

M I N U T E S
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
MAY 22, 2014

Technical Members Present: Bill Watson, City of Aztec
Cynthia Lopez, City of Farmington
Nica J. Westerling, City of Farmington

Technical Members Absent: Teresa Brevik, City of Bloomfield
Dave Keck, San Juan County

Staff Present: Fran Fillerup, Acting MPO Planner
Duane Wakan, MPO Associate Planner
June Markle, MPO Administrative Aide

Staff Absent: None

Also Present: Habib, Abi-Khalil, District 5
Brian Degani, Planning Liaison, NMDOT
Claude Morelli, NMDOT
Mr. Bob Shull, Consultant (via telephone)

1. CALL TO ORDER

Ms. Lopez called the meeting to order at 10:04 a.m.

2. APPROVE THE MINUTES FROM THE APRIL 24, 2014 TECHNICAL COMMITTEE MEETING

Ms. Westerling made a motion to approve the minutes from the April 24, 2014 Technical Committee meeting. Mr. Watson seconded the motion. The motion to approve the minutes was passed unanimously.

3. RECEIVE A REPORT FROM NMDOT ON THE STATE LONG RANGE MULTIMODAL TRANSPORTATION PLAN (SLRP)

Subject:	NMDOT - 2040 Statewide Long Range Multimodal Transportation Plan (SLRP)
Prepared by:	Claude Morelli, NMDOT
Date:	May 14, 2014

BACKGROUND

- NMDOT is preparing the 2040 Statewide Long Range Multimodal Transportation Plan (SLRP).
- The plan will provide a vision for how New Mexico's transportation system can support the well-being of our residents and visitors now and in the future.
- NMDOT has completed Phase 1 of this Plan.

PRESENTATION

- Staff from NMDOT will give a public introduction to the 2040 Statewide Long Range Multimodal Transportation Plan (SLRP) to include:
 - A summary of what has been discussed and learned from the various working group meetings held to date;
 - Comparative results of the survey administered.
- Staff from NMDOT will also present the preliminary results of Phase 1 work to date.

INFORMATION ITEM

- This is an information item only on the Statewide Long Range Multimodal Transportation Plan (SLRP).

DISCUSSION: Mr. Claude Morelli, Project Manager for the NMDOT 2040 Statewide Long Range Transportation Plan (SLRP), gave a presentation on the 2040 SLRP.

Mr. Morelli stated that the reason for the SLRP is that planning is a good practice for any business even if not mandated to do so by the law. The SLRP provides the framework to guide the state's transportation decision-making at all levels within NMDOT and to provide guidance to the MPOs and RTPOs. The framework for the SLRP will be visionary, more transparent, predictable, performance-based, and strategic.

MAP-21 requires that the SLRP be developed for a minimum forecast period of 20 years. The plan must be multimodal and intermodal and cover all areas of the state both rural and metro. Mr. Morelli said that the SLRP is an overlay on top of the MPO's MTP. The plan must be developed in cooperation with the MPOs and RTPOs who are considered cooperative partners. The plan will also coordinate with the State Air Quality plan and state-wide economic development plans. Mr. Morelli reported that the SLRP must be continuing, cooperative, and comprehensive which means it must be updated on a regular basis, likely every four or five years. Additionally, the plan must be performance-based which refers to achieving the seven National Transportation Goals set out in MAP-21. Even though MAP-21 may go away later this year, the concept of performance standards will likely remain a requirement.

Mr. Morelli said that the horizon year for the plan is 2040 which coincides with all the MPO's MTP in the state and adoption of the SLRP is planned for April 30, 2015.

Mr. Morelli stated that the SLRP is being developed in four phases. NMDOT is currently nearing completion of phase one:

- Phase I - Existing Conditions
 - Where are we at? What are the issues?
- Phase II - Strategic Direction
 - Where do we want to go? Will include scenario planning. What is happening with the state's economy? Water supplies. Vehicle technology.
- Phase III - Develop Plan
 - Setting vision, goals, objections, performance measures, and targets.
 - Alternate options will be considered.
- Phase IV - Implementation/Adoption

Mr. Morelli reported that the planning process included visitors/tourists, residents, and those with a greater level of expertise. These technical individuals have been organized into working groups that include nine statewide working groups and seven regional working groups. The statewide working groups are covering issues of statewide significance while the regional working groups are discussing regional concerns and correspond to each of the RTPO areas. Mr. Morelli stated that both of these groups are developing ideas and identifying issues. These will then be compiled and vetted through Coordinating Committees.

