

Aztec ® Bloomfield ® Farmington ® San Juan County ® NEW MEXICO

POLICY COMMITTEE AGENDA

Farmington Metropolitan Planning Organization

March 20, 2014 1:30 p.m.

Council Chambers Bloomfield City Hall 915 North First Street Bloomfield, New Mexico

AGENDA FARMINGTON METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE MEETING March 20, 2014 1:30 PM

This meeting will be held at in Council Chambers at Bloomfield City Hall, 915 North First Street, Bloomfield, New Mexico.

ITEM	PAGE						
Call meeting to order							
2. Approve the minutes from the January 16, 2014 Policy Committee meeting.	19						
3. Approve the minutes from the March 10, 2014 Special Policy Committee	35						
meeting.							
4. Receive a presentation on the NM 371 Corridor Study (HDR Inc).	1						
5. Consider approval of Amendment #5 to the FFY2014-2019 Transportation	2						
Improvement Program (TIP) and the Self-Certification for Amendment #5.							
6. Complete Streets.	5						
 a. Review Road Typologies and Land Use Context Areas. 							
b. Consider preliminary approval of titles and descriptions of Complete							
Streets Road Typologies and Land Use Context Areas.							
c. Receive a presentation on design guidelines for Complete Streets.							
7. Consider approval of the list of proposed functional classification changes for	9						
the Farmington MPO.							
8. Receive a report from NMDOT							
a. District 5 (David Quintana)							
b. Planning Division (Brian Degani)							
9. 2040 Metropolitan Transportation Plan.	13						
a. Receive comments that were provided at MTP public events.							
b. Hold a discussion on addressing key questions for development of the							
2040 MTP.							
c. Review the timeline for development of the 2040 MTP.	10						
10. Information Items:	18						
a. NMDOT/Technical Committee Workshop – April 3							
b. Highway Safety Improvement Program Application Process							
c. FFY2015-2016 Unified Planning Work Program							
d. Other							
11. Business from the Chairman, Members, and Staff							
12. Business from the Floor							
13. 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 #4

Subject: NM 371 Corridor Study **Prepared by:** Joe Delmagori, MPO Planner

Date: March 12, 2014

BACKGROUND

- NMDOT is preparing a corridor study for NM 371 from I-40 at Thoreau to Murray Dr. in Farmington.
- The study is intended to identify improvements to the corridor.
- Particular emphasis for the FMPO will be on intersection improvements at N36.

PRESENTATION

 Staff from NMDOT and HDR Inc will present an overview of the NM 371 Corridor Study.

RECOMMENDATION

It is recommended that the Policy Committee receive a presentation on the NM 371 Corridor Study.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item #5

Subject: FFY2014-2019 TIP Amendment #5

Prepared by: Joe Delmagori, MPO Planner

Date: March 12, 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.
- A public hearing on Amendment #5 was held on February 27, 2014 during the Technical Committee meeting.
- The Technical Committee recommended approval of Amendment #5 to the FFY2014-2019 TIP.

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.

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.
- MPO Self-Certification for Amendment #5.

RECOMMENDATION

It is recommended that the Policy Committee approve Amendment #5 to the FFY2014-2019 TIP and the MPO Self-Certification for 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	Principal Arterial
Classification:	
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.

MPO SELF-CERTIFICATION

Amendment #5 to the FFY2014-2019 Transportation Improvement Program

The Farmington Metropolitan Planning Organization hereby certifies that the following amendment is being conducted in accordance with all applicable requirements of 23 CFR 450.218 and 23 CFR 450.324 and the federal transit requirements of Section 5307(c) (1-7). The TIP Amendment was made available to the public via a notice in the local newspaper and on the MPO website. A 30-day public comment period was held from February 12, 2014 through March 14, 2014.

The following project is part of the amendment as follows:

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	Principal Arterial
Classification:	
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

Dan Darnell Farmington MPO Policy Committee Chair	
Date	

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item #6

Subject: Complete Streets

Prepared by: Duane Wakan, MPO Associate Planner

Date: March 13, 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 Technical Committee recommended approval of the road typologies and land use context areas at their February 27 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 typologies 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 Policy Committee review and recommend approval of the preliminary list of the titles and definitions for the road typologies and land use context areas. It is further recommended that the Policy 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 & the TC on February 27)

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.	20 th 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 & the TC on February 27)

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 30 th 20 th 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 onstreet 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 1 st St in Bloomfield Fairview between Main St and 20 th St Butler between Apache and 20 th 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	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.				

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item #7

Subject: State Functional Classification Update

Prepared by: Joe Delmagori, MPO Planner

Date: March 12, 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 February, staff met with the entities individually to discuss their proposed classification changes.
- The Technical Committee recommended approval of the list of functional classification changes on February 27.

CURRENT WORK

- Classification changes are divided into four categories: declassify, classify up, classify down, and add classification.
- For this list, only 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.
- All of these recommended changes will be provided 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 list of proposed functional classification changes for the MPO based on entity review and feedback.

RECOMMENDATION

It is recommended that the Policy Committee approve the list of proposed functional classification changes for the Farmington MPO.

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

						Current MPO			PO	
					Current Local	Major T-Plan	Current NMDOT	l l _R e	ecommended	
Name	From	То	Area	System	Classification	Classification	Designation		lassification*	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/		Declassify
CR 3008	CR 3000	CR 3009	County	Rural	Local	N/A	Urban Collector	N/		Declassify
CR 6500	US 64	CR 6480	County	Urban		Collector	Urban Principal Arterial	Mi	inor Arterial	Reclassify Down
CR 6480	CR 6200	CR 6500	County	Rural		Minor Arterial	Urban Principal Arterial		inor Arterial	Reclassify Down
Fairview	20th	Cliffside	Farmington	Urban	Local	N/A	Urban Collector		inor Collector	Reclassify Down
Scott	San Juan Blvd	Main St	Farmington	Urban		Minor Arterial	Urban Principal Arterial		inor Arterial	Reclassify Down
			J			Proposed Minor	·			
NM 574	CR 3095	CR 3072	Aztec	Urban	Collector	Arterial	Rural Minor Collector	Mi	inor Arterial	Reclassify Up
						Proposed Minor				<u> </u>
NM 574	CR 3072	NM 516	Aztec	Urban	Collector	Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
						Proposed Minor				<u> </u>
Oliver	NM 516	McWilliams	Aztec	Urban	Collector	Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
						Proposed Minor				
NM 173	CR 2950	NM 575	County	Rural	Collector	Arterial	Rural Major Collector	Mi	inor Arterial	Reclassify Up
								Pr	rincipal Arterial -	
CR 350	US 64	CR 5580	County	Rural		Principal Arterial	Rural Minor Collector	Ot	ther	Reclassify Up
						·		Pr	rincipal Arterial -	
CR 350	CR 5580	CR 5030	County	Rural		Principal Arterial	Rural Minor Collector	Ot	ther	Reclassify Up
								Pr	rincipal Arterial -	
CR 350	CR 5030	CR 3000	County	Rural		Principal Arterial	Rural Minor Collector	Ot	ther	Reclassify Up
								Pr	rincipal Arterial -	
CR 350	CR 3000	NM 516	County	Urban		Principal Arterial	Urban Collector	Ot	ther	Reclassify Up
						Proposed Minor				
CR 3535	NM 516	End of Road	County	Urban	Collector	Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
CR 390	Andrea Dr	CR 350	County	Urban		Minor Arterial	Rural Major Collector		inor Arterial	Reclassify Up
Piedras	End of Road	La Plata Hwy	Farmington	Urban	Local	Proposed Collector	Urban Collector	Mi	inor Collector	Reclassify Up
Foothills	Pinon Hills Blvd	Crestwood	Farmington	Urban		Minor Arterial	Urban Collector		inor Arterial	Reclassify Up
Foothills	Crestwood	Rinconada	Farmington	Urban		Minor Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
Foothills	Rinconada	Hood Mesa Trail	Farmington	Urban		Minor Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
Troy King	US 64	CR 6480	Farmington	Urban		Minor Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
	NM 516/	Wildflower Mesa								
Wildflower	Browning	Dr	Farmington	Urban		Minor Arterial	Urban Collector	Mi	inor Arterial	Reclassify Up
	Wildflower Mesa									
Wildflower	Dr	Andrea Dr	Farmington	Urban		Minor Arterial	Urban Collector		inor Arterial	Reclassify Up
Church St	Maple	US 64	Bloomfield	Urban	Local	Proposed Collector	Urban Collector		inor Collector	Reclassify Up
Church St	US 64	W. Blanco	Bloomfield	Urban	Local	Proposed Collector	Urban Collector	Ma	ajor Collector	Reclassify Up

