

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
FEBRUARY 27, 2014

Technical Members Present: Bill Watson, City of Aztec
Teresa Brevik, City of Bloomfield
Cynthia Lopez, City of Farmington
Chico Quintana, Alternate, City of Farmington

Technical Members Absent: Nica J. Westerling, City of Farmington
Dave Keck, San Juan County

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

Staff Absent: Mary Holton, MPO Officer

Also Present: Brian Degani, NMDOT Planning Liaison
David Quintana, NMDOT District 5

1. CALL TO ORDER

Ms. Lopez called the meeting to order at 10:00 a.m.

2. APPROVE THE MINUTES FROM THE JANUARY 23, 2014 TECHNICAL COMMITTEE MEETING

Mr. Chico Quintana made a motion to approve the minutes from the January 23, 2014 Technical Committee meeting. Ms. Brevik seconded the motion. The motion to approve the minutes was passed unanimously.

3. AMENDMENT #5 TO THE FFY2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM

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| 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.

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.

DISCUSSION: Mr. Delmagori explained that Phase IB of the East Arterial project in Aztec had been part of the TIP and STIP. When it was determined that there was no logical termini, the project had to be removed from the TIP. The City of Aztec is now constructing Legion Road which will be the terminus for the project and the Legion Road project was added to the TIP as part of Amendment #4 in January. Mr. Delmagori stated that now the East Arterial project can be reprogrammed into the TIP. Mr. Delmagori referred the Technical Committee to Page 2 of the Agenda which provided a breakdown of the funding for this FFY2015 project.

Mr. David Quintana stated that this project may actually move into FFY2014 if other District 5 projects cannot meet their deadlines and if the East Arterial project is ready in July as the City of Aztec expects. He noted that this project may then be amended into FFY2014 during the next amendment cycle. Mr. David Quintana said that this project could go into construction within a year time frame.

The Technical Committee discussed how the amendment should be stated to reflect a potential change in fiscal years. Mr. Delmagori recommended that action be taken to get the project into FFY2015 and, should it later be moved into FFY2014, the MPO can do an administrative modification to change the date and no other actions would be necessary.

Mr. Watson asked when Mr. Quintana would know if the East Arterial project might be moved into FFY2014. Mr. Quintana said he should know by May if the project would be moving into FFY2014. Mr. Quintana said that Ms. Kathy Lamb with the City of Aztec expected the PS&E package to be ready by July 15. He added the soonest the project could be let would be August with construction beginning next summer.

Ms. Lopez opened the Public Hearing. There were no public comments received. Ms. Lopez closed the Public Hearing.

ACTION: Mr. Chico Quintana moved to recommend approval of Amendment #5 to the FFY2014-2019 TIP. Mr. Watson seconded the motion. The motion was passed unanimously.

4. COMPLETE STREETS

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|---------------------|------------------------------------|
| 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.

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.

DISCUSSION: Mr. Wakan reported that at the last two Complete Streets Advisory Group meetings, the Advisory Group reviewed the titles and definitions for the road

typologies and land use context areas they had developed. At the January 22 meeting, the Advisory Group recommended preliminary approval of these titles and definitions. Mr. Wakan referred to Pages 4 through 6 of the Agenda which showed the road typologies and land use context areas titles and definitions. These titles and definitions will be used by the Advisory Group to develop the Complete Streets design guidelines. They will also provide visual examples and easy specifications to assist the local developers and public works departments in understanding what is trying to be accomplished by Complete Streets.

Mr. Wakan said that the definitions for the road typologies and land use context areas were very important and that it was expected these would go through more iterations as the Advisory Group moved forward. For the time being, this current preliminary list of road typologies and context areas was being recommended for approval by the Technical Committee.

Mr. Wakan explained that unlike conventional city zoning which is specific at the entity level, the land use context areas at the MPO level serve as overlays that take into consideration the distinct preferences and values of the four entities. With no zoning or designated land uses in the county, the Advisory Group is working to define some format from which to provide a context for the entire MPO area.

Mr. Wakan also explained that unlike conventional road classifications, road typologies incorporate Complete Streets amenities such as sidewalks, bike lanes, and transit. Ms. Lopez added that these also related to the character of the land uses that were identified. Mr. Wakan noted that the titles and definitions were attempting to tie together transportation and land use.

