TECHNICAL COMMITTEE AGENDA

Farmington Metropolitan Planning Organization

February 27, 2014
10:00 a.m.

Commission Chambers
Aztec City Hall
201 West Chaco Street
Aztec, New Mexico

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
February 27, 2014 10:00 AM

This meeting will be held in Commission Chambers at Aztec City Hall, 201 West Chaco Street, Aztec, New Mexico.

ITEM	**PAGE**
1. Call meeting to order	
2. Approve the minutes from the January 23, 2014 Technical Committee meeting.	**16**
3. Amendment #5 to the FFY2014-2019 Transportation Improvement Program. a. Review the project in Amendment #5. b. Hold a public hearing on Amendment #5. c. Consider recommending approval of Amendment #5.	**1**
4. Complete Streets. a. Review titles and descriptions for the Land Use Context Areas and Road Typologies. b. Consider recommending approval of preliminary titles and descriptions of Complete Streets Context Areas and Road Typologies. c. Receive a presentation on guidelines for Complete Streets.	**3**
5. Review and consider recommending approval of the list of proposed functional classification changes for the Farmington MPO.	**7**
6. Receive a report from NMDOT a. District 5 *(David Quintana)* b. Planning Division *(Brian Degani)*	
7. 2040 Metropolitan Transportation Plan (MTP). a. Receive a report on comments received during the Stakeholder Workshop and public meetings. b. Hold a discussion on addressing key questions for developing the 2040 MTP.	**12**
8. Information Items: a. NMDOT/Technical Committee Workshop b. NMDOT Safety Program and Application Process c. Regional Traffic Model Update d. Smart Growth conferences in Denver – February 10-15 e. Other	**15**
9. Business from Chairman, Members, and Staff	
10. Business from the Floor	
11. Adjournment	

ATTENTION PERSONS WITH DISABILITIES: If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the MPO Administrative Aide at the Downtown Center, 100 W Broadway, Farmington, New Mexico or at 505-599-1466 at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the MPO Administrative Aide if a summary or other type of accessible format is needed.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #3

Subject:	FFY2014-2019 TIP Amendment #5
Prepared by:	Joe Delmagori, MPO Planner
Date:	February 18, 2014

BACKGROUND
▪ On February 12, 2014 the Farmington MPO advertised Amendment #5 to the FFY2014-2019 Transportation Improvement Program (TIP). ▪ The amendment adds one project to the TIP as described in the attached notice.

CURRENT WORK
▪ The previous TIP amendment added Legion Rd to the TIP to be the logical terminus for the East Arterial Phase 1B. ▪ NMDOT has now programmed $3.5 million toward construction of the East Arterial Phase 1B. ▪ Upon completion of this phase, the middle section will be the remaining phase of this project. ▪ A public hearing on Amendment #5 will be held on February 27, 2014 during the Technical Committee meeting.

ANTICIPATED WORK
▪ Seek approval of the amendment at the March 20, 2014 Policy Committee meeting. ▪ Include the project revisions in the STIP.

ATTACHMENTS
▪ Public Notice describing the project in Amendment #5.

RECOMMENDATION
▪ It is recommended that the Technical Committee review the project in Amendment #5, hold a public hearing, and recommend approval of Amendment #5 to the FFY2014-2019 TIP.

PUBLIC NOTICE

The Farmington Metropolitan Planning Organization (FMPO) is the transportation planning forum for the cities of Farmington, Aztec and Bloomfield and the surrounding county area. The FMPO develops a Transportation Improvement Program (TIP), which is a program of projects reasonably expected to be funded within the next six years. This public comment period meets all of the applicable requirements of the federal transportation bill MAP-21 and the federal transit requirements of Section 5307(c) (1-7).

The Farmington MPO is advertising Amendment #5 to the FFY2014-2019 Transportation Improvement Program which adds the following project:

Project Name:	East Arterial project (Phase 1B)
Control Number:	F100090
Project Description:	Construct new road
Project Termini:	From US 550 to Legion Rd
Lead Agency:	City of Aztec
Functional Classification:	Principal Arterial
Funding Source	Surface Transportation Program
Funding Amount:	$2,990,400 in federal STP for Construction $509,600 in required match for Construction
Fiscal Year	FFY2015
Total Project Cost:	$3,500,000

As required by federal law and the Farmington MPO Public Participation Plan, the FMPO is holding a 30-day Public Comment period and Public Hearing on Amendment #5. The 30-day comment period is from Wednesday, February 12, 2014 to Friday, March 14, 2014. The public may also make comments on the proposed amendment at the following meeting:

Public Hearing: During the Farmington MPO Technical Committee meeting at 10:00 a.m. on **Thursday, February 27, 2014** in the Commission Room at Aztec City Hall, 201 W Chaco, Aztec, New Mexico.

Written comments may be sent to the Farmington MPO at:

Fax: (505) 599-1299
Mail: Farmington MPO, 800 Municipal Drive, Farmington, New Mexico, 87401
Email: jdelmagori@fmtn.org

The public may view this amendment at www.farmingtonmpo.org. For more information contact Joe Delmagori, MPO Planner, at (505) 599-1392.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #4

Subject:	Complete Streets
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	February 19, 2014

BACKGROUND or PREVIOUS WORK
▪ Complete Streets is a means of designing a roadway so that it accommodates all modes of travel, such as walking, biking, and transit. ▪ Staff has worked with the Advisory Group on development of land use context areas (LUCAs) and road typology overlays. ▪ The Advisory Group recommended preliminary approval of the titles and definitions for the road typologies and land use context areas at their January 22 meeting. ▪ The Advisory Group held its latest meeting on February 19.

CURRENT WORK
▪ The Advisory Group completed exercises in which they identified titles and descriptions for land use context areas (LUCAs) and road types for the MPO Complete Streets program. ▪ The Road Typologies and LUCAs will be used to create the design guidelines for the MPO road network. ▪ Staff introduced four themes (Adoptability, Resourcefulness, Flexibility & Simplicity) that will steer the development of design guidelines and the Complete Streets document.

ANTICIPATED WORK
▪ Develop Complete Streets design guidelines.

ATTACHMENTS
▪ The list of preliminary land use context areas and road typologies developed by the Advisory Group. ▪ A PowerPoint illustrating design guideline themes will be presented at the meeting.

RECOMMENDATION
▪ It is recommended that the Technical Committee review and recommend approval of the preliminary list of the titles and definitions for the road types and land use context areas. It is further recommended that the Technical Committee receive a presentation on Complete Streets design guidelines.

Preliminary Land Use Context Areas (as recommended by the CS Advisory Group on January 22, 2014)

Title	Descriptions	Examples
Rural and Agricultural	Predominately low density residential on large lots. Farmland and pastures are common. Large land areas for regional recreational/ open space. Small commercial and retail are also found.	Kirtland Crouch Mesa Glade Area
Heavy Industrial	Primarily industrial parks and other places served by trucks such as coal mines, refineries, and mineral extraction sites. Truck size would be large and volume would be frequent.	CR 350 State highways outside the cities
Regional Commercial and Light Industrial	Commercial and retail that serves the region. Large sites include locations for malls, big box stores, chain restaurants, auto dealers, and strip malls. Large parking lots surround sites. Small industrial sites, such as warehouses and garages with storage yards, would be used for manufacturing and production but would be non-intrusive to nearby properties. Truck size would vary and volume would be moderate.	East Main St. US 64 near CR 6500 in Kirtland South of Pinon St in Farmington
City Commercial	Smaller-scaled buildings with smaller parking lots that serve city-wide and surrounding communities. Grocery stores, pharmacies, offices, and civic facilities are common. These destinations are often connected to residential collector streets.	20th Street San Juan Blvd
Suburban Neighborhood	Subdivisions within the three cities that have low density and larger lots. Minimal commercial and retail sites. Includes schools, churches, and parks.	Neighborhoods in the Foothills area and northeast Farmington
Traditional Neighborhood	Subdivisions with moderate density and smaller lots. Often use street grid networks. Commercial and retail sites, including schools, banks, parks, gas stations, and grocery stores, are either in close proximity or along perimeter of neighborhoods. There is good accessibility for all modes.	East side of Aztec, west side of Bloomfield, central Farmington
Local Neighborhood Commercial	More localized commercial and retail buildings that are integrated into neighborhoods and feature a mixed use of housing, office, and retail that are accessible by all modes. These areas may include studios for various artistic talents. Features small public spaces for recreation.	Area currently does not have
Central Business District/ Downtown	Higher density and mixed use of residential, commercial, and retail. Highly accessible by all modes. Uniform building aesthetics and setbacks. On street parking and wide sidewalks.	Downtown Farmington Downtown Aztec