						Current MPO		MPO	
					Current Local	Major T-Plan	Current NMDOT	Recommended	
Name	From	То	Area	System	Classification	Classification	Designation	Classification*	Action
						Proposed Principal		Principal Arterial -	
East Arterial	US 550 S	NM 173	Aztec	Rural	N/A	Arterial		Other	Add classification
Ruins Rd	NM 516	CR 2900	Aztec	Urban		Collector		Major Collector	Add classification
						Proposed Minor			
McWilliams	Oliver	NM 574	Aztec	Urban	Local	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
						Proposed Minor			
CR 3100	CR 350	CR 3000	County	Rural	Local	Arterial		Minor Arterial	Add classification
						Proposed Minor			
CR 3150	CR 5030	CR 3100	County	Rural	Local	Arterial		Major Collector	Add classification
CR 3900	CR 390	CR 3950	County	Urban		Minor Arterial		Minor Arterial	Add classification
						Proposed Minor			
CR 3900	CR 3950	CR 3000	County	Rural	Local	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
						Proposed Minor			
CR 5290	CR 5292	CR 5030	County	Rural	Local	Arterial		Major Collector	Add classification
CR 6675	San Juan River	US 64	County	Urban	Local	Proposed Collector		Major Collector	Add classification
CR 4990	US 550	CR 4450	County	Rural	N/A	Proposed Collector		Major Collector	Add classification

						Current MPO		MPO	
					Current Local	Major T-Plan	Current NMDOT	Recommended	
Name	From	То	Area	System	Classification	Classification	Designation	Classification*	Action
		Wildflower Mesa							
Andrea	US 64	Dr	Farmington	Urban		Minor Arterial		Minor Arterial	Add classification
		San Juan	, ,						
Sunrise	Butler	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	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
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
Lakewood	Hood Mesa Trail		Farmington	Rural		Collector		Major Collector	Add classification
Lakewood	Foothills	High Point Dr	Farmington	Urban		Collector		Major Collector	Add classification
E. Pinon Hills						Proposed Principal		Principal Arterial -	
Blvd	E Main St	CR 3000	Farmington	Urban	N/A	Arterial		Other	Add classification
Little Creek	US 64	Piedras	Farmington	Urban	N/A	Proposed Collector		Major Collector	Add classification
Piedras	Little Creek	Viento	Farmington	Urban	Local	Proposed Collector		Major Collector	Add classification
Spine Rd	Pinon Hills Blvd	NM 170	Farmington	Urban	N/A	Proposed Collector		Major Collector	Add classification
Arizona	US 550	Saiz	Bloomfield	Urban	Local	Proposed Collector		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 code	s

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item #9

Subject: 2040 Metropolitan Transportation Plan **Prepared by:** Duane Wakan, MPO Associate Planner

Date: March 13, 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.
- A Stakeholder Workshop on February 5 provided good feedback for the plan.
- 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 Policy Committee to assist with development of the plan.
- A 2040 MTP timeline of activities will be reviewed on March 20.

ANTICIPATED WORK

- Review and approve MTP vision, goals and objectives.
- 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 Policy Committee receive a report on comments received during the Stakeholder Workshop and public meetings, hold a discussion on addressing key questions for developing the 2040 MTP, and review the 2040 MTP timeline.

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- Kiwanis Club
- March 6 Rotary Club
- March 18 Farmington City Council
- March 20 Aztec Chamber
- April 9 Bloomfield Chamber

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
 - 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.)

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?

Landscape format

Keep document to about 10 chapters

Structure of chapter by mode (but interaction among modes would be useful)

Utilize GIS skills for improved illustrations, maps, and graphics

Overview presentations and a MTP snapshot brochure

What aspects of the 2035 MTP should be changed or improved upon?

Stronger discussion with Navajo DOT, NAPI, Navajo Nation

Continued interaction with 4CED

Improved planning for freight, air, and rail (cite the state planning processes for these modes as they are developed

List stakeholders, clubs, and other organizations that need to be involved in the MTP update process.

NAPI, Navajo Nation Trucks and freight movement Rail companies 4CED

What areas of the MTP need additional focus?

Crash data – UNM releases data to the MPO on a quarterly or semi-annual basis; provide shapefile data that we transform into thermal maps

NAPI and its impact on freight

State Rail Plan

Consultant for public outreach and marketing

Consider using MindMixer for online surveys

Identify planning elements that are not part of the current 2035 MTP that should be part of the update.

Complete Streets – use products of that process for MTP update The needs of the graying population and the millennial population Title VI and survey targeting Use data from the Census On the Map program

Provide initial thoughts on performance measures and targets? What data can the MPO use? What should the performance measures be trying to improve?