Mr. Degani asked if the titles and definitions for the road typologies and land use context areas were taken from zoning ordinances. Mr. Wakan said the Advisory Group had developed the titles and definitions without considering specific zoning categories. This was done in order to keep the big picture in mind and not make the titles and definitions too defining or prescriptive. Ms. Lopez added that the Advisory Group had considered the character and function of neighborhoods and what would like to be seen in the area for the future. The Advisory Group looked at what they would like to continue to build upon and what was good and desired for the growth and development of the area.

ACTION: Ms. Brevik moved to recommend approval of the preliminary list of the titles and definitions for the road types and land use context areas. Mr. Chico Quintana seconded the motion. The motion was passed unanimously.

Mr. Wakan said that the second part of the Complete Streets agenda item was a presentation related to some themes that were introduced to the Advisory Group at their February 19 meeting. It is hoped that these themes will be incorporated into the Complete Streets design guidelines.

Mr. Wakan presented a PowerPoint and explained the themes and how the overall design guidelines would impact them.

- **Adoptable** - To have the document eventually adopted by the MPO Policy Committee;
- **Resourceful** - For the document to be a usable resource for developers and public works departments in all the local entities;
- **Simple** - Principles and guidelines which are easy to interpret and to understand;
- **Flexible** - Build in multiple flexible options into the document to ensure it is more readily accepted and used by everyone in the region.

Mr. Wakan showed how the MPO and the four entities work in coordination with NMDOT and FHWA. He stated the neither NMDOT nor FHWA have put forward any Complete Streets documents yet, but that they were expected in the future. Mr. Wakan said that when this happened, the MPO will be that much further ahead having already developed their Complete Streets design guidelines.

Mr. David Quintana asked if the local entities had any codes or design guidelines that the Advisory Group would be coordinating with. Mr. Wakan said that level of detail had not yet been addressed.

Mr. Wakan illustrated various spectrum diagrams to explain possible outcomes when developing the Complete Streets document and design guidelines. One spectrum ranged from very complex to very simple, another from very prescriptive to very interpretive, and the final diagram from unfavorable to favorable. Mr. Wakan said it was the opinion of MPO Staff that design guidelines that were simple and interpretive could be found as more favorable and, thus, more Adoptable. Guidelines that were complex and prescriptive might be viewed as unfavorable. Ms. Lopez said that favorability was not just desired for the entities, but for the developers as well to provide them with options and flexibility. She recommended that the Complete Streets document be kept simple yet provide choices for developers. Ms. Lopez also commented that when the road typologies and land use context areas were developed, the Advisory Group did take into consideration some of the current local zoning and how those might play into the future vision for the area.

Mr. Wakan stated that the guidelines also needed to be Resourceful. Mr. Wakan explained that the City of Charlotte had developed Complete Streets guidelines in 2007. In 2009, the North Carolina DOT adopted Complete Streets design guidelines which were then developed in 2012. Their guidelines are usable statewide and there is now consistency between the City of Charlotte and the state's documents.

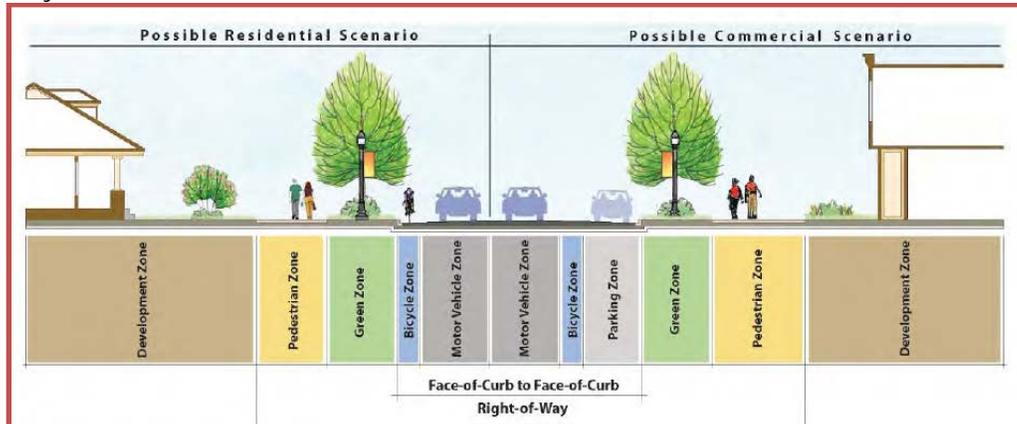
Mr. Wakan also showed an example of the NCDOT street view and an example from Washington State DOT which depicted both a before and after street view which easily conveyed what they were trying to accomplish. Mr. Wakan explained what the City of Johannesburg, South Africa has developed for their Complete Streets efforts and the on-line manual that is available. He noted that Complete Streets is truly an international concept.