Preliminary Road Typologies (as recommended by the CS Advisory Group on January 22, 2014)

Title	Descriptions	Examples
Bypass/ Limited Access	High volume, wider roads with the highest levels of mobility and vehicle speeds. They can serve as truck routes. Access to nearby properties is discouraged and intended to be handled by other intersecting roads in the network. Roads can have 2-4 lanes with non-traversable medians. Shoulders, buffered on-street facilities, and separated paths are encouraged for accommodating pedestrians, bicyclists, and equestrians.	Pinon Hills Blvd Murray Dr.
Principal Arterial	High volume, higher speed, and wider roads that serve regional travel between cities and through a city. Roads are typically 2-6 lanes with raised medians and turn lanes. Access to nearby properties should still be limited but this road allows for more frequent access than the Bypass/Limited Access. Shoulders, buffered on-street facilities, and separated paths are encouraged for accommodating pedestrians, bicyclists and equestrians. Transit stops may be found.	East Main St. NM 516 US 64
Community Arterial	Roads are 2-4 lanes with moderate volume and speeds and are primarily meant for travel through a city and to serve commercial areas. Travel lanes are smaller in width to accommodate the presence of medians, bike lanes, buffered sidewalks, on-street parking, and transit stops. Large trucks are still present. These streets support the higher road classifications and are connected with Collectors and fed by Service Ways. The frequency of access should still be restrained to minimize conflicts with bicyclists and pedestrians.	Butler north of 30th 20th Street between Dustin and Main St
Service Way	Roads that are intended to serve heavy industrial sites and industrial parks. They are used for internal circulation for the industrial sites and provide access to the higher road classifications. They are two lane roads with slower speeds and designed for heavy-weighted traffic. While bicycle and pedestrian use is secondary, accommodations should be focused on safety for these modes.	Industrial roads east of US 550 in Bloomfield Troy King north of US 64
Commercial Collector	Lower volume and lower speed roads with 2-3 lanes that primarily connect commercial areas, retail, and downtown districts. Bike lanes, wide sidewalks, and transit stops are more prevalent to enhance multi-modal travel. These roads distribute traffic between the higher classifications and local streets. Medians and two-way left turn lanes are common. Driveways directly accessing these roads are discouraged. These roads may also have on-street parking. Downtown areas include additional features and streetscaping that promote multi-modal travel.	Downtown Main St in Farmington & Aztec Chaco in Aztec

Neighborhood Collector	Lower volume and lower speed roads with 2-3 lanes that primarily connect residential neighborhoods. Bike lanes, wide sidewalks, and transit stops are present. These roads distribute traffic between the higher classifications and local streets. Medians and two-way left turn lanes are common. Driveways directly accessing these roads are discouraged. These roads may also have on-street parking.	West Blanco & South 1st St in Bloomfield Fairview between Main St and 20th St Butler between Apache and 20th St
Neighborhood Local	Two lane roads with the lowest travel speeds that serve residential and commercial areas within the cities. Parking on the street is common but may be restricted in some places. More frequent driveway access occurs. Medians may be present but not recommended. Lower volumes and speeds allow for integrated bike use in the roadway and do not necessarily require separate facilities. Sidewalks should be buffered from the street.	Knudsen Mesa Verde in Aztec Church St in Bloomfield Streets typically found in subdivisions
Rural Local	Two lane roads with the lowest travel speeds that serve low density residential and commercial areas. Roads do not necessarily need to be paved. More frequent driveway access occurs. Lower volumes and speeds allow for integrated bike use in the roadway and do not necessarily require separate facilities. Sidewalks are encouraged but may not be necessary due to the surrounding density.	Rinconada in Farmington CR 6444 in Kirtland Streets typically found in subdivisions
Trail Way	Non-motorized pathways that provide travel options for pedestrians, bicyclists, and equestrians. They connect neighborhoods, schools, parks, and commercial nodes found along river systems and within city settings. These trail ways may be paved or unpaved and may or may not be connected to roadways.	River walks in Farmington, Aztec, and Bloomfield

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #5

Subject:	State Functional Classification Update
Prepared by:	Joe Delmagori, MPO Planner
Date:	February 19, 2014

BACKGROUND OR PREVIOUS WORK
▪ The NMDOT Planning Bureau held a meeting in Albuquerque on November 5 to discuss the statewide update of the functional classification system. ▪ All of the MPOs and RTPOs will assist NMDOT by making recommendations for classification changes to their regional roads. ▪ Staff discussed the schedule and reviewed the list of proposed changes with the Policy Committee on January 16 and with the Technical Committee on January 23. ▪ In the past month, Staff met with the entities individually to discuss their proposed classification changes.

CURRENT WORK
▪ Classification changes are divided into four categories: declassify, classify up, classify down, and add classification. ▪ Staff has learned that current roads and proposed roads in the TIP-STIP are to be included in the list; future roads beyond the near term cannot be included in this functional class update. ▪ Staff will conduct another review with the Technical Committee to identify other potential changes on February 27. ▪ All of these potential changes will serve as the basis for recommended changes by the MPO to NMDOT.

ANTICIPATED WORK
▪ Seek approval of the list of classification changes at the March 20 Policy Committee meeting. ▪ Submit the list to NMDOT.

ATTACHMENTS
▪ The final draft list of proposed functional classification changes for the MPO based on entity review and feedback.

RECOMMENDATION
▪ It is recommended that the Technical Committee review and recommend approval of the list of proposed functional classification changes for the Farmington MPO.

Final Draft List of Proposed Functional Classification Changes for the Farmington MPO