Research what other MPOs are doing
Gather crash data
Gather traffic data
Reducing traffic volumes by x% over y years
Increasing pedestrian activity by x% over y years in what parts of the region
Converting x% of existing road network into Complete Streets over y years

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item #10

Subject: Information Items

Prepared by: Joe Delmagori, MPO Planner

Date: March 12, 2014

INFORMATION ITEMS

- **a. Workshop with NMDOT.** The Workshop between the MPO Technical Committee and NMDOT is now scheduled for April 3.
- **b. Highway Safety Program Applications.** Staff will provide an overview of the Highway Safety Improvement Program and some of the new changes.
- **c. FFY2015-2016 UPWP.** The new work program for the MPO covering FFY2015-2016 will be drafted for review in April. Final approval will occur in June so the document is ready to go into effect on October 1, 2014.
- d. Other

M I N U T E S FARMINGTON METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE MEETING January 16, 2014

Policy Members Present: Sherri Sipe, City of Aztec

Dan Darnell, City of Farmington Gayla McCulloch, City of Farmington Scott Eckstein, San Juan County

Technical Members Absent: Pat Lucero, City of Bloomfield

Staff Present: Mary Holton, MPO Officer

Joe Delmagori, MPO Planner June Markle, MPO Administrative Aide

Also Present: David Quintana, NMDOT District 5

Karen Georgina, San Juan Center for Independence

Duane Wakan, Associate MPO Planner

Larry Hathaway, San Juan County

1. CALL TO ORDER

Staff Absent:

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

2. <u>APPROVE THE MINUTES FROM THE NOVEMBER 14, 2013 POLICY COMMITTEE</u> <u>MEETING</u>

Commissioner Eckstein moved to approve the minutes from the November 14, 2013 Policy Committee meeting. Councilor McCulloch seconded the motion. The motion was passed unanimously.

3. <u>CONSIDER APPROVAL OF AMENDMENT #4 TO THE FFY2014-2019</u> TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Subject: FFY2014-2019 TIP Amendment #4

Prepared by: Joe Delmagori, MPO Planner

Date: January 7, 2014

BACKGROUND

 On December 1, 2013 the Farmington MPO advertised Amendment #4 to the FFY2014-2019 Transportation Improvement Program (TIP).

- The amendment adds one project to the TIP as described in the attached notice.
- A public hearing on Amendment #4 was held on December 19, 2013 during the Technical Committee meeting.
- The Technical Committee recommended approval of Amendment #4 to the FFY2014-2019 TIP.

CURRENT WORK

- For the East Arterial project in the City of Aztec, Legion Road will be upgraded to city standards and will become the terminus for the next phase of the East Arterial project (Phase 1B).
- The city will upgrade Legion Rd from its current terminus to the end of Phase 1B of the East Arterial.
- This project creates a logical terminus for Phase 1B of the East Arterial.

RECOMMENDATION

It is recommended that the Policy Committee approve Amendment #4 to the FFY2014-2019 TIP and the MPO Self-Certification for Amendment #4 to the FFY2014-2019 TIP.

DISCUSSION: Mr. Delmagori explained that funding for Phase 1B of the East Arterial project in the City of Aztec was declined when it was determined that there was no logical terminus for the project. The City of Aztec has since identified Legion Road as a logical terminus for Phase 1B and District 5 plans to reprogram the project in the near term. One step toward achieving this is to get the Legion Road project into the Transportation Improvement Program (TIP) as the logical termini for the project.

Mr. Delmagori referred to Page 2 of the Agenda which showed the Public Notice for the Amendment and gave the project details. He noted that Legion Road does already exist for a short distance from US 550. The City of Aztec will upgrade the road to city standards from its current end and Phase 1B of the East Arterial project will then be able to connect to this portion of Legion Road.

Mr. Delmagori also stated that the MPO Self- Certification for Amendment #4 could be found on Page 3 of the Agenda.

ACTION: Councilor McCulloch moved to approve Amendment #4 to the FFY2014-2019 TIP and the MPO Self-Certification for Amendment #4 to the FFY2014-2019 TIP. Commissioner Sipe seconded the motion. The motion was approved unanimously.

4. <u>CONSIDER APPROVAL OF THE FFY2014-2015 UPWP BUDGET AMENDMENT BASED ON FY2013 CARRYOVER AND NEW WORK AUTHORIZATION FUNDING AMOUNTS</u>

Subject: FFY2014-2015 UPWP Budget Amendment

Prepared by: Joe Delmagori, MPO Planner

Date: January 7, 2014

BACKGROUND or PREVIOUS WORK

- The MPO prepared its FFY2014-2015 Budget based on initial funding estimates from NMDOT for FHWA PL and FTA 5303.
- Work Authorizations now provide official amounts for PL and 5303 funding.
- The Technical Committee recommended approval of the FFY2014-2015 UPWP Budget Amendment on December 19.

CURRENT WORK

- The MPO is receiving a base amount in federal PL funding as part of the transition to the federal fiscal year.
- The MPO received approval to carryover federal PL funds from FY2013 to FFY2014.
- The MPO is receiving federal FTA 5303 funding that will cover transit activities from October 1, 2013 to September 30, 2014.

RECOMMENDATION

 It is recommended that the Policy Committee approve the amendment to the FFY2014-2015 UPWP Budget based on FY2013 carryover and new Work Authorization funding amounts.

DISCUSSION: Mr. Delmagori reported that the annual work program is initially developed in June using estimated amounts for both the PL and FTA 5303 funding sources. Once the final work authorizations are received several months later, the budget can be amended to reflect final amounts.

Mr. Delmagori referred to Page 5 of the Agenda which provided a summary of the current MPO budget status and showed what the final budget would be following approval of the budget amendment. Mr. Delmagori noted that the FHWA PL estimate from June 2013 was the actual authorized amount received in July 2013. The FTA 5303 estimate from June 2013 was significantly lower at \$36,000 than the authorized amount of \$51,175.87.

Farmington MPO FFY2014 Budget - October 1, 2013 to September 30, 2014

Familigion WFO FF 12014 Bud	y		٠,	2010 10 00	J	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						1
Fund Source	FY2014 Est. Budget (June A		FFY2013 Authorized Amts (Jul 2013) P513130		FFY2014 Authorized Amt (Jul 2013)		FY2013 Carryover (Oct 2013) P500020		FFY2014 Authorized Amt (Dec 2013) P514120			Y2014 Final udget (Dec 2013)
FHWA PL - Federal Share	\$	196,487.00	\$	196,487.00			\$	71,863.82	\$	170,013.00		438,363.82
FHWA PL Required Match	\$	33,483.74	_	33,483.74			\$	12,246.46	\$	28,972.25	_	74,702.45
FHWA PL Total	\$	229,970.74	\$	229,970.74			\$	84,110.28	\$	198,985.25	\$	513,066.27
FHWA PL Traffic Counts - Federal												
FHWA PL Required Match												
FHWA PL Traffic Counts Total												
FTA 5303 - Federal Share	\$	36,000.00			\$	51,175.87					\$	51,175.87
FTA 5303 Required Match	\$	9,000.00			\$	12,793.97					\$	12,793.97
FTA 5303 Total	\$	45,000.00			\$	63,969.84					\$	63,969.84
Federal Share of MPO Budget	\$	232,487.00									\$	489,539.69
Local Required Match	\$	42,483.74									\$	87,496.42
Additional Local Funding Total	\$	51,827.26									\$	0.00
MPO Grand Budget	\$	326,798.00									\$	577,036.11
Maximum Total Local Contribution	_										_	.=
(Required Match & Additional Local)	\$	94,311.00									\$	87,496.42
Maximum Aztec Share (10%)		9,431.10									\$	8,749.64
Maximum Bloomfield Share (10%)	_	9,431.10									\$	8,749.64
Maximum Farmington Share (60%)		56,586.60			<u> </u>						\$	52,497.85
Maximum SJ County Share (20%)	\$	18,862.20									\$	17,499.28
Increase in federal PL	\$	241,876.82										
Increase in federal 5303	\$	15,175.87										
Overall federal Increase	\$	257,052.69										
Aztec Contribution Reduction	\$	681.46										
Bloomfield Contribution Reduction	\$	681.46										
Farmington Contribution Reduction	\$	4,088.75										
SJ County Contribution Reduction	\$	1,362.92										
Overall Local Reduction	\$	6,814.58										