Mr. Wakan reiterated that the Complete Streets document needed to be simple. He illustrated the design guidelines from the Pennsylvania Department of Transportation (PennDOT) which are outlined in a matrix or tabular format that could be considered very prescriptive and complex.

Mr. Wakan showed the NCDOT cross-section street diagram along with dimensional guidelines which give broad ranges and options. They also include a section at the bottom of each diagram where they add notes to provide some additional details and the intent of the design.

The City of Charlotte developed a very interpretative and simple document seen below. The diagram shows the different development zones and there were no dimensions included. Mr. Wakan stated that this was simple and interpretative approach is one the MPO might want to consider.

City of Charlotte



The example from the City of Johannesburg gave a prescriptive view side by side with a more interpretative plan view. This provided an easily understood visual for the lay-audience and the general public, while the street plan view, which was more technical, provided needed information for the planners and engineers.

Ms. Lopez thought a simple approach was needed for the regional guidelines being developed by the Advisory Group. The more prescriptive, detailed guidelines would be left to each individual entity to determine. Mr. Wakan said that Staff was working to lay the groundwork and introduce the Complete Streets concepts but was leaving the details to each of the entities. Mr. Delmagori added that the MPO is striving to identify the concepts and the elements of Complete Streets that need to be incorporated into a street cross-section. The details of that cross-section would then fall to the local governments to determine. Ms. Lopez stated that Farmington already has more prescribed guidelines for developers, but hoped that Complete Streets concepts could be incorporated into the city's zoning. From that, the city could begin to develop guidelines for what it would like to see happen in the future.

Mr. Wakan discussed the theme of Flexibility and the desire to ensure that the Complete Streets document was a flexible document. The combination of the road typologies and the land use context areas will create the design guidelines. Additionally, there will be multiple options created for each of the design guidelines.

Mr. Wakan provided examples of how a main street in a central business district might look. This use of multiple options is also expected in the guidelines developed by the Advisory Group. Mr. Wakan said it was also important to include local maps that

identify what the street typologies and land uses are. This will help developers and others know where the implementation of Complete Streets guidelines is desired and achievable.

Mr. Wakan described the combinations of land use context areas and road typologies as identified by the following entities:

| | | |
|-------------|---|---|
| PennDOT | 7 land use context areas 5 road typologies | 35 possible design guidelines (not including flexible options) |
| Roanoke, VA | 8 land use context areas 4 road typologies | 32 possible design guidelines (not including flexible options) |
| Charlotte | 7 land use context areas 5 road typologies | 35 possible design guidelines (not including flexible options) |
| FMPO | 8 land use context areas 9 road typologies | 72 possible design guidelines (not including flexible options) |

Mr. Wakan explained that this was the Advisory Group’s first iteration of developing context areas and road typologies. He noted that the number of context areas and road typologies identified might impact the complexity or prescriptiveness of the document. Mr. Wakan thought that the Advisory Group might choose to scale back and simplify their list. The Advisory Group will consider merging and consolidating their lists of context areas and road typologies at future meetings.

Mr. Degani commented on the need to look at options for long term growth and development and to consider possible annexations in developing the Complete Streets document. He recommended looking at the long-term land use plans and how to accommodate expansion of the guidelines to ensure all elements were addressed especially with the retention of the connection of amenities. Ms. Lopez said she thought the Advisory Group had considered long-term growth and that was why they had come up with 72 possible design guidelines. Mr. Watson said that offering too many options could create problems with having no uniformity between adjacent properties. Mr. Wakan said that because this was a new concept for the region, the Advisory Group was taking into consideration the complex nature of the area and they understood how important it was to build a document that would eventually be adopted and used in the communities.