Keep?	Name	From	To	Area	System	Current Local Classification	Current MPO Major T-Plan Classification	Current NMDOT Designation		MPO Recommended Classification*	Action
	Kirby	US 64	E Blanco	Bloomfield	Urban	N/A	N/A	Urban Collector		N/A	Declassify
	CR 5569	US 64	CR 5580	County	Rural	N/A	N/A	Rural Minor Collector		N/A	Declassify
	CR 3008	CR 3000	CR 3009	County	Rural	Local	N/A	Urban Collector		N/A	Declassify
	CR 6500	US 64	CR 6480	County	Urban		Collector	Urban Principal Arterial		Minor Arterial	Reclassify Down
	CR 6480	CR 6200	CR 6500	County	Rural		Minor Arterial	Urban Principal Arterial		Minor Arterial	Reclassify Down
	Fairview	20th	Cliffside	Farmington	Urban	Local	N/A	Urban Collector		Minor Collector	Reclassify Down
	Scott	San Juan Blvd	Main St	Farmington	Urban		Minor Arterial	Urban Principal Arterial		Minor Arterial	Reclassify Down
	NM 574	CR 3095	CR 3072	Aztec	Urban	Collector	Proposed Minor Arterial	Rural Minor Collector		Minor Arterial	Reclassify Up
	NM 574	CR 3072	NM 516	Aztec	Urban	Collector	Proposed Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Oliver	NM 516	McWilliams	Aztec	Urban	Collector	Proposed Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	NM 173	CR 2950	NM 575	County	Rural	Collector	Proposed Minor Arterial	Rural Major Collector		Minor Arterial	Reclassify Up
	CR 350	US 64	CR 5580	County	Rural		Principal Arterial	Rural Minor Collector		Principal Arterial - Other	Reclassify Up
	CR 350	CR 5580	CR 5030	County	Rural		Principal Arterial	Rural Minor Collector		Principal Arterial - Other	Reclassify Up
	CR 350	CR 5030	CR 3000	County	Rural		Principal Arterial	Rural Minor Collector		Principal Arterial - Other	Reclassify Up
	CR 350	CR 3000	NM 516	County	Urban		Principal Arterial	Urban Collector		Principal Arterial - Other	Reclassify Up
	CR 3535	NM 516	End of Road	County	Urban	Collector	Proposed Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	CR 390	Andrea Dr	CR 350	County	Urban		Minor Arterial	Rural Major Collector		Minor Arterial	Reclassify Up
	Piedras	End of Road	La Plata Hwy	Farmington	Urban	Local	Proposed Collector	Urban Collector		Minor Collector	Reclassify Up
	Foothills	Pinon Hills Blvd	Crestwood	Farmington	Urban		Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Foothills	Crestwood	Rinconada	Farmington	Urban		Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Foothills	Rinconada	Hood Mesa Trail	Farmington	Urban		Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Troy King	US 64	CR 6480	Farmington	Urban		Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Wildflower	NM 516/ Browning	Wildflower Mesa Dr	Farmington	Urban		Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Wildflower	Wildflower Mesa Dr	Andrea Dr	Farmington	Urban		Minor Arterial	Urban Collector		Minor Arterial	Reclassify Up
	Church St	Maple	US 64	Bloomfield	Urban	Local	Proposed Collector	Urban Collector		Minor Collector	Reclassify Up
	Church St	US 64	W. Blanco	Bloomfield	Urban	Local	Proposed Collector	Urban Collector		Major Collector	Reclassify Up

Keep?	Name	From	To	Area	System	Current Local Classification	Current MPO Major T-Plan Classification	Current NMDOT Designation		MPO Recommended Classification*	Action
	East Arterial	US 550 S	NM 173	Aztec	Rural	N/A	Proposed Principal Arterial			Principal Arterial - Other	Add classification
*	East Arterial	NM 173	US 550 N	Aztec	Rural	N/A	Proposed Principal Arterial			Principal Arterial - Other	Add classification
	Ruins Rd	NM 516	CR 2900	Aztec	Urban		Collector			Major Collector	Add classification
*	McWilliams	Oliver	NM 574	Aztec	Urban	Local	Proposed Minor Arterial			Minor Collector	Add classification
	Western	Oliver	Swire	Aztec	Urban		Collector			Minor Collector	Add classification
	Swire	Western	NM 516	Aztec	Urban		Collector			Minor Collector	Add classification
	Ash	Llano St	NM 516	Aztec	Urban	Local	Proposed Collector			Major Collector	Add classification
	Church St	US 550 S	US 550 N	Aztec	Urban	Local	Proposed Collector			Minor Collector	Add classification
	CR 2900	Ruins Rd	US 550	County	Urban		Collector			Major Collector	Add classification
	CR 6700	US 64	US 64	County	Rural		Collector			Minor Collector	Add classification
	CR 6100	US 64	CR 6575	County	Urban		Collector			Major Collector	Add classification
	CR 6100	CR 6575	CR 6400	County	Urban		Collector			Major Collector	Add classification
	CR 6100	CR 6400	US 64	County	Urban		Collector			Major Collector	Add classification
	CR 6200	US 64	CR 6480	County	Urban		Collector			Minor Collector	Add classification
	CR 3050	CR 350	NM 516	County	Rural		Collector			Major Collector	Add classification
	CR 3100	CR 350	CR 3000	County	Rural	Local	Proposed Minor Arterial			Minor Arterial	Add classification
	CR 3150	CR 5030	CR 3100	County	Rural	Local	Proposed Minor Arterial			Major Collector	Add classification
	CR 3900	CR 390	CR 3950	County	Urban		Minor Arterial			Minor Arterial	Add classification
	CR 3900	CR 3950	CR 3000	County	Rural	Local	Proposed Minor Arterial			Minor Arterial	Add classification
	CR 3950	CR 3000	CR 3900	County	Urban		Collector			Major Collector	Add classification
	CR 5290	US 64	CR 5292	County	Rural	Local	Proposed Collector			Major Collector	Add classification
	CR 5290	CR 5292	CR 5030	County	Rural	Local	Proposed Minor Arterial			Major Collector	Add classification
	CR 6675	San Juan River	US 64	County	Urban	Local	Proposed Collector			Major Collector	Add classification

Keep?	Name	From	To	Area	System	Current Local Classification	Current MPO Major T-Plan Classification	Current NMDOT Designation		MPO Recommended Classification*	Action
*	Northern Route	College	East Road	Farmington	Rural	N/A	Proposed Minor Arterial			Minor Arterial	Add classification
*	Northern Route	East Road	US 550	County	Rural	N/A	Proposed Minor Arterial			Minor Arterial	Add classification
*	Highline Rd	CR 3100	US 550	County	Rural	N/A	Proposed Principal Arterial			Principal Arterial - Other	Add classification
	CR 4990	US 550	CR 4450	County	Rural	N/A	Proposed Collector			Major Collector	Add classification
	Andrea	US 64	Wildflower Mesa Dr	Farmington	Urban		Minor Arterial			Minor Arterial	Add classification
	Sunrise	Butler	San Juan College	Farmington	Urban	Local	Collector			Major Collector	Add classification
	Dustin	Apache	Ute	Farmington	Urban		Minor Arterial			Major Collector	Add classification
	Dustin	Ute	20th	Farmington	Urban		Minor Arterial			Major Collector	Add classification
	Dustin	20th	30th	Farmington	Urban		Minor Arterial			Major Collector	Add classification
*	Dustin	Pinon Hills Blvd	Cougar Trail	Farmington	Rural	N/A	Proposed Collector			Minor Collector	Add classification
	Malta	US 64	SSRR	Farmington	Urban		Collector			Minor Collector	Add classification
	Beckland Dr	East Main	Windsor	Farmington	Urban		Collector			Major Collector	Add classification
*	Beckland Dr	Windsor	Pinon Hills	Farmington	Urban	N/A	Proposed Collector			Minor Collector	Add classification
	Gila St	East Main	English	Farmington	Urban		Collector			Major Collector	Add classification
*	Herrera	Cliffside	East Main	Farmington	Urban	Local	Proposed Collector			Minor Collector	Add classification
	Herrera	East Main	End of Road	Farmington	Urban		Collector			Minor Collector	Add classification
	Panther Trail	Piedra Vista HS	Pinon Hills	Farmington	Urban		Collector			Minor Collector	Add classification
	English	Chaparral Ave	Red Rock Ct	Farmington	Urban		Collector			Major Collector	Add classification
	Sandalwood	College	English	Farmington	Urban		Collector			Major Collector	Add classification
	College	Pinon Hills Blvd	Piedra Vista HS	Farmington	Rural		Minor Arterial			Minor Arterial	Add classification
	College	Piedra Vista HS	Sandalwood	Farmington	Rural		Minor Arterial			Minor Arterial	Add classification
	College	Sandalwood	Hood Mesa Trail	Farmington	Rural		Minor Arterial			Minor Arterial	Add classification
*	College	Hood Mesa Trail	Northern Route	Farmington	Rural	N/A	Proposed Minor Arterial			Minor Arterial	Add classification
	Hood Mesa Trail	Pinon Hills Blvd	College	Farmington	Rural	Local	Proposed Collector			Minor Collector	Add classification
	Hood Mesa Trail	College Blvd	Foothills	Farmington	Rural		Collector			Major Collector	Add classification
*	Hood Mesa Trail	Foothills	East Road	Farmington	Rural	N/A	Proposed Collector			Minor Collector	Add classification