With the transition to the federal fiscal year by the MPO, Mr. Delmagori commented that work authorizations were received for both 2013 and 2014 along with approval for \$71,863.82 in carryover money. The federal share of the FFY2014 final budget is \$438,363.82 which is the largest budget the MPO has ever had. Mr. Delmagori stated that added to this amount was the \$51,175.87 in FTA5303 dollars, which raised the federal share of the MPO budget to \$489,539.69. The corresponding local match is \$87,496.42 and each of the entities has a reduction in their contribution amount due to the higher level of federal funding.

Mr. Delmagori stated that the action being sought was to approve the amendment to the budget from the estimates shown in June 2013 to the final budget amounts shown for December 2013.

ACTION: Commissioner Eckstein moved to approve the amendment to the FFY2014-2015 UPWP Budget based on FY2013 carryover and new Work Authorization funding amounts. Commissioner Sipe seconded the motion. The motion was approved unanimously.

5. CONSIDER APPROVAL OF THE JOINT POWERS AGREEMENT (JPA) AMENDMENT, REFLECTING MAP-21 PROVISIONS AND A CONFLICT RESOLUTION PROCESS

Subject: Joint Powers Agreement Amendment

Prepared by: Joe Delmagori, MPO Planner

Date: January 8, 2014

BACKGROUND

- The FHWA MPO Review indicated that the MPO needs to amend the current Joint Powers Agreement (JPA) to meet new provisions of MAP-21 and to include a conflict resolution process to address disagreements.
- The proposed MAP-21 provisions to be included in the JPA and the development of the conflict resolution process for the JPA have been reviewed by the Technical and Policy Committees.
- The Technical Committee recommended approval of the Joint Powers Agreement Amendment on December 19.

CURRENT WORK

- MAP-21 provisions are included in Section 4 referencing performance measures for the MTP, TIP, and other planning documents.
- Section 7 is expanded to address conditions that would indicate when the JPA needs to be updated.
- Staff developed a conflict resolution process based on the FHWA-NMDOT oversight agreement.

- The conflict resolution process includes working with the Technical and Policy Committees on agreement.
- If an issue is not resolved at that point, local entity councils and commissions will work to reach agreement.
- Staff provided the revisions to FHWA for review and they were accepted on December 5.

RECOMMENDATION

It is recommended that the Policy Committee approve the JPA Amendment with the MAP-21 provisions and the new conflict resolution process.

DISCUSSION: Mr. Delmagori stated that the proposed revisions have been reviewed by both the Policy and Technical Committees over the past several months. The recommended revisions came out of the FHWA MPO Review in September 2012. Staff incorporated general language with regard to MAP-21 and specifically referenced the performance targets and measures that are part of that bill and will be a recurring theme in many MPO planning documents in the future. Mr. Delmagori said that the Review also asked for a conflict resolution process to be identified by the MPO.

Mr. Delmagori reviewed the proposed revisions to the JPA:

Section Four

Added to Section Four are the National Planning Goals from MAP-21.

Where the JPA referenced the Long Range Plan and the TIP, additional language was added regarding the incorporation of performance based measures and various approaches to those documents.

As a way to reference other planning documents, items #9 and #10 were added:

- Coordinate performance targets with NMDOT to ensure consistency;
- Integrate performance-based processes into other transportation plans.

The language in the JPA is kept general since this is an all-encompassing document. More detailed and specific language will be added to the individual documents.

Section Seven

Additional language was added to this Section to expand on the situations where the JPA might need to be amended.

Section Ten

This Section was added to address the conflict resolution process. It explains how the process would begin with the Technical Committee and if the disagreement was not resolved, it would then be brought to the attention of the Policy Committee. If agreement could still not be reached, the issue would escalate to the local councils and commissions.

Mr. Delmagori noted that this process reflects the current process used by FHWA and NMDOT in resolving their issues.

Mr. Delmagori explained the addition of the use of mediation and facilitation at any level to help expedite resolution and that these would be held within the MPO planning area.

Councilor Darnell asked if there had been a conflict resolution process in the JPA prior to now. Mr. Delmagori said that the current JPA had nothing specific to address conflict resolution.

ACTION: Commissioner Sipe moved to approve the JPA Amendment with the MAP-21 provisions and the new conflict resolution process. Councilor McCulloch seconded the motion. The motion was approved unanimously.

6. RECEIVE A REPORT ON THE 2040 METROPOLITAN TRANSPORTATION PLAN

Subject: 2040 Metropolitan Transportation Plan

Prepared by: Joe Delmagori, MPO Planner

Date: January 8, 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 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 Policy Committee receive a report on the 2040 Metropolitan Transportation Plan. **DISCUSSION:** Mr. Delmagori reported that the Metropolitan Transportation Plan (MTP) is the long range planning document for the MPO is up for renewal and Staff is targeting April 2015 for final adoption of the plan.

Mr. Delmagori said that an update of the MTP process had been provided at the Policy Committee's November meeting. Staff has now begun to branch out to other stakeholder groups and to the local councils and commissions to provide them with an overview of the MTP. Mr. Delmagori said that, to date, Staff has spoken with the Farmington Chamber of Commerce Redcoats and San Juan Rotary. Presentations are scheduled with the Farmington Chamber's Young Professionals group and all four local governments. Additional stakeholder groups have been identified and presentations with these groups will be scheduled over the next month or two to explain the MTP and how they can be involved in the process.

Mr. Delmagori also reported on the MTP Stakeholder Workshop scheduled for February 5 from 10:00 am to 12:00 pm at the MPO Office. Mr. Delmagori stated that Policy Committee members were invited to attend the workshop and the final agenda would be provided to them when completed. Mr. Delmagori reported that the Technical Committee members requested the workshop to get initial feedback and input from the public that they could then react to. The workshop will provide an opportunity to learn what the community would like to see in terms of transportation for this area, as well as discuss with them what is already identified in the current MTP. As the MTP process progresses, additional workshops may be planned to provide for additional public input.

Mr. Delmagori referred to Pages 8 and 9 of the Agenda which showed the vision and mission statements, as well as the goals and objectives that were identified for the current 2035 MTP.

Councilor Darnell asked if the e-mail the Policy Committee members received about a workshop on February 5 was the same workshop Mr. Delmagori had referred to. Mr. Delmagori said this was the same workshop. Councilor Darnell asked if the workshop would be open to the public. Mr. Delmagori said it would be, but that specific invitations had already been sent to various stakeholder groups.

