the National Highway System (NHS) and not to local, neighborhood streets. The targets for the Interstate system do not apply to the FMPO as there are no interstate roadways in the region. The FMPO targets match NMDOT's targets except for the Percentage of bridges on the NHS in Good condition where the FMPO target is lower which was recommended by NMDOT.

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%

Mr. Koeppel noted that both the Technical Committee and Staff recommended approval of the proposed targets noted above.

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

ACTION: Commissioner Fry moved to approve to proposed PM 2 targets as shown and PC Resolution 2021-2. Councilor Bingham-Kelly seconded the motion. The motion passed with no opposition.

6. REPORTS FROM NMDOT

Planning Bureau – Joseph Moriarty

Mr. Moriarty reported that NMDOT will be issuing a consolidated call for projects for the Transportation Alternative Program, Recreational Trail Program, and the Congestion Mitigation & Air Quality Program in the spring of 2021. There are no funding estimates available currently. More information will be provided as it becomes available.

Mr. Moriarty reported that the Planning Bureau is tracking two proposed bills in the current legislative session related to the Transportation Project Fund, established to fund local transportation projects. HB 117 includes language and proposes \$100,000,000 for the Transportation Project Fund. Senate Bill 20 addresses a mechanism to fund the Transportation Project Fund and making changes to the distribution of the motor vehicle excise tax from the Local Government Road Fund to the Transportation Project Fund. Mr. Moriarty noted that it was very early in the session and changes are likely.

District 5 – Paul Brasher

No representative from District 5 was in attendance.

7. COMMITTEE MEMBER DISCUSSION ITEMS

Subject:	Committee Member Discussion Items
Date:	January 28, 2021

DISCUSSION ITEMS

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

8. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	MPO Staff
Date:	January 28, 2021

INFORMATION ITEMS

- a. **Critical Urban Freight Corridor Designation.** NMDOT, in coordination with the MPOs is developing a priority critical urban/rural freight corridor network. The purpose is to identify priority rural corridors to increase future freight project funding.
- b. **FFY2022-2027 TIP Development.** The initial Call for Projects was made on December 18, 2020 to provide the submittal deadline for all projects for this new four-year TIP. Staff and the Technical Committee have begun discussing

updates to current projects and/or new projects with the entities, Red Apple Transit, and NMDOT. This will be brought back to the Policy Committee in April as an informational item with considered approval at the May meeting.

DISCUSSION: Mr. Koeppel reported that the MPOs are working with NMDOT's Freight Group on the Critical Urban Freight Corridor Designation to develop a priority critical urban/rural freight corridor network. The purpose is to identify priority rural corridors to increase future freight project funding. In our region, US 550 from Aztec to the Colorado state line and a small section of US 64 near Shiprock have been identified as the critical rural freight corridors. The MPOs in the state are now working with NMDOT on the urban part of the freight designation. Every state is allotted a certain number of lane miles to be designated as urban freight miles.

The FMPO has begun working to develop the new FFY2022-2027 Transportation Improvement Program (TIP). The initial Call for Projects was made in December 2020 and Staff and the Technical Committee are discussing updates to current projects and the addition of new projects with the entities, Red Apple Transit, and NMDOT. This will be brought back to the Policy Committee in April as an informational item with considered approval taken at the May meeting.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

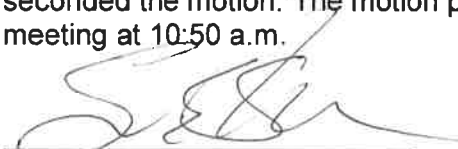
There was no additional business from the Chairman, Members and Staff.

10. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

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

11. ADJOURNMENT

Commissioner Todacheene moved to adjourn the meeting. Councilor Bingham-Kelly seconded the motion. The motion passed with no opposition. Chair Sharer adjourned the meeting at 10:50 a.m.


Sean Sharer, Policy Committee Chair


June Markle, Administrative Assistant