Keep?	Name	From	To	Area	System	Current Local Classification	Current MPO Major T-Plan Classification	Current NMDOT Designation		MPO Recommended Classification*	Action
	Lakewood	Hood Mesa Trail	Foothills	Farmington	Rural		Collector			Major Collector	Add classification
	Lakewood	Foothills	High Point Dr	Farmington	Urban		Collector			Major Collector	Add classification
*	Lakewood	High Point Dr	East Road	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
*	Marseille	End of Road	East Road	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
	E. Pinon Hills Blvd	E Main St	CR 3000	Farmington	Urban	N/A	Proposed Principal Arterial			Principal Arterial - Other	Add classification
*	Little Creek	US 64	CR 6480	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
*	Viento	US 64	Twin Peaks	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
*	Piedras	Little Creek	Viento	Farmington	Urban	Local	Proposed Collector			Major Collector	Add classification
*	Eagle	Little Creek	Viento	Farmington	Urban	N/A	Proposed Collector			Minor Collector	Add classification
*	Spine Rd	Pinon Hills Blvd	NM 170	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
*	35th St	Pinon Hills Blvd	Sunset	Farmington	Urban	N/A	Proposed Collector			Minor Collector	Add classification
*	Cougar Trail	Dustin	Hood Mesa Trail	Farmington	Rural	N/A	Proposed Collector			Minor Collector	Add classification
*	Cliffside	Farmington Ave	Fairview	Farmington	Urban	N/A	Proposed Collector			Minor Collector	Add classification
*	English	Pinon Hills Blvd	Chaparral Ave	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
*	English	Red Rock Ct	Lakewood	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
*	Wildflower Mesa Dr	Mesa Vista Dr	Andrea Dr	Farmington	Urban	N/A	Proposed Collector			Major Collector	Add classification
	Arizona	US 550	Saiz	Bloomfield	Urban	Local	Proposed Collector			Major Collector	Add classification
*	Newby	US 64	CR 5030	Bloomfield	Urban	Local	Proposed Minor Arterial			Major Collector	Add classification
	Bergin	US 64	W. Blanco	Bloomfield	Urban	Local	Proposed Collector			Major Collector	Add classification
	Frontier	US 64	W. Blanco	Bloomfield	Urban	Local	Proposed Collector			Major Collector	Add classification
	Maple	Church St	US 550	Bloomfield	Urban	Local	Proposed Collector			Minor Collector	Add classification
	Mustang	Blanco	US 64	Bloomfield	Urban	Local	Proposed Collector			Major Collector	Add classification
	Saiz	E Blanco	CR 4900	Bloomfield	Urban	Local	Proposed Collector			Minor Arterial	Add classification
										* use new FC codes	

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #7

Subject:	2040 Metropolitan Transportation Plan
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	February 18, 2014

BACKGROUND OR PREVIOUS WORK

- The Metropolitan Transportation Plan (MTP) is the long range planning document that addresses transportation needs for the next twenty-five years.
- The 2035 MTP was adopted in 2010.
- Development of the 2040 MTP began in November 2013 and is expected to be adopted in April 2015.
- Overview presentations have been given to the Technical and Policy Committees, Councils, and other organizations.
- The Stakeholder Workshop was held on February 5.

CURRENT WORK

- Overview presentations will continue to be provided to various groups in the coming months.
- Public meetings were held to gather ideas on transportation projects that can then be analyzed later in the MTP process.
- Staff will discuss key questions with the Technical Committee to assist with development of the plan.

ANTICIPATED WORK

- Continued to hold public meetings.
- Identify proposed road, transit, and bicycle/pedestrian projects for analysis.

ATTACHMENT

- List of presentations and open houses on the 2040 MTP.
- Summary of comments made at the Stakeholder Workshop.
- Questions to discuss for developing the 2040 MTP.

RECOMMENDATION

- It is recommended that the Technical Committee receive a report on comments received during the Stakeholder Workshop and public meetings and hold a discussion on addressing key questions for developing the 2040 MTP.

List of 2040 MTP Presentations & Open Houses

- January 13 – Farmington Chamber of Commerce Red Coats
- January 14 – San Juan Rotary
- January 21 – Farmington Chamber Young Professionals
- January 27 – Bloomfield City Council
- January 28 – Aztec City Commission
- January 30 – San Juan College – Student Rush
- February 3 – Sycamore Center
- February 4 – San Juan County Commission

- February 5 – Stakeholder Workshop

- February 6 – San Juan County Administrative Lobby
- February 11 – Bloomfield Multi-Cultural Center
- February 20- Kiwinis Club
- March 6 – Rotary Club
- March 18 – Farmington City Council
- March 20 – Aztec Chamber

2040 Metropolitan Transportation Plan
Questions for Developing the Project Planning Process

- What aspects of the 2035 MTP do you like and want to repeat for the update?
- What aspects of the 2035 MTP should be changed or improved upon?
- List stakeholders, clubs, and other organizations that need to be involved in the MTP update process.
- How can we better engage the public in this process?
- What areas of the MTP need additional focus?
- Identify planning elements that are not part of the current 2035 MTP that should be part of the update.
- Provide initial thoughts on performance measures and targets? What data can the MPO use? What should the performance measures be trying to improve?

Comments Received during the Stakeholder Workshop

ROADS
• Pedestrian hit on road by hospital because stop signs not visible. • Slow down traffic to improve safety and economic vitality. • Narrow roads to help businesses and slow speeds. • North Dustin is good model for Complete Streets and for slowing traffic. • Foothills – use Phoenix as a guide for separate walk/bike path. This path would lead to Glade/BLM trails. • Bottleneck on East Main between San Juan Plaza and Mall. • $400,000 in trail easements purchased by COF in last year

BIKE/PED

• Bloomfield specific: Arroyo Drive; CR 4900; Broadway (US 64); South Bloomfield Blvd. (US 550); Mustang Lane.
• Look at sidewalks for Kirtland and Shiprock schools (SRTS?)
• Walkability – slow traffic for pedestrians and safety
• Fix sidewalk gaps
• Improve sidewalk safety
• Improve connectivity of sidewalks & trails
  o SSRR Trail Project – TAP funds
  o Bloomfield – river trails
  o Aztec – pedestrian bridge/trails
• Connectivity of schools, trails, parks, and neighborhoods
• Sidewalk access and connectivity – fix gaps
• Include workout circuits/exercise facilities/recreational activities along trails
• More public/private partnerships

TRANSIT
• SJ Regional Medical Center – one community van for transport up to 20 mile radius • Red Apple Transit expansion service SJRMC • Map locations of medical facilities (30th Street, etc.) • Service: Mall and San Juan Plaza   More routes • More interaction between MPO interns and Red Apple riders • Ensure bus stops are ADA compliant (dirt stops, school bus stops)

OTHER MODES
• MPO's relationship with Navajo Nation & Jicarilla Apache • Pavement issues into schools in Kirtland and Shiprock • Provide transportation choices • Partnerships – "be at the table" • Access – ADA clearance, end of sidewalks (utility poles, etc.)