Councilor Darnell also asked if individuals from the groups being presented to were being invited to the workshop to give input or were the presentations simply to inform them about the MTP process. Mr. Delmagori said the presentations begin as a way to inform the public about the MTP but, following the presentations, many participants do ask how they can become involved with the process. Ms. Holton said the MPO is stressing the inclusion of all interested individuals and that the workshop would be advertised in the newspaper.

ACTION: The report was received.

7. RECEIVE A REPORT FROM NMDOT

Mr. David Quintana reported that District 5 is working with Staff to outline the workshop to discuss community concerns. He said this would be an all day workshop on February 20 with representatives from the general office also being invited. They will provide a

breakdown of local government procedures and the expected increased oversight by District 5 on local projects.

District 5 is in the process of selecting a consultant for the final design of a safety project on NM 173 from mile marker 2.5 to 3.0 to address vertical concerns and drop-offs. Mr. Quintana said it is hoped to identify the consultant in the next couple of months and begin a construction project in FY2016.

Mr. Quintana said that once the Legion Road project is completed by the City of Aztec, there will then be a logical terminus for Phase 1B of the East Arterial project. Mr. Quintana said District 5 then plans to reprogram the project in time for the January STIP preview and for the anticipated April amendment approval process. The funding would then be available in FY2015 and would coincide with the design package the City of Aztec expects to have ready in July or August. Mr. Quintana said District 5 wants to ensure the Legion Road project is underway before they reprogram the project.

Mr. Delmagori asked if District 5 had a dollar amount for Phase 1B. Mr. Quintana said there is enough money in FY2015 to cover the estimated \$3,500,000 cost of the project. He stated that the remainder of the corridor would be phased out in the STIP over the next five to six years.

The intersection project on US 64 is almost completed. Mr. Quintana reported it should be completed in four to five weeks pending the completion of punch list items.

Mr. Quintana reported that the next phase of the US 64 project from mile marker 60 to 62 was awarded to Mountain States Construction. He noted that they are mobilizing and that construction on this phase should begin once the weather warms up and that it should be completed by the end of the construction season. Commissioner Eckstein commented that Mountain States has already begun some preliminary work along the roadway and already seem to be moving quicker than Sterling Brothers. Mr. Quintana added that Mountain States is better equipped for the project and better steady progress on the next phase is expected.

The phase of US 64 from mile marker 58 to 60 is currently under design. Mr. Quintana reported that District 5 will be working on acquiring rights-of-way during this calendar year. This project is programmed for construction over FY2016 and FY2017. He anticipates this project beginning in early FY2017.

Mr. Quintana reported that \$25,000,000 in state funding has been requested from the legislature to assist with the US 64 project. If approved, the US 64 project from mile marker 58 to 60 could be accelerated.

Councilor Darnell asked about the safety study for the intersection of NM 371 and N36. Mr. Quintana said there is a phasing study being conducted on NM 371 all the way south to I-40. Councilor Darnell asked if this was in conjunction with the emphasis on getting rail to the Farmington area. Mr. Quintana said there was no rail connected to this study although he thought an RFP was going to be written to study the corridor for freight rail.

Mr. Quintana said that for the intersection of NM 371 and N36, District 5 is completing a signal warrant analysis this month. A temporary warning flasher will be installed now and then District 5 will begin developing a signalized project. Mr. Quintana thought a project

would be programmed in the next year to get the intersection signalized. He commented that the traffic counts prior to the casino opening warranted a signal. Mr. Miguel Gabaldon has met with Representative Sharon Clahchischilliage and informed her that the signalized project for this intersection will be fast-tracked.

Mr. Brian Degani could not attend the Policy Committee meeting. Mr. Delmagori said that at the Technical Committee meeting in December, Mr. Degani had reported that the state is working on their long-range plan update process which involves all the MPOs and RTPOs. Additionally they are working on the freight rail plan and the functional classification updates.

8. <u>RECEIVE A REPORT ON COMPLETE STREETS</u>

Subject: Complete Streets

Prepared by: Joe Delmagori, MPO Planner

Date: January 7, 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.
- On August 7, the Policy Committee approved a vision statement, values, and goals for Complete Streets which create the framework for the program.
- Staff has been working with the Advisory Group on development of land use context areas and road types overlays.
- The Advisory Group held its latest meeting on November 20.

CURRENT WORK

- The Advisory Group completed exercises in which they identified titles and descriptions for land use context areas and road types for the MPO Complete Streets program.
- Land use context areas are areas that comprise of a unique combination of building types, densities, and development form.
- Road types better represent how a street functions within a neighborhood.
- These overlays better represent the built environment and relate to the Complete Streets elements that would be expected to be found in that area.
- Land use context areas and road types will be matched for creating Complete Streets design guidelines.

RECOMMENDATION

It is recommended that the Policy Committee receive a report on Complete Streets. **DISCUSSION:** Mr. Delmagori reported that just prior to the holidays the Complete Streets Advisory Group wrapped up a final draft of the land use context areas and road types. Mr. Delmagori reiterated that these are overlays to the traditional land use categories and road types that better represent the built environment as well as how the road interacts with the adjacent development.

Mr. Delmagori referred to Pages 11-13 which provided the final draft titles and descriptions for the land use context areas and road types developed by the Advisory Group. Preliminary approval of these titles and descriptions is expected by the Advisory Group at their January 22 meeting. The design guidelines will be developed using these context areas and road types overlays.

Mr. Delmagori showed some maps developed by Staff that illustrated the interaction of the context areas and road types. These maps are only the first iteration of the information and the Advisory Group will review and comment on the information at their January meeting. The maps have only been completed for the Farmington area but will be expanded to include all areas of the MPO. The maps will help to verify that the titles for the context areas will best represent the area. The same mapping process was used to illustrate the road types that the Advisory Group developed. Mr. Delmagori gave 30th Street as an example saying it is categorized as a minor arterial but it moves back and forth into residential and commercial. The mapping and coloring of the road types will show how 30th Street changes based on the land use context area. This information will help to provide a better understanding of how the built environment interacts with the road types.

Councilor McCulloch asked when Complete Streets might be ready to be taken to the entities for adoption. Mr. Delmagori said this was probably several months out as the Advisory Group will next begin looking at the design guidelines. Once the design guidelines are developed, Staff should have a better understanding of the timeframe for bringing Complete Streets to the entities.

Ms. Holton stated that the MPO has invited Mr. Dan Burden of the WALC Institute to return to the area on May 11, 12 and 13. During his visit there will be a public workshop as well as a technical workshop for the Advisory Group. He will also present to each of the local entity's councils and commissions.

Councilor McCulloch asked about incorporating some Complete Streets concepts into the City of Farmington's Foothills project and design. Mr. Delmagori said that at a recent public meeting to discuss the plans, the project consultant provided some cross-sections of potential options that he believed were in line with Complete Streets guidelines. Councilor McCulloch asked if MPO participation was being sought and would they be involved in the process going forward. Mr. Delmagori said the City's Public Works Department has kept the MPO informed of the process. Ms. Holton added that in this design phase, the lead is with Public Works, but they will continue to keep the MPO in the loop.