Ms. Lopez commented on service ways and industrial parks and on how different they looked, and how and where they might connect to the higher traffic roadways. She also noted the rural residential areas where sidewalks were not necessarily desired, but amenities for the equestrian, bicyclist, and walker were preferred. Looking at all these different land uses is how the Advisory Group developed the 72 possible design guidelines. Ms. Lopez thought that this number might need to be reduced and could possibly be done by providing multiple options for a fewer number of actual road types. Mr. Degani said that public comment on land uses or master plans would also impact the final outcomes for an area. Ms. Lopez added that ensuring there is adequate right-of-way so, that as an area develops and population becomes denser, the necessary or desired changes can still be implemented.

Mr. Delmagori stated that many of these issues factor into the major thoroughfare plan which identifies proposed classification changes. These areas would be the candidates for where future changes would be possible and address where and how

Complete Streets might apply to that situation. Mr. Delmagori said Staff had stressed to the Advisory Group that there was no harm in starting with a large number of design guidelines and then later shrinking it down to a more manageable number. He said that this method would ensure that a thorough examination of the process had been done.

ACTION: This part of the report was received.

5. REVIEW AND CONSIDER RECOMMENDING APPROVAL OF THE LIST OF PROPOSED FUNCTIONAL CLASSIFICATION CHANGES FOR THE FARMINGTON MPO

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| 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.

RECOMMENDATION

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

DISCUSSION: Mr. Delmagori reported that in the past month, Staff had met with the entities individually to discuss their proposed classification changes. He referred the Technical Committee members to Pages 8-10 of the Agenda in order to review the identified classification changes to ensure all potential changes were captured.

Mr. Wakan first demonstrated the on-line classification viewer set up by the consultant working with NMDOT on the state's functional classification listing. Mr. Delmagori stated that this is where all the recommendations from the MPOs and RTPOs would feed into and provide a single location for all potential changes to be viewed.

Mr. Wakan explained the classification changes that Staff had provided to NMDOT and showed how those appeared on the viewer. He demonstrated how a section of Pinon Hills, shown by NMDOT as a minor arterial, needed to be upgraded to a principal arterial to make the entire road link consistent. Mr. Wakan also demonstrated how to correct the misalignment of CR 350 and how to upgrade it from a rural minor collector to a principal arterial. He explained that since federal funding for roads is impacted by their functional classification, it was important to ensure these were accurate. Mr. Wakan said the intent of the viewer was to provide the entities the ability to comment on road segments and to recommend changes.

Mr. Delmagori stated that this was the first iteration of recommended changes to the functional classification list and more changes could be included as the process continued. NMDOT had requested that the MPO submit their recommended changes by March. Following today's review of the list by the Technical Committee, it will be presented to the Policy Committee at their meeting on March 20. Mr. Degani said the final functional classification recommendations from NMDOT needed to be sent to FHWA by June 30.

Mr. Delmagori reiterated that Staff had met with each entity's Technical Committee members and other staff to review their individual changes. The changes were categorized on the list as roads that could be: declassified, reclassified down (NMDOT classification is higher than FMPO recommends), reclassified up (NMDOT classification is lower than FMPO recommends), and roads that were missing from the NMDOT list.

Mr. Delmagori said that in a web conference a few weeks ago, NMDOT clarified that any future roads there were not a part of the current TIP/STIP cycle (approximately four years out) could not be included on this functional classification list. This document lists current conditions or near-term changes. Staff has noted those roads that may have to be removed from the listing although they would not be dropped from the thoroughfare plan. Mr. Delmagori reviewed these roads with the Technical Committee:

East Arterial

This northern section from NM 173 to US 550 is not as urgent as the southern portion of the East Arterial and is not in either the TIP or STIP. This project will be dropped.

McWilliams

This project is from Oliver to NM 574. Mr. Delmagori stated that this project is not in the TIP and asked if this project would happen in the next four years. Mr. Watson said the City of Aztec is currently speaking with the developer so it could be a short range

project. He thought it would likely be completed before the functional classification list was updated again. This project will be retained.

Northern Route - City of Farmington & San Juan County

The entire proposed project will be dropped.

Highline Road

This project is from CR 3100 to US 550. The project is not in the TIP or STIP and would need to go through numerous preliminary design and engineering phases before it was ready for construction. The project appeared to be a mid to long-term project. Mr. Delmagori will follow up with Mr. Keck on this project, but thinks this project will be dropped.