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #8

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	February 19, 2014

INFORMATION ITEMS

a. **NMDOT/Technical Committee Workshop.** The Workshop with NMDOT was cancelled due to scheduling conflicts. A new date for the Workshop is being coordinated with District 5.

b. **NMDOT Safety Program.** NMDOT has issued a call for applications for HSIP funding. The application process will be discussed at the meeting.

c. **Regional Traffic Model Update.** The consultant is near completion of the calibration process for the traffic model. A status report on the consultant's recent work will be provided at the meeting.

d. **Conferences in Denver.** Joe Delmagori attended two conferences in Denver on February 10-15. One was walkability tours of Denver and other cities led by Dan Burden. The other was the annual New Partners for Smart Growth conference. A summary will be provided at the meeting.

e. **Other**

M I N U T E S
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
JANUARY 23, 2014

Technical Members Present:	Bill Watson, City of Aztec Teresa Brevik, City of Bloomfield Cynthia Lopez, City of Farmington Nica J. Westerling, City of Farmington Dave Keck, San Juan County
Technical Members Absent:	None
Staff Present:	Mary Holton, MPO Officer Joe Delmagori, MPO Planner Duane Wakan, MPO Associate Planner June Markle, MPO Administrative Aide
Staff Absent:	None
Also Present:	Brian Degani, NMDOT Planning Liaison David Quintana, NMDOT District 5, via telephone Larry Hathaway, San Juan County

WELCOME

Mr. Delmagori introduced Mr. William "Bill" Watson, the new Public Works Director for the City of Aztec and the newest member of the Technical Committee. Participants then introduced themselves and the organization they represented.

1. CALL TO ORDER

Mr. Dave Keck called the meeting to order at 10:03 a.m.

2. APPROVE THE MINUTES FROM THE DECEMBER 19, 2013 TECHNICAL COMMITTEE MEETING

Ms. Lopez made a motion to approve the minutes from the December 19, 2013 Technical Committee meeting. Ms. Westerling seconded the motion. The motion to approve the minutes was passed unanimously.

3. HOLD THE ANNUAL ELECTION OF OFFICERS

Subject:	Annual Election of Officers
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 14, 2014

BACKGROUND
▪ At the first meeting of the new year, 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.

ELECTION
▪ Elections will take place to select a Chair and Vice-Chair for the Technical Committee for 2014.

RECOMMENDATION
▪ It is recommended that the Technical Committee accept nominations and vote to elect the Chair and Vice-Chair for 2014.

DISCUSSION: Mr. Delmagori stated that during the first meeting of the new year, the Technical Committee selects the Chair and Vice-Chair from their membership who will serve until the next annual election. The current Chair is Dave Keck and the current Vice-Chair is Cindy Lopez. He turned the election process over to the Technical Committee.

ACTION: Ms. Westerling nominated Ms. Cindy Lopez as Chair of the Technical Committee. There were no other nominations for the position. Ms. Lopez was nominated and chosen as the Chair of the Technical Committee for the 2014 calendar year.

Ms. Lopez nominated Mr. Dave Keck as Vice-Chair of the Technical Committee. There were no other nominations for the position. Mr. Keck was nominated and chosen as the Vice-Chair of the Technical Committee for the 2014 calendar year.

Ms. Lopez took over as Chair for the meeting.

Mr. Delmagori asked if Agenda Items #4 and #5 could be switched since Mr. David Quintana with District 5 would be participating by phone. By taking Agenda Item #4 after #5, Mr. Quintana could participate in the discussion on the agenda for the workshop with NMDOT upcoming on February 20 and then go directly into his District 5 report to the Technical Committee.

5. REVIEW AND DEVELOP THE LIST OF PROPOSED FUNCTIONAL CLASSIFICATION CHANGES FOR THE FARMINGTON MPO

Subject:	State Functional Classification Update
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 15, 2014

BACKGROUND OR PREVIOUS WORK
▪ The NMDOT Planning Bureau held a meeting in Albuquerque on November 5 to discuss the statewide update of the functional classification system. ▪ All of the MPOs and RTPOs will assist NMDOT by making recommendations for classification changes to their regional roads. ▪ NMDOT and its consultant team are targeting February 2015 for completion of the review and update. ▪ Staff discussed the schedule and reviewed the list of proposed changes with the Policy Committee on January 16.

CURRENT WORK
▪ Staff provided the Functional Classification Guidance Manual to the Technical Committee members. ▪ Classification changes from 2011 are divided into four categories. ▪ Staff will review and modify the 2011 functional classification proposals with the members on January 23. ▪ There is opportunity to identify other potential changes. ▪ Staff will meet with the entities individually to further discuss classification changes within their jurisdiction. ▪ All of these potential changes will serve as the basis for recommended changes by the MPO to NMDOT.

RECOMMENDATION
▪ It is recommended that the Technical Committee review and develop the list of proposed functional classification changes for the Farmington MPO.

DISCUSSION: Mr. Delmagori reported that NMDOT is working with a consultant to complete an update of the statewide functional classification system. They have asked the MPOs and RTPOs to assist by making recommendations for classification changes to their regional roads.

Mr. Delmagori said that in 2011, the Farmington MPO reviewed the region and the current classifications and developed a list of recommended changes. Due to some staffing issues at NMDOT, the changes were not entered into their database nor forwarded to FHWA. With the statewide functional classification update underway now, the MPO can reconsider the list and see if those changes recommended in 2011

are still relevant and identify any other additions or changes that need to be considered.

Mr. Delmagori said he wanted to briefly review the changes proposed in 2011 and stated that Staff will then plan to meet individually with each Technical Committee member and their staff to review that entity's specific classification changes. All the information would then be brought to the February Technical Committee meeting for recommended approval and to the Policy Committee in March for final approval.

Mr. Delmagori reviewed Pages 5-7 of the Agenda to explain some of the proposed classification changes from the 2011 list. The list shows roadways in four categories: declassify, reclassify up, reclassify down, and add as new. He referenced a few examples from the overall list to demonstrate the review process.

Ms. Westerling asked if the changes would then be taken back to the councils for approval. Mr. Delmagori said he believed the city's thoroughfare plan already shows Lake and Park Streets as collectors on the local level. Ms. Lopez said that according to the map she had, Lake was shown as a local street on the city's plan. Mr. Delmagori clarified that the recommended classifications do match the existing thoroughfare plan and it was NMDOT's database that was not in agreement.

Ms. Holton added that she remembered Lake Street being declassified to a collector on the last thoroughfare plan iteration. She said the MPO's Major T-Plan which reflects all the entities information should be utilized for the purpose of determining functional classifications.

Mr. Keck commented on CR 6500 which is recommended to be declassified to a collector. He said that since CR 6500 is the outlet for Twin Peaks/CR 6480, which is being proposed as a minor arterial, that CR 6500 have the same classifications as CR 6480.

Mr. Delmagori said the roads listed on Page 6 were those proposed to be reclassified up. NMDOT currently shows CR 350 as a collector and the MPO is recommending that it be reclassified up to a principal arterial as it is the primary road between US 64 and NM 516 and serves the function of moving traffic through the Crouch Mesa area. Additionally, the state's functional class system shows Foothills as a collector, however, the City of Farmington's Major Thoroughfare Plan has this road as a minor arterial.

Mr. Watson asked if the name of the entity where the roads were located could be added to the listing. Mr. Delmagori said Staff could easily add that information.

Mr. Delmagori explained the list of new classifications shown on Page 7 of the Agenda. These roads serve a regionally significant purpose for the area, are part of the thoroughfare plan, and traffic counts are taken on these roads. The state map, however, does not include these roads.