Councilor Darnell stated that the Farmington City Council is revisiting the East Main Street corridor and he asked if Complete Streets concepts could be incorporated there. He commented that the focus of many individuals in the community is to keep traffic moving and to minimize wait times along this corridor. The opposite argument is that the community wants a vibrant East Main Street to encourage economic development in the

area. Councilor Darnell asked if this roadway had been considered for Complete Streets designs and ideas.

Ms. Holton thought the concepts in Complete Streets will involve a cultural change and a move from the past focus of simply moving vehicles. She reminded everyone that Complete Streets focuses on accommodating all users, not just vehicles. She said that there are many facets to Complete Streets which include making the streets safer for pedestrians and encouraging walking between businesses. Ms. Holton said these changes will require people to think about getting out of their vehicles and starting to walk. The roads need to be made safe enough for those who do choose to walk while still moving traffic along the corridor.

Councilor Darnell noted that he has been working with several disabled individuals who need to cross East Main Street on a regular basis. Crossing Main Street for these individuals is currently very difficult as there is no staging area in the middle of the road for them to rest. Ms. Holton said that one aspect of Complete Streets is to look at safety medians that would provide a barrier for a pedestrian to cross half way across the street and then be able to wait there for the light to change. Councilor Darnell said these types of changes need to be addressed not only by policy individuals, but also by the technical individuals.

Councilor McCulloch commented on the lack on Complete Streets concepts considered for the US 64 project. She was disappointed that with the millions of dollars spent on the project, no Complete Streets ideas were incorporated. Mr. Quintana commented that NMDOT tried to incorporate as many multi-modal features as possible for a regional connector. The new roadway does include sidewalks and medians to provide a safe harbor for pedestrians. He said this type of roadway, however, functioned differently and did not lend itself to pedestrian walkability that might be seen in a downtown or main street setting.

Councilor McCulloch said that the new stretch of US 64 in Bloomfield is so wide, so fast, and offers no aesthetics. She added that she does not believe the roadway has helped the Bloomfield community. She thought that the cultural change of incorporating complete streets designs also needed to happen within NMDOT and that, perhaps, it should actually begin there. Councilor McCulloch emphasized that these cultural changes needed to happen at the state level. She commented on the section of East Main near Villa View Drive and how she wanted that good visual provided by Complete Streets designs to be what people saw when they entered the city. She added that she was encouraged that Complete Streets ideas were beginning to be discussed in a setting that included NMDOT.

Councilor McCulloch asked how best to add input into the roadway decision making process. Mr. Quintana said that the entities were strongly encouraged to participate in the planning processes. He noted that when planning began for the US 64 project in 2000, the purpose was determined to be regional mobility and the need to speed up traffic. Ms. Holton added that at a recent MPO Quarterly meeting, there was discussion with NMDOT planners on when to provide local input on project design. Their recommendation was to include complete streets designs and ideas in their TIP.

Commissioner Eckstein stated that after numerous discussions with NMDOT, there will be some landscaping incorporated into the medians along US 64 in Bloomfield.

Commissioner Sipe agreed that the cultural changes and focus on complete streets needed to begin at the state level and then work down. She commented on how difficult it was to merge a vehicle into traffic along the new section of US 64 because of the speed of the road section and the multiple lanes.

Mr. Hathaway commented on the plan for Dan Burden to visit with each of the entity's councils and commissions in May. He noted that the San Juan County Commission meeting did not fall on the dates Mr. Burden was to be in town. Mr. Delmagori said he would look at the schedule again to see what type of rearrangement might be accomplished.

ACTION: The report was received.

9. <u>RECEIVE A REPORT ON THE STATEWIDE FUNCTIONAL CLASSIFICATION UPDATE</u>

Subject: State Functional Classification Update

Prepared by: Joe Delmagori, MPO Planner

Date: January 8, 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 reviewed the list of proposed class changes from 2011 with the Technical Committee on December 19.

CURRENT WORK

- The Functional Classification Guidance Manual explains the new class types and the criteria for the specific classes.
- The MPO identified many classification changes in 2011.
- The adopted MPO Major Thoroughfare Plan identifies the recommended current and proposed classifications for the region.
- All of these potential changes will serve as the basis for recommended changes by the MPO to NMDOT.

RECOMMENDATION

It is recommended that the Policy Committee receive a report on the Statewide Functional Classification Update and the proposed functional class change list from 2011. **DISCUSSION:** Mr. Delmagori stated that in November, the NMDOT Planning Bureau had held a meeting to discuss the statewide update of the functional classification system. The MPOs and RTPOs have been asked to make recommendations for classification changes to regional roads in their respective areas.

Mr. Delmagori referred to Pages 15-17 of the Agenda which showed a list of proposed class changes developed in 2011. Unfortunately, due to changeover in the NMDOT department that reviewed functional classification, these recommended changes were never addressed. With this new update, the MPO now has the opportunity to submit these changes for consideration.

Mr. Delmagori said the list of proposed changes from 2011 provided a basis to begin working from. This existing list will be reviewed to make sure it is still valid or determine if there are additions or deletions to the list based on changing conditions.

Mr. Delmagori reviewed NMDOT's functional classification listing that was last published in 2004 in conjunction with the proposed classification changes submitted by the MPO in 2011. As an example of what the process would involve, Mr. Delmagori referred to Page 15 of the Agenda. Listed there is Twin Peaks/CR 6480 which parallels US 64 heading west toward Kirtland. NMDOT's listing showed this as a Principal Arterial and the MPO recommendation was to classify this down to a Minor Arterial. The reason for this was that US 64 is the Principal Arterial that moves traffic out of town to the west and there was no need for a second principal arterial for this rural part of the county.

Mr. Delmagori explained that the road classifications shown on Page 16 are those being recommended to be reclassified upward. As an example of this, NMDOT shows CR 350 as a Rural Collector. Back in 2004 when the NMDOT list was published, this road was in the process of being expanded to the current four-lane facility. CR 350 is the main north/south roadway across Crouch Mesa to move traffic from US 64 to NM 516. The MPO recommendation was to reclassify this up to a Principal Arterial because of its function and purpose.

Mr. Delmagori referred to Page 17 of the Agenda which listed roads that were never identified by NMDOT in 2004. The MPO recommended that they be added to the NMDOT functional classification database.

Mr. Delmagori said Staff would be reviewing this list with the Technical Committee at their meeting on January 23 to get their input. Staff will also meet with the individual Technical Committee members to talk specifically about their entity's classifications in more detail. The information gathered will then be presented and recommended approval sought at the February Technical Committee meeting. Final approval will be sought by the Policy Committee at their March meeting.

Councilor Darnell asked why it was important for these functional classifications to be accurate. Mr. Delmagori explained that the classifications represent how the road functions and its purpose. Roads typically are meant for mobility and to move traffic through town or from town to town. Mr. Delmagori referred back to CR 350 begin labeled a rural collector. He noted that this road is not collecting traffic but rather its purpose is to get traffic between communities. Mr. Quintana added that the functional classifications identify which roads are eligible for federal funding.