Dustin

This is the continuation from Pinon Hills Blvd. to Cougar Trail. Ms. Lopez stated that Pinon Hills Community Church is considering doing part of the project which would be at the north part of their property. Ms. Lopez was not sure there were any plans to go beyond this point. She said there was an interested developer and if the sewer lines were extended to the north this project might move forward. Based on work the church has plans to take on and the potential extension of the sewer lines, Ms. Lopez thought the project might happen within the next four years. Mr. Chico Quintana said he agreed with what Ms. Lopez had said about this project. This project will be retained.

Beckland Drive

The developer had some interest in this project until the downturn in the economy. His recent focus has been more on commercial developments. If the oilfield should boom again, Ms. Lopez said the developer could decide to revive this project. This project will be retained.

Herrera

This project will be dropped.

College

This project is from Hood Mesa Trail to the Northern Route and is part of a larger long-term regional project. This project will be dropped.

Hood Mesa Trail

This project is also part of larger long-term regional project. This project will be dropped.

Lakewood

This project is from High Point Drive to East Road and is a long-term project. This project will be dropped.

Marseille

This project is from end of the road to East Road and is a long-term project. This project will be dropped.

Little Creek

This project is from US 64 to CR 6480 and is in Mr. Joe Kozimor's subdivision on the west side of Farmington. Ms. Lopez said that Mr. Kozimor is doing a lot of work in the area and just annexed a portion of the property that was in the county. He has some preliminary plans that are coming forward especially if the oilfield booms. Mr. Delmagori said this would be a new north/south connection to CR 6480. Ms. Lopez said she thought this project would only extend to Piedras and not all the way to CR 6480.

This project will be changed from US 64 to Piedras and will be retained.

Viento

This project is from US 64 to Twin Peaks. Ms. Lopez said this project has been inactive for a long time. She noted that this project provided the separation between the residential and industrial areas. She said she did not think this road would be paved any time soon. This project will be dropped.

Piedras

This project is from Little Creek to Viento. This project will be retained.

Eagle

This project is the next east/west connection above Piedras from Little Creek to Viento. Ms. Lopez said there is some interest in residential development in the area and there are plans that were even approved at one point. Due to the downturn in the economy, nothing has taken place recently. This project will be dropped.

Spine Road

This project is from Pinon Hills Blvd. to NM 170. Ms. Lopez said that going forward this will not be called Spine Road. She stated there is a development planned for the area but there will not be a major road through the residential area. She noted that the alignment of the road through this development is not known. She said there would be roads in the area but probably not a collector. This project will be dropped.

35th Street

This project is from Pinon Hills Blvd. to Sunset. There are no near-term plans for this extension. This project will be dropped.

Cougar Trail

This project is from Dustin to Hood Mesa Trail. Ms. Lopez said this was a dirt road and there were no sewer lines installed in the area. This project will be dropped.

Cliffside

This project is from Farmington Avenue to Fairview. Ms. Lopez stated that a portion of the land is for sale, so should a developer purchase the property they would be required to pave the road. Mr. Quintana said he had assisted in determining the road alignment and believes the project will happen but maybe not within four years. Ms. Lopez did not think this connection would be made within four years. This project will be dropped.

English

This project is from Pinon Hills Blvd. to Chaparral Ave. There is public resistance to the development of this section. This project will be dropped.

English

This project is from Red Rock Ct. to Lakewood. There is also public resistance to the development of this road section. This project will be dropped.

Wildflower Mesa Drive

This project is from Mesa Vista Dr. to Andrea Dr. and would extend the road down the mesa to Andrea Drive. Ms. Lopez said this project would depend on what developers plan to do. This project will be dropped.

Newby Lane

This project is in Bloomfield from US to CR 5030. Ms. Brevik said the only part of this road that would even remotely be maintained would be the section up to Blanco. This section is in Phase 2 of Bloomfield's planned annexation process. There are no plans to take this road to CR 5030 in the near-term and Ms. Brevik added that this portion was in the county. This project will be dropped.

Mr. Delmagori reminded the Technical Committee members that the functional classification guidebook shows that there are now seven road classifications. He stated that the MPO will have to break down all the collectors into either a major or a minor collector. This exercise was already completed for all of the roads where there were proposed classification changes, but the exercise still needed to be completed for the roads whose classifications matched with both NMDOT and the MPO.

ACTION: Mr. Chico Quintana move to recommend approval of the list of proposed functional classification changes for the Farmington MPO with the revisions discussed. Mr. Watson seconded the motion. The motion was passed unanimously.