Mr. Delmagori said the list would be reviewed with each of the entities and they were encouraged to consider other roads that they believe should be included on the list.

Ms. Holton said that the MPO's Major T-Plan specifically reflected each city's thoroughfare plans.

Mr. Delmagori added that consideration may want to be given to adding all of the proposed roads that have come out of the thoroughfare and long range planning processes so that the state is aware of the future roads identified by the MPO (i.e. Pinon Hills, CR 3900, East Arterial, and Highline Road). Even though the roads do not currently exist, they have already been identified through the planning process.

Mr. Watson asked if the classifications were based on Average Daily Traffic (ADT) volumes. Mr. Delmagori said volume did factor into the classification, but also speed, and the purpose/function of the road. Mr. Delmagori said the MPO has a guiding document from NMDOT which outlines the criteria for classifying road and he will forward that to Mr. Watson.

Mr. Delmagori reported that a more thorough review of the list will be taken when Staff meets with each entity and a final recommendation will then be compiled.

ACTION: The report was received.

Mr. David Quintana was contacted by telephone. The Technical Committee discussed Agenda Item #4.

4. DISCUSS THE AGENDA AND STRUCTURE OF THE WORKSHOP WITH NMDOT TO DISCUSS REGIONAL PRIORITIES, COMMUNICATIONS, AND MAINTENANCE CONCERNS

Subject:	Workshop with NMDOT
Prepared by:	Joe Delmagori, MPO Planner
Date:	December 11, 2013

BACKGROUND
▪ On August 22, the Technical Committee discussed the need to address several community and regional concerns with NMDOT. ▪ The concerns relate to interactions with NMDOT District 5 with regards to regional priorities, communications, and maintenance. ▪ A summary of these concerns was discussed with the Policy Committee on September 19. ▪ It was agreed that a workshop will be held to discuss the concerns and develop solutions. ▪ An update on the coordination of this workshop was provided to the Policy Committee on January 16.

CURRENT WORK
▪ This workshop will be a staff level discussion focusing on MPO involvement with regional priorities, communications and project management, maintenance,

and inter-governmental agreements.

- Although originally scheduled for February 26, District 5 cannot meet that day and has suggested the workshop be held on February 20.
- The draft agenda for the workshop has been developed.
- To assist staff with preparations, the Technical Committee and NMDOT need to determine the structure of the meeting as to who will present the material.

RECOMMENDATION
▪ It is recommended that the Technical Committee discuss the agenda and structure of the workshop with NMDOT to discuss regional priorities and communications and maintenance concerns.

DISCUSSION: Mr. Delmagori reported that the workshop with NMDOT and District 5 had been scheduled for February 20. Mr. Delmagori asked who from Mr. Quintana's office was planning to attend.

Mr. Quintana said Yolanda Roybal and Richard Pena from the District 5 staff are planning to attend. Mr. Quintana had forwarded the invitation to the District 5 engineering staff, Miguel Gabaldon, Dave Martinez, Paul Brasher, and their project development engineer, Chris Urioste, who also oversees the local government projects when they reach District 5 for reimbursement. Mr. Quintana said that Mr. Urioste and Mr. Brasher will attend. He is waiting to hear from Mr. Gabaldon and Mr. Martinez. He expects that Mr. Martinez will be able to attend, but with the final day of the state legislative session occurring that day, it is possible that Mr. Gabaldon will be unable to participate.

Mr. Delmagori referred to Page 3 of the Agenda which showed the draft agenda for the workshop. The agenda has been reviewed and all parties have agreed on the discussion topics. Mr. Delmagori said Staff would now like to discuss the structure of the meeting and who would be presenting, what would be presented, and how much time needed to be allotted for discussion on each of the topics. Mr. Delmagori thought it would be good to initially get some items out on the table and allow for discussion on those topics rather than having open discussion on all the topics at once.

Mr. Delmagori asked Mr. Quintana if Mr. Gabaldon and Mr. Martinez would be willing to speak for a few minutes first to explain their roles. Mr. Quintana said Mr. Martinez could begin the afternoon maintenance discussion this way and, perhaps, Mr. Gabaldon could say a few words to open the meeting in the morning. He thought they would only need about five minutes each. Mr. Quintana said that he and Yolanda would prepare their own or combine a presentation to discuss the overall flow of the governmental procedures and what is required. He thought this presentation would take approximately ten to fifteen minutes and could follow Mr. Gabaldon's opening remarks, following by a general group discussion.

Mr. Delmagori said this sounded good and encouraged the Technical Committee members to also provide their thoughts and ideas for the agenda. Mr. Quintana added that Mr. Gabaldon would probably want to open the meeting and introduce his staff

members and then Mr. Quintana would speak to the local government unit, what their different roles are with respect to the north region and the general office, and how they assist the local entities with project development. Mr. Quintana would also speak to how District 5 assists with the project development process, and then how they take over after the projects are authorized and when reimbursements for the projects are requested. Although not yet finished, District 5 is working to compile their local government agreement handbook and Mr. Quintana said he might also be able to discuss some of the details in that handbook at the workshop.

Ms. Westerling said she believed it was important to discuss the change in dates to have all project certifications in place. She stated that this change had created some serious problems. Mr. Quintana agreed that the change to the March 15 date for this first year would not be feasible for many projects and reiterated that District 5 was allowing some flexibility with the dates for the first year or two. Going forward, however, District 5 will be firm on the dates as they are being pressured by FHWA to spread out their obligation requests for federal funding throughout the fiscal year. Mr. Quintana stated that what has happened in the past is that approximately 90% of their program is authorized during the last month of the fiscal year. The state-led projects are also being mandated to meet this change along with the local government-led projects that receive federal funds. The deadlines need to be moved up in order to obligate grant funds in a timelier manner and more evenly spread out the funding out during the fiscal year. Mr. Quintana said that meeting the new deadlines for the next two years would be difficult and that is why District 5 is committed to providing some flexibility with the deadlines. However, as new agreements are processed, the new dates will be implemented in order to comply with FHWA requirements to spread out the obligation requests throughout the fiscal year.

Ms. Westerling said that going forward that will not be an issue, but for two City of Farmington projects this year the deadline would be impossible to meet. Mr. Quintana reiterated that there would be flexibility with the deadlines this year and also some for next year. The need for this flexibility has been explained to the local government agreement unit. Mr. Quintana added that the project deadline for the recently approved TAP projects would be August 15. He also noted that projects already under agreement will also have some flexibility with the deadline. Ms. Westerling asked if someone who dealt with contracts could attend the workshop. Mr. Quintana said he would extend the workshop invitation to Mr. Shawn Sandoval who is part of the local government agreement unit.

Mr. Degani commented that Mr. Sandoval had given a presentation of the project deadlines at a recent MPO quarterly meeting. He recommended that perhaps Mr. Sandoval could do something similar for this workshop.

Ms. Westerling asked if lunch would be provided. Mr. Delmagori said Staff would arrange for that.

Mr. Quintana said that for the workshop topic of Regional Priorities, he thought that he and Mr. Gabaldon would address this item. Mr. Quintana said that Mr. Gabaldon's opening remarks might also lead into this topic. Mr. Delmagori asked if some information on the targets for the federal funding that District 5 receives could be provided during discussion on this topic. He said this could provide some general

background about what the MPO can expect for its projects versus what the targets are showing.

Mr. Delmagori said Staff would expand on the agenda and add the names of the presenters. He added that the Technical Committee members were welcome to invite any of their staff to also participate in the workshop.

ACTION: The report was received.