ACTION: The report was received.

10. INFORMATION ITEMS

Subject: Information Items

Prepared by: Joe Delmagori, MPO Planner

Date: January 7, 2014

INFORMATION ITEMS

a. Workshop with NMDOT. The Technical Committee and NMDOT expect to hold the workshop on regional priorities, communications, and maintenance on February 26.

- b. Regional Traffic Model. The consultant provided an update on January 8 and indicated that all calibration statistics for the base 2010 model are within acceptable parameters. The consultant will now calibrate the mid-range (2025) and long range (2040) model networks.
- c. Other

DISCUSSION: Mr. Delmagori reported that the workshop with the Technical Committee and NMDOT to discuss regional priorities, communications, and maintenance concerns is now being planned for February 20. Discussion with the Local Government Unit will be held in the morning and then have discussions with Mr. Quintana and other representatives from District 5 in the afternoon. The workshop will be advertised as a public meeting and any interested Policy Committee member would be welcome to attend. The agenda will be provided as it is finalized.

The update process for the regional traffic model is going well. Staff and the consultant discussed some of the statistical outputs of the model in terms of calibration. Mr. Shull is taking the population/employment data provided by Staff, assigning trip rates to the data and then assigning traffic throughout the network. The consultant then compared the model output to traffic counts over the past five or six years. If the model output is within a reasonable threshold of actual counts, it means the calibration is on track. The base year calibration will now be taken out to the mid-year of 2025 traffic model and then out to the long-range 2040 traffic model. As long as the calibration for the base year is accurate, validations for the long range model should also be on track. Mr. Delmagori said that Staff hoped the traffic model update would be completed and available for use within the next month or two.

Mr. Delmagori reiterated that Mr. Dan Burden would be in town on May 12 and 13 and will present workshops and presentations to the local councils and commissions and the

public. Another individual from the WALC Institute will be accompanying Mr. Burden who is an advocate for the Safe Routes to School (SRTS) program. Mr. Delmagori said some SRTS activities will also be incorporated into the two days. The plan is to identify a school in Farmington that may have heard of SRTS but is not currently participating and see if they can be encouraged to join SRTS.

Councilor Darnell said the last time Mr. Burden was here he had hoped Mr. Burden could provide some ideas on how to incorporate Complete Streets concepts into the US 64 project. Councilor Darnell asked if on this visit, Mr. Burden could take a local roadway where there is a struggle on vision (East Main Street) and provide some ideas on what could be done along that stretch. Councilor Darnell said he comprehends the concepts of Complete Streets, but then has difficulty understanding the actual application of Complete Streets.

Mr. Delmagori said this idea is being discussed with WALC Institute representatives as the agenda is prepared for Mr. Burden's visit. Staff plans to provide some existing local examples of the area and ask Mr. Burden for recommendations on how they could be converted to a complete street design.

Ms. Holton added that Staff has asked the WALC Institute if Mr. Burden can provide more specifics on how Complete Streets might function for some local examples. Ms. Holton commented that Mr. Burden typically comes in the day before his presentation to tour the area and take his own photographs. The technical presentation and discussion is planned for Monday morning, May 12.

11. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

12. BUSINESS FROM THE FLOOR

There was no business from the floor.

13. ADJOURNMENT

Commissioner Eckstein moved to act the motion. Councilor Darnell adjourn	ljourn the meeting. Commissioner Sipe seconded ned the meeting at 2:32 p.m.
,	
Dan Darnell, Chair	June Markle, MPO Administrative Aide

M I N U T E S FARMINGTON METROPOLITAN PLANNING ORGANIZATION SPECIAL POLICY COMMITTEE MEETING March 10, 2014

Policy Members Present:

Sherri Sipe, City of Aztec

Dan Darnell, City of Farmington

Gayla McCulloch, City of Farmington

Technical Members Absent: Scott Eckstein, San Juan County

Appointment of Representative Pending, (City of Bloomfield)

Staff Present: Mary Holton, MPO Officer

Joe Delmagori, MPO Planner Duane Wakan, Associate MPO Planner June Markle, MPO Administrative Aide

Staff Absent: None

Also Present: None

1. CALL TO ORDER

Councilor Darnell called the meeting to order at 4:05 p.m.

2. <u>AMENDMENT TO THE FFY2014-2015 UNIFIED PLANNING WORK PROGRAM</u> AND BUDGET

Subject: FFY2014-2015 UPWP & Budget Amendment

Prepared by: Joe Delmagori, MPO Planner

Date: March 3, 2014

BACKGROUND OR PREVIOUS WORK

- The Policy Committee approved a UPWP budget amendment in January 2014 to reflect final PL Work Authorization and carryover amounts.
- In February, the NMDOT Planning Bureau informed the MPO of the need to amend the FFY2014-2015 UPWP and budget based on funding changes.
- Federal PL carryover funds from FY2012 are being removed from the MPO budget.
- Current federal FFY2014 PL funds are being revised to show an increase.
- NMDOT has approved the use of FFY2013 federal PL funds in FFY2014.

 UPWP budget amendments need to be provided to NMDOT by March 15 as described in the Planning Procedures Manual (PPM).

CURRENT WORK

- Due to budget constraints, the FY2012 federal PL carryover funds in the amount of \$72,863.82 are being removed from the UPWP budget.
- Due to an administrative error, federal PL funds for FFY2014 total \$198,985 rather than \$170,013.
- The FFY2013 federal PL funds in the amount of \$196,487 stay the same.
- Based on the amendment, the total PL federal funds for the MPO now equal \$395,472.
- The change in federal PL funds, from January's amendment to this amendment, is about \$43,000 less.
- MPO staff has provided justification to NMDOT that federal PL funds from FFY2013 and FFY2014 will be spent by September 30, 2014 with minimal carryover.

RECOMMENDATION

 It is recommended that the Policy Committee review the changes included in the amendment and approve the amendment to the FFY2014-2015 UPWP and Budget.

DISCUSSION: Mr. Delmagori reported that the Technical Committee had met an hour earlier and were given this presentation and they recommended approval of the FFY2014-2015 UPWP and Budget.

Mr. Delmagori explained that in January, the Policy Committee had approved the budget amendment based on all the final work authorizations from NMDOT and the carryover amount. Staff was then informed about one month later that carryover amounts are being consolidated as much as possible. There are budget constraints coming down from FHWA to the state DOTs affecting federal PL carryover funds. It was stated that these funds will be scrutinized by NMDOT in an effort to minimize carryover amounts from year to year. Mr. Delmagori said that FMPO would need to be more diligent about carryover amounts in the future.

Mr. Delmagori reported that NMDOT had made an administrative error in the federal PL money for FFY2014. This amount went from \$170,013 to \$198,985 for an increase of \$28,972. This amount helped offset the loss of the FY2012 carryover amount of \$71,863.82 that FMPO was informed about.