6. RECEIVE A REPORT FROM NMDOT

Mr. David Quintana reported that work at the intersection of US 64 and US 550 is completed except for some punch list items and that the intersection is open. However, District 5 has asked the contractor to replace a few of the concrete panels that show severe cracking and this work will require some additional traffic control away from the intersection and entail some intermittent lane closures. This work should take place over the next three to four weeks. The entire project should be completed by summer.

The next phase of the US 64 project from mile markers 60 to 62, is being done by Mountain States Construction. With the mild winter, the dirt work has progressed rapidly. Mr. Quintana said District 5 expects a faster pace with this phase of the project.

Mr. Quintana reported that work on the intersection of NM 516 and Light Plant Road is on temporary suspension until the end of May when school lets out for the summer.

Once the project is resumed, it is expected there will be some intense traffic control through the intersection in order to complete the upgrades.

District 5 has hired Wilson & Company to help with the design work with the HSIP project on NM 173. This project will use safety funding to redesign the roadway between mile markers 2.5 and 4. Once the final design is completed, Mr. Quintana hoped additional HSIP funding would be available to proceed with construction. He stated that the project begins about a mile and one-half from the intersection and the intersection is not included in this phase of the project. Mr. Quintana stated that this portion of the roadway was identified for funding due to the crash history of off-road crashes that indicated high speeds. He thought that most drivers were aware of the issues at the intersection so drove carefully through that stretch and then, once safely on NM 173, they increased speeds and were less cautious. Following completion of the current project, Mr. Quintana said that additional funding would be sought to make improvements from the current project back down to the intersection.

Ms. Lopez asked about a lighting project for the intersection of NM 371 and N 36. There is a lighting design underway funded by money secured by Representative Clahchischilliage. This will be a temporary flasher funded by capital outlay monies in FFY2014. The project design should be completed by May or June and then, when funds are made available in July, the project will be put out to bid. Mr. Quintana said that a permanent signal would then be designed and put on the signal priority list for installation in two to five years.

Mr. Watson asked about future funding for the East Arterial project. Mr. Quintana said he needed an estimate from the consultant, Wilson & Company, of what the next phase is expected to cost. He said he needed to know the anticipated cost of the project as well as the number of phases it could require in order for him to determine how to program the project in the future STIP. Mr. Quintana said that if the funding is to be all federal funds and the projected cost is more than \$4,000,000, the project would need to be broken into phases, but that all the phases could be programmed into the TIP and STIP. Mr. Quintana stated that District 5 is committed to completing the project but he needed the cost estimate to know where to fit the project in.

Mr. Watson said there had been some discussion about trading Main Street for the bypass. Mr. Quintana said he thought this was something District 5 would be willing to do and would simply require a road exchange agreement. Mr. Quintana said District 5 would like to designate US 550 from the East Arterial intersection heading north to the US 550/NM516 intersection over to the City of Aztec. Mr. Watson said the City of Aztec would like that to be done, but the City Manager had been informed that District 5 was not in favor of this unless the bypass was a four-lane road. Mr. Watson commented that it has only been designed as a two-lane road. Mr. Quintana said the bypass might eventually have to be expanded to a four-lane facility. Mr. Watson asked Mr. Quintana to check into this because his capacity analysis showed that a two-lane road will last 100 years before four lanes would be required. Mr. Quintana said he would look into this but noted that US 550 is currently a four-lane segment. Mr. Watson said that US 550 currently goes through town with several signals and that the bypass would not have all the signals.

Mr. Watson also noted that the City of Aztec had only acquired 150 feet of right-of-way for the East Arterial and a four-lane road would require additional right-of-way. He commented that 300 feet of right-of-way is what is recommended and that the current two-lane roadway did not fit into the 150-foot right-of-way. The City is looking at obtaining additional right-of-way for the second section of the East Arterial. Mr. Quintana said he thought District 5 would want to retain a four-lane facility, but the bypass did serve the purpose of getting the trucks off of Main Street and making US 550 safer through Aztec.

Mr. Brian Degani reported on an early notice for a sixth-round, \$600,000,000 TIGER grant program. He recommended the MPO look at potential projects that would support the objectives of reliable, safe and affordable transportation projects and options and connections for urban and rural communities. Mr. Degani said that tribal governments in past years have taken advantage of these funds.