6. RECEIVE A REPORT FROM NMODT

Mr. Quintana reported that the intersection of US 64 and US 550 is nearly complete and is expected to be fully open within a month's time. There are still some concrete panels that need to be installed and a traffic control plan was developed to keep trucks moving through the intersection while the panels were installed. These panels will be placed as soon as weather permits. Following this work the project will be substantially complete with only some punch list items remaining.

Mr. Quintana said the next two-mile phase of the US 64 project has been awarded to Mountain States Construction. The contractor has already begun setting up traffic control signage. This phase is expected to go much smoother than the last section as this contractor is better able to handle a construction project of this size. Mr. Quintana stated that the project should be completed by the end of this construction season.

The construction at the intersection of Light Plant Road and NM 516 was halted last fall and will not begin again until after school lets out in May for the summer. Traffic was disrupted significantly last fall when the project began, so District 5 chose to hold off on any further construction until this summer. Mr. Quintana said the project is expected to take six to eight weeks and should be completed before the summer is over.

Mr. Quintana reported that a project was let last week for ADA improvements along the stretch of NM 516 that was repaved last year. This project will be to update existing ADA ramps to current standards and configurations at a cost of $700,000. District 5 is looking to expedite the award of the contract and hopes to get a notice to proceed in about four to six weeks following the award. Construction is expected to begin at the end of February or first part of March. Mr. Keck asked if the project included repaving the median breaks. Mr. Quintana said that this was part of the planned project. District 5 does not expect too much disruption of traffic as the work will be on the shoulders and medians.

District 5 is completing a signal warrant analysis for the intersection of NM 371 and N36. Mr. Quintana said that a signal is warranted and was actually warranted prior to the opening of the casino on N36. Mr. Quintana said that District 5 is working on a developing a signalization project for the intersection for this year. He said that this project would require a TIP amendment. Funding for the project may need to come from contract maintenance state funds which would not be available until after July.

Ms. Westerling asked if the agreement for signal maintenance between the City of Farmington and District 5 would need to be amended to include this new signal. She said she brought this up because Mr. Steve Krest, the Traffic Engineering Administrator is retiring on June 30. Mr. Quintana asked if the current maintenance agreement allowed for additional signals to be included as they came on line. Ms. Westerling was not sure if the agreement was written to cover all new signals or if it actually listed the specific signals that were part of the agreement. Mr. Quintana asked if Ms. Westerling would look at the agreement to see if the language was in that it included all signals that came on line, or if the agreement would need to be amended to include this specific new signal.

Mr. Quintana said the next phase of US 64 is currently under final design and is programmed for FY2016 and FY2017. District 5 plans to acquire rights-of-way this calendar year for this section of the project to have it ready to let in October 2016. He stated that the design is almost complete and the priority now is to obtain the needed rights-of-way. The project consultant is planning another public meeting to discuss the project in the next several months. Significant attendance is anticipated for this upcoming meeting.

District 5 has made a preliminary consultant selection to study NM 173. They plan to use safety funds to reconstruct about a one and one-half mile section of this road. The notice to proceed should be issued to the consultant within the next few months with construction starting in 2016. The intersection of NM 173 and NM 575 will also be reviewed as part of this project.

Ms. Westerling asked if Mr. Quintana would bring maps of the US 64 phases to the workshop in February. Mr. Quintana clarified that the construction will continue by two-mile sections from Bloomfield to Farmington. The phase that was just let is from mile marker 62 to 60; the phase to be let in FY2016 and FY2017 is from mile marker 60 to 58; and then 58 to 56 in FY2019 and FY2020.

Mr. Quintana reported that District 5 had provided the legislature with a wish list of projects for state funding. The US 64 corridor was identified on this list to receive state funding should it become available. If additional funding was made available, the upcoming phases of US 64 would be expedited. Mr. Quintana added that at the current rate, the US 64 project should be completed in 2022.

Mr. Delmagori asked about the river trail TAP project for the City of Farmington and the required PS&E meeting due by July 15. The Parks Department had asked how this meeting was scheduled and who it was scheduled with. Mr. Quintana said this meeting is for the final design review of all the contract documents including a complete set of plans, the special provisions, the supplemental specifications, and the engineering estimate. Those who would participate would be Ms. Yolanda Sandoval, Mr. Chris Urioste and Mr. Quintana. Ms. Westerling said she would ask Mr. Chico Quintana, who is very familiar with the process, to assist Mr. Roger Drayer who is the Parks Planner overseeing the river trail TAP project.

Mr. Keck asked about a meeting that was to be held to discuss the Shiprock lighting agreement. Mr. Quintana said the agreement is with the legal division for review. He will follow up on the agreement and then get the meeting scheduled. Mr. Quintana

said he would also like to include some additional lighting projects in the discussions and add generic language that would cover the addition of any future lighting projects. Mr. Keck stated that Representative Clahchischilliage had asked to be included in this meeting. Mr. Quintana said he hoped to get this meeting set up in February.

Mr. Quintana reported that he was looking to amend Phase IB of the East Aztec Arterial project soon and it would be amended into FY2015. He said that the City of Aztec expected the project to be ready to go by July. He also plans to amend the subsequent phases of the project into FY2016, FY2017, and FY2018 to get the rest of the project into the STIP so the project can be completed. As long as all the phases are programmed into the STIP, the project should be good to go as far as FHWA is concerned. Mr. Quintana said there are ongoing calls on the first Friday of each month with the City of Aztec and their consultant, Wilson & Company, to discuss the progress of the project.

Mr. Delmagori asked Mr. Quintana to send Staff the information about Phase IB of the East Arterial project so a TIP amendment could be processed. This project was removed from the TIP a few months ago due to the problems with no logical terminus for the project. Mr. Delmagori said the Policy Committee meets in March and April and if their March meeting is targeted for final approval of the amendment, Staff will need the details in the next few weeks in order to hold the public comment period and seek recommended approval of the amendment by the Technical Committee at their February meeting.

Mr. Quintana said he would plan to amend Phase IB for his next amendment cycle to allow the MPO sufficient time to get the project into their TIP. He will provide the necessary information to Staff by the end of the week, but the project description remained the same at a cost of $3,500,000 and it would be amended into the STIP for FY2015. Mr. Delmagori said Staff would begin working on the TIP amendment.

Mr. Quintana commented that during the Policy Committee meeting last week, he had explained that updating the functional classifications was not only to provide for certain levels of design criteria based on the functional classification, but it also identified which roads were eligible for federal funding.

The conference call with Mr. Quintana was ended.

Mr. Brian Degani reported that the formation of the bicycle/pedestrian/equestrian committee was awaiting final NMDOT approval by NMDOT Secretary Church. Ms. Rosa Kozub will be the coordinator for the group that will be comprised of NMDOT staff and some portions that will be open to the public.

Mr. Degani stated that comments received on the primary freight network have been uploaded to the NMDOT website. He explained that NMDOT looks statewide to identify the primary freight network on arterials throughout the state that carry the bulk of primary freight. Mr. Delmagori said that FMPO did submit comments about the importance of US 550, US 64, and US 491 for this region due to the lack of rail or other opportunities for getting freight into and out of the area. He noted that I-25 and I-40 were already identified for the state, but Staff believed it was essential to note that

these other roads were just as important. Mr. Degani also said that proposed meeting dates for the advisory group of the freight working group should be set this week.

Mr. Degani said that the Highway Safety Improvement Program is undergoing some updates to the guidelines and the application process. He reported that Ms. Roshana Moojen and he had begun working on some concerns for Aztec at the intersection of NM 516 and US 550.

Mr. Degani said the long range plan cooperative round table meeting was held on January 9. He said it was a productive meeting that discussed the project management plan, the project work schedule, and the public participation framework. He said the nine state-wide and seven regional working groups are in the process of being formed and key participants identified.