Mr. Delmagori referred to Page 2 of the Agenda which showed the UPWP Budget approved by the Policy Committee on January 16, 2014. The column on the far right of the page entitled FFY2014 Final Budget is where the MPO budget was at currently. Mr. Delmagori then referred the Policy Committee members to Page 3 of the Agenda which compared the FFY2014 Budget figure of \$438,363.28 approved in January 2014 to the budget amendment now being proposed.

UPWP Budget for the Farmington MPO (pending approval March 2014)

UPWP Budget for the Farmingtor	FFY2014		, app	Approved		Revised		Removed			V2014 Fine!
Fund Source	Amended Budget (Jan 2014)				FFY2013 Carryover (Feb 2013)	FFY2014 Authorized Amt (Feb 2013)		FY2012 Carryover (Feb 2013)		FFY2014 Final Budget (Mar 2014)	
FHWA PL - Federal Share	\$	438,363.82		\$	196,487.00	\$	198,985.00	\$	71,863.82	\$	395,472.00
FHWA PL Required Match	\$	74,702.45		\$	33,483.74	\$	33,909.43	\$	12,246.46	\$	67,393.17
FHWA PL Total	\$	513,066.27		\$	229,970.74	\$	232,894.43	\$	84,110.28	\$	462,865.17
FTA 5303 - Federal Share	\$	51,175.87								\$	51,175.87
FTA 5303 Required Match	\$	12,793.97								\$	12,793.97
FTA 5303 Total	\$	63,969.84								\$	63,969.84
Federal Share of MPO Budget	\$	489,539.69								\$	446,647.87
Local Required Match	\$	87,496.42								\$	80,187.14
Additional Local Funding Total	\$	0.00								\$	0.00
MPO Grand Budget	\$	577,036.11								\$	526,835.01
Maximum Total Local Contribution (Required Match & Additional Local)	\$	87,496.42								\$	80,187.14
Maximum Aztec Share (10%)	\$	8,749.64								\$	8,018.71
Maximum Bloomfield Share (10%)	\$	8,749.64							-	\$	8,018.71
Maximum Farmington Share (60%)	\$	52,497.85					·			\$	48,112.28
Maximum SJ County Share (20%)	\$	17,499.28								\$	16,037.43

Note: FFY2015 budget figures will be amended to the budget when available

Mr. Delmagori explained that the first column in the chart above showed the FFY2014 Budget amounts approved in January 2014 (from Page 2). The chart above from Page 3 of the Agenda is the purpose of the UPWP Budget Amendment being sought:

Original FFY2014 Amended Budget (Jan. 2014)	\$438,363.82
Approved FFY2013 Carryover (Feb. 2014) Revised FFY2014 Authorized Amt. (Feb. 2014) Removed: FY2012 Carryover (Feb. 2014)	\$196,487.00 \$198,985.00 <u>\$71,863.82</u>
FFY2014 Final Budget (Mar 2014)	\$395,472.00

Mr. Delmagori said that, overall, there was a loss to the FMPO of approximately \$43,000. The impact to the budget was not as great as the loss of the FY2012 Carryover of \$71,863.82 because of the administrative error in the FFY2014 Authorized Amount which increased that amount from \$170,013 to \$198,985 (an additional \$28,972).

Mr. Delmagori stated that there were no changes to the FTA 5303 funding. To reflect the PL funding loss, the overall MPO budget was decreased. The MPO Grand Budget which is both the Federal Share and the Local Required Matches totaled \$526,835.01. Mr. Delmagori said it was expected that the \$198,985 would be a good target for what federal PL will be for the near future.

Mr. Delmagori referred to Pages 4 and 5 of the Agenda which detailed the spending of the \$395,472.00. These items would also become part of the UPWP document as supplemental information. He noted that the chart details the specific line items and

identified how much money was anticipated being spent on each. This information is provided to further justify how the MPO will use the funding this federal fiscal year.

Mr. Delmagori explained some of the line items noted on Pages 4 and 5 of the Agenda:

- Community Development intern will do some MPO work;
- Hire planning consultant for a public participation and survey efforts for the 2040 MTP;
- Alignment study of potential options and preferred alignment for the Highline Road (from Crouch Mesa/CR 350 to US 550).

Other conventional line item amounts were increased to allow for extra conferences, training, and advertising of MTP activities.

Mr. Delmagori noted that the Technical Committee had pointed out that on Page 5 of the Agenda the local match amount for "Vehicles" was left off. He explained that the total estimated amount for the vehicle was \$24,000.00. The federal PL portion would be 85.44% of that or \$20,505.60. The local match amount would be the remaining 14.56% or \$3,494.40.

Mr. Delmagori said that he kept estimated expenditures of total federal PL funds slightly under the FFY2014 Final Budget amount of \$395,472.00 to allow for flexibility. He said Staff planned to have less than \$10,000 in carryover from FFY2014 to FFY2015. Ms. Holton commented that because of the change in the federal share, the entity matches were reduced.

Councilor Darnell asked where the Highline Study stood. Mr. Delmagori said the MPO would be responsible for hiring and paying for the consultant services. The consultant would work in cooperation with all four entities as the Highline Road was a critical link to the entire area.

Councilor McCulloch asked if money was spent on the study but there was no money to actually construct the road, was the money on the study being wasted. Mr. Delmagori said the study will put more emphasis on finding the money to build the road and makes it more of a priority. Ms. Holton added that the study could provide additional justification for the project. MPO funding can only be used for planning and not for construction.

Ms. Holton recommended including other players in the discussion and said that she thought the Farmington School District was very interested in this project to help get students to the various schools. Mr. Delmagori added that with the pending construction of the East Arterial project in Aztec there could be a connection between the East Arterial and the Highline Road to improve potential traffic flows.

Councilor Darnell asked what the study would entail since the roadway is already there but it just is not paved. Mr. Delmagori agreed that the area is open and there would be little to no impact on built neighborhoods. He said the study would address where the road would end and how it would impact regional traffic. The study will provide a comparison of scenarios to determine the best alignment and impact on traffic flows.

Commissioner Sipe said that the study helps to get the project shovel ready and move it forward. Mr. Delmagori reiterated that the study helps to justify the project by providing statistics and the evaluation analysis for the project.

ACTION: Councilor McCulloch moved to approve the amendment to the FFY2014-2015 UPWP and Budget. Commissioner Sipe seconded the motion. The motion was approved unanimously.

3. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Delmagori reported that Staff made an administrative change to the Joint Powers Agreement (JPA) that was approved in January. NMDOT informed Staff that the Annual List of Obligated Projects needed to be included in the JPA as an action taken by the MPO, so Staff made that addition. No additional amendments or approvals were required. The JPA is now ready to be signed by the entities and Staff will work to get it on the local governments' meeting agendas.

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

4. BUSINESS FROM THE FLOOR

There was no business from the floor.

5. ADJOURNMENT

Commissioner Sipe moved to ad motion. Councilor Darnell adjour	journ the meeting. Councilor McCulloch seconded the ned the meeting at 4:18 p.m.
Dan Darnell, Chair	June Markle, MPO Administrative Aide