Ms. Brevik asked if there had been any applications from this area. Mr. Degani said he did not know if anything had been submitted recently. Mr. Delmagori said that both San Juan County and the City of Farmington have been submitting applications for the Pinon Hills extension and bridge. He stated that would alert both entities to the new round of applications being accepted.

Ms. Lopez asked if there was more money being allocated for this round than in the past. Mr. Degani said he thought this was a larger amount than in previous rounds.

Mr. Wakan stated that the traffic model update is almost completed and suggested this would provide a good resource for entities to use in reinforcing any HSIP application. The before and after traffic in an area can be demonstrated and provide for a more visual and illustrative application. Mr. Wakan said that in modeling Pinon Hills the regional impact of building that road was illustrated.

Mr. Degani said what he had received was an early notice and thought there was a delay before applications could actually be submitted. He said the early notice provided the parameters and offered the entities a head start to begin preparing designs and exhibits for their application.

Ms. Brevik asked if TIGER funding was something that could be considered for the East Blanco Bridge which needs refurbishing. Mr. Degani said that this might be possible. He reiterated that showing a connection between rural and urban areas are important as is how well it can be shown that the project serves a vital function and is important to the community and to jobs. Mr. Wakan said the MPO was a good resource and had a lot of good information to help supplement any application. Mr. Degani said the MPO has the traffic model, traffic counts and flows, and can see the connections which are important pieces for the application. Once the application has been reviewed and these components are found to be missing, it is too late to include them.

Ms. Brevik said submittal of the applications began on April 3 and the deadline was April 28. Mr. Watson asked about the short time frame for submitting the applications and that possibly favoring the larger communities. Mr. Quintana said they look for shovel-ready projects and he thought the components for the East Arterial project

were almost completed. Mr. Watson said there were still rights-of-way needed and that might prevent the application for this project.

Mr. Degani reported that the freight working group for the state long-range plan had been meeting. He said there was a PowerPoint presentation available for anyone who was interested in seeing what this group was working on.

Mr. Degani said there had been a recent meeting of the regional working group #4 for the NWRTPO. He said the meeting was well attended and Mr. Ray Hagerman, CEO for Four Corners Economic Development (4CED) was also there to provide comments about the proposed rail line into the Farmington area. Mr. Degani said they gathered a lot of notes for their 2040 vision, potential goals and objectives, and challenges

There were no new TAP updates. Mr. Delmagori asked if the local TAP projects were on track and reiterated the July 15 deadline. Mr. Quintana said the City of Farmington's project was progressing. Ms. Brevik asked if projects could be authorized prior to July 15. Mr. Quintana said that if the PS&E package was submitted and the cooperative agreement executed, District 5 can request the project be obligated prior to July 15. He said this was actually better for District 5 if the projects were completed early. Ms. Brevik said she had another grant that began June 9 and she did not want the two to overlap. The deadline for the 2015 TAP projects is also July 15 and the TAP projects were being handled differently than other local government projects and were not tied to the other deadlines.

Mr. Degani said there were some upcoming UPWP changes that would be required for the MPO. He said he was working with Staff to set up special meetings to address the changes.

7. 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

| | |
|---------------------|---------------------------------------|
| 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.

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.

DISCUSSION: Mr. Wakan reported that a Metropolitan Transportation Plan (MTP) Stakeholder Workshop was held on February 5. He stated that Staff had also made numerous overview presentations to Councils, the Technical and Policy Committees, and other organizations. The presentations have been well received and Staff has been gathering feedback and recommendations from the public and answered their questions. Additionally, Staff had set up booth and table space at several locations to provide additional opportunities for the public to learn about the MTP and provide their input. Mr. Wakan referred to Page 13 of the Agenda where a list of past and upcoming presentations could be found.

Mr. Wakan explained that Staff had developed a simple questionnaire that was made available at the various presentations in order to obtain stakeholder input and suggestions.

On Page 14 of the Agenda, Mr. Wakan outlined the comments received from the Stakeholder Workshop. Comments were split among four categories of Roads, Bike/Ped, Transit, and Other Modes. These comments were received from a broad range of workshop participants including San Juan Regional Medical Center, Central Consolidated School District, San Juan County, and all the local entities.

Mr. Wakan stated that Staff had been requested to help facilitate a meeting with the regional stakeholders such as the MPO, RTPO, NMDOT, Navajo Nation, and Central Consolidated School District to assist with school safety and help to get road improvements to the schools.