Mr. Keck asked when the next call for safety projects could be expected. Mr. Delmagori said he had not received any word on this yet although the call usually happens around March each year.

Mr. Wakan asked about the importance of crash data in submitting a safety project. Mr. Degani said that including crash data was essential when submitting a safety project application and it should be part of the NMDOT database for that road segment.

7. RECEIVE A REPORT ON THE 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

Subject:	2040 Metropolitan Transportation Plan
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 14, 2014

BACKGROUND OR PREVIOUS WORK
▪ The Metropolitan Transportation Plan (MTP) is the long range planning document that addresses transportation needs for the next twenty-five years. ▪ The 2035 MTP was adopted in 2010. ▪ Development of the 2040 MTP began in November 2013 and is expected to be adopted in April 2015. ▪ Overview presentations have been given to the Technical and Policy Committees.

CURRENT WORK
▪ Overview presentations will be given to various groups in the coming month. ▪ Staff is organizing a stakeholder workshop and public meetings in early February. ▪ These public meetings will seek to gather ideas on transportation projects that

can then be analyzed later in the MTP process.
- The current MTP Vision, Goals, and Objectives will be discussed and reviewed.

RECOMMENDATION
▪ It is recommended that the Technical Committee receive a status report on the 2040 Metropolitan Transportation Plan.

DISCUSSION: Mr. Delmagori said that Staff had set up several presentations and open house-type public meetings to provide an overview of the MTP process. He noted that the list of presentations shown on Page 9 of the Agenda should be corrected to show the presentation to the San Juan County Commission on February 4 and had also been expanded to include presentations and open house-type public meetings:

- January 13 – Farmington Chamber of Commerce Red Coats
- January 14 – San Juan Rotary
- January 21 – Farmington Chamber Young Professionals
- January 27 – Bloomfield City Council
- January 28 – Aztec City Commission
- January 30 – San Juan College (Open House – Student event)
- February 3 – Sycamore Center (Open House)
- February 4 – Farmington City Council
- February 4 – San Juan County Commission
- February 5 - Stakeholder Workshop
- February 6 – San Juan County Administrative Bldg. Lobby (Open House)
- February 11 – City of Bloomfield Multi-Cultural Center (Open House)

Mr. Delmagori stated that Staff will also be scheduling additional presentations for other clubs and organizations during the next month or two. The intent of these meetings will be to provide the MTP process overview, explain the projects and priorities identified in the current MTP, and gather initial feedback from the public as to other potential projects.

Also included on Pages 9 and 10 of the Agenda are the vision and mission statements and the goals and objectives from the current 2035 MTP. Mr. Delmagori said he anticipated these items would be reviewed in more detail in the coming months. He noted that the vision statement has been in place since 2004 shortly after the MPO was created and it may need to be revised and/or modified. The goals and objectives are fairly encompassing and comprehensive, but Mr. Delmagori noted that work done in the past few years, specifically in regard to Complete Streets, may require that this list be changed. Additionally with the MAP-21 performance measures, some language with regard to that may also need to be added.

Mr. Delmagori reminded the Technical Committee members of the MTP Stakeholder Workshop on February 5 from 10:00 a.m. to 12:00 p.m. All the Technical Committee members are invited to attend although a recap of the workshop will be provided to the members at the regular meeting in February. The workshop will be a presentation

on the MTP explaining the current document followed by a brainstorming session on what the participants would like to see as part of the process or what they would like to see changed.

ACTION: The report was received.

8. RECEIVE A REVIEW OF 2013 RED APPLE TRANSIT RIDERSHIP

Subject:	2013 Red Apple Transit Ridership
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 15, 2014

RED APPLE REPORT
▪ Ridership in 2013 totaled 130,422; in 2012 ridership was 125,995, which is a 3.5% increase. ▪ In 2013 there were 2,868 more rides on the Farmington routes than in 2012. ▪ All of the regional routes had higher ridership in 2013 than in 2012: Aztec had 894 more rides, Bloomfield had 308 and Kirtland had 357. ▪ Despite the ridership increases for the year, both the Farmington and regional ridership has been declining since October. ▪ In the past three years, 2011 had the highest ridership, 2012 had the lowest ridership, and 2013 fell roughly within these two ranges.

ATTACHMENT
▪ 2013 monthly ridership summary for Red Apple Transit.

RECOMMENDATION
▪ It is recommended that the Technical Committee receive a review of 2013 Red Apple Transit ridership.

DISCUSSION: Mr. Wakan reported that with the close of 2013, Staff had created a summary report of the total Red Apple ridership. There was a 3.5% increase in total ridership throughout the region in 2013 compared to 2012.

Mr. Wakan referred to Page 12 of the Agenda which showed that overall ridership on the Farmington routes increased in 2013 from 2012. Also illustrated was the month-to-month percent change in ridership by route for 2012 and 2013.

Mr. Wakan stated that each of the three regional routes also saw an increase during 2013. There was a trailing off of ridership at the end of the year. Ridership from January through March was stable, increased during April through September, and then all route ridership trail off from October through December.

ACTION: The report was received.

9. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	January 13, 2014

INFORMATION ITEMS

a. **Regional Traffic Model Update.** A status report on the consultant's recent work will be provided at the meeting.

b. **Complete Streets.** The Advisory Group met on January 22. A recap of their meeting will be provided.

c. **Conferences in Denver.** Joe Delmagori will be attending two conferences in Denver on February 10-15. One will be walkability tours of Denver and other cities led by Dan Burden. The other conference is being organized by New Partners for Smart Growth.

d. **Complete Streets Workshop.** The MPO has coordinated to have Dan Burden in Farmington on May 12-13 to give presentations and a workshop on Complete Streets.

e. **Other**

DISCUSSION: Mr. Wakan reported that the regional traffic model consultant reported that the traffic count parameters are falling well within range. The troubling traffic count locations will be reviewed but the overall product is looking good. Once this review has been completed, Mr. Bob Shull will begin work on the future years of 2025 and 2040. When the future scenarios are finished, the future road networks can be categorized into those scenarios.

Mr. Wakan reported that the Complete Streets Advisory Group had met on January 22. They gave their preliminary approval to the land use context areas and road typologies developed at their meetings in October and November 2013.

Mr. Delmagori will be attending two conferences in Denver on February 10-15. One will be walkability tours of Denver, Golden, and Fort Collins led by Mr. Dan Burden. The other conference on February 13-15 is the 13th Annual New Partners for Smart Growth which Ms. Lopez also plans to attend.

Mr. Wakan said the MPO would be bringing Mr. Dan Burden back to Farmington on May 12-13. He will be presenting to the local councils and commissions as well as giving a technical workshop for the Complete Street Advisory Group. Ms. Holton noted that this workshop would be open to the public, but it will be more focused toward the Advisory Group and the Technical Committee members. Mr. Burden is bringing another member of his staff who is involved with Safe Routes to School (SRTS). MPO Staff plan to coordinate with a local elementary school currently not participating in SRTS and assess their student arrival and dismissal. It is hoped that some good feedback can be provided to the school on what is working and what could be improved upon. Mr. Delmagori added that there would also be a public workshop on May 13. Once the agenda for Mr. Burden's visit is finalized it will be issued out.

10. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Delmagori welcomed Mr. Bill Watson to the Technical Committee.

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

11. BUSINESS FROM THE FLOOR

There was no business from the Floor.

12. ADJOURNMENT

Ms. Westerling moved to adjourn the meeting. Ms. Brevik seconded the motion. Ms. Lopez adjourned the meeting at 11:25 a.m.

_____ _____

Cynthia Lopez, Chair June Markle, MPO Administrative Aide