Mr. Wakan said Staff would continue to work on providing more outreach for the MTP. Mr. Delmagori said that Staff had hoped to have a brainstorming session on the questions shown on Page 13 of the Agenda but, due to time constraints, that discussion would be held until the March meeting.

ACTION: The report was received

8. INFORMATION ITEMS

| | |
|---------------------|----------------------------|
| 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**

DISCUSSION: Mr. Delmagori said Staff was still working to find a new date for the workshop with NMDOT and the Technical Committee to discuss the regional maintenance and communication concerns. Mr. David Quintana said the third week of the month does not work for the District because of the Transportation Commission meeting. The group discussed possible dates for this meeting and it was decided to try for Thursday, April 3.

Mr. Wakan reported that NMDOT had issued a call for applications for HSIP funding. Mr. Wakan showed a thermal map of crash data created by Staff which used data obtained through UNM's traffic research unit. Staff has created these maps for all the entities and San Juan County to help understand where the crashes are occurring as well as what types of incidents that are occurring.

Mr. Wakan said the state has authorized \$20,000,000 for the next STIP cycle (2014-2017) for improving roadway safety. Mr. Wakan reported that HSIP is now a continuous process and applications can be submitted throughout the year.

Mr. Wakan stated that the Safety Bureau had established a review committee. The MPOs and RTPOs will each have a member on the committee and membership will rotate every 90 days. Another change is that applications for road safety audits (RSA) can be submitted directly to the Safety Bureau.

Mr. David Quintana said that having a road safety audit performed is a great way to get HSIP funds. He stated that an RSA is fairly reasonable at a cost of about \$75,000 and that the data collected was usually sufficient for that application to be granted money. Mr. Quintana said that Shiprock Schools had received the highest grant ever given of \$3,700,000 for work at the schools that was a direct result of an RSA.

Mr. Wakan demonstrated the crash data maps that are available to everyone on the MPO website. He stated there was two years of data displayed on the maps, but noted that an HSIP application can include up to five years of data. The maps would provide a good way to articulate safety concerns and enhance HSIP applications.

Mr. Wakan reported that Mr. Bob Shull has completed the calibration and validation process for the regional traffic model update. Mr. Shull is now writing the model documentation which is expected to be completed in three to four weeks. Mr. Wakan said that scenarios can now be illustrated using the new model. The truck route designation along US 550 past the intersection with the East Arterial will be turned off and moved onto the East Arterial. This can then demonstrate the traffic volume expected to use the East Arterial for the 2020 and 2040 iterations of the model.

Mr. Delmagori spoke about attending a series of walkability tours of Denver and other cities led by Dan Burden with the Walkable & Livable Communities Institute (WALC). He hopes to give a picture tour at an upcoming Technical Committee meeting to explain more of how these different areas are using traffic calming measures, implementing walking and biking amenities, and how areas of high density are integrating land use and transportation. Mr. Delmagori said that he and Ms. Lopez had attended the annual New Partners for Smart Growth conference held in Denver on February 13-15.

Mr. Delmagori stated that the Joint Powers Agreement (JPA) approved and amended by the Technical and Policy Committees in January needs to be modified to include the MPO's annual list of projects. The modification will be made to include this language and approvals by the Technical and Policy Committees will not be necessary. The JPA document will be brought to each of the local governments for their approval and signature.

Mr. Delmagori spoke about the special Technical and Policy Committee meetings to be held on March 10 at 3:00 p.m. and 4:00 p.m., respectively. The meetings were called to review and consider approving a budget amendment. The deadline to get the amendment approved and to NMDOT is March 15. Mr. Delmagori apologized for the short notice in calling the meeting. Mr. Degani said he would be available by phone if needed.

Mr. Delmagori reported that Mr. Dan Burden will be in town on May 12 and 13 to conduct Complete Street workshops and SRTS events. Once the agenda has been finalized in the next few weeks, advertisements and invitations will be sent out.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

10. BUSINESS FROM THE FLOOR

There was no business from the Floor.

11. ADJOURNMENT

Mr. Quintana moved to adjourn the meeting. Ms. Brevik seconded the motion. Ms. Lopez adjourned the meeting at 11:47 a.m.

Cynthia Lopez, Chair

June Markle, MPO Administrative Aide