The Coordinating Committees advise on critical issues and are required by law. The Coordinating Committees are split between the consultative committees which include: Interagency, Tribal, Interested Parties, and Freight; while the cooperative committees include NMDOT staff and the department coordinating committee along with the MPO/RTPO coordinating committee. The final plan will be approved by the NMDOT Executive Committee, the Transportation Commission, and then the MPO/RTPO Policy Boards.

Statewide Working Group

Public health, safety & security

State of good repair

Access, mobility, & connectivity

Economic vitality—freight movement

Economic vitality—regional development, border, rural/urban equity, & environmental justice

Visitor travel, recreation & tourism

Federal, State & Tribal lands

Cultural resources, historic resources, landscapes, and natural environment

Plan implementation and project delivery

The working groups are multi-disciplinary, multi-agency, and public/private. These groups do not have a formal role and were staffed by invitation only. The groups include many subject matter experts and there have been many issues already discussed in the kick-off meetings. Mr. Morelli stated that notes from all of the meetings are available for reference.

Regional Working Group

Mid-Region RTPO

Northeast RTPO

Northern Pueblos RTPO

Northwest RTPO (San Juan, Cibola, and McKinley counties)

South Central RTPO

Southeast RTPO

Southwest RTPO

The Regional work group is populated by many similar individuals as in the statewide working group, but the focus of these groups is at the regional level.

Mr. Morelli said in addition to the working groups, NMDOT has done some surveys. A statewide survey was conducted with 625 respondents in English and Spanish and weighted to reflect the state's demography. Another survey was conducted of the regional working group members. This survey had 114 respondents which was almost 100% of the members. This survey reflected a mostly rural perspective.

Mr. Morelli said the results of the survey showed the following top four issues:

1. Money
2. Aging Infrastructure
3. Traffic - Urban Public
4. Safety - Rural Public

Regional working groups also agreed that balancing urban and rural needs were important as was providing more multimodal transportation options.

Mr. Morelli noted that the public might not recognize some of the issues that the subject matter experts recognized. For example, the public was not directly trying to get seniors to health care or to a senior center. Representatives in the regional working groups are seeing problems with the current transportation system.

Top Priorities

Mr. Morelli reported that in urban areas, people want traffic congestion reduced, improved roadway connectivity, to maintain existing facilities, and provide more public transit.

For the rural public, the top priorities are to maintain existing facilities, improve roadway connectivity and safety, and provide more public transit.

From the regional working groups the top priorities are to maintain existing facilities, provide more public transit, improve roadway connectivity, and provide more active transportation options (walking and biking).

Mr. Morelli noted that the top priorities among all the groups were very closely aligned.

Mr. Morelli commented on the priorities for each of the RTPOs:

Southwest RTPO

Regional public transportation
Rural connectivity
Border issues

South Central RTPO

Rural connectivity to critical resources (access to hospitals)
Preserving community identities
Border issues
Oversize and overweight vehicle traffic

Southeast RTPO

Maintenance of highways and rail (oil field traffic)
Recreational opportunities

Mid-Region RTPO

Inclusive, transparent planning process
Multimodal (transit, bicycle, pedestrian)

Northeast RTPO

Inter-jurisdictional coordination
Rail connectivity (concerned with losing rail service)
Economic development

Northern Pueblo RTPO

Accessibility (ADA issues and concerns)
Balancing urban and rural needs
Local decision-making

Northwest RTPO

Inter-jurisdictional coordination (NMDOT should be facilitating partnerships with other agencies and other organizations; should talk more with and to other groups; use limited funding amounts wisely)
Rail connectivity
Economic development

Mr. Morelli noted that the recent meeting of the Northwest RTPO was held in Gallup several weeks ago. Economic development was noted as important particularly with rail connectivity and the need to capitalize on the availability of rail with the transcontinental rail line and the proximity of I-40.

Also discussed was regional public transportation and connecting the communities within the region with public transportation.

Another concern is the unpaved roadways on the Navajo Nation and the inability to travel many roads following a rainstorm.

Summary of RTPO Priorities

Preserving and maintaining existing facilities

Improve public transportation

Support economic development in a variety of different ways

Address public health and safety needs through transportation (active transportation)

Provide access and mobility for all

Support freight movement (rail)

Protect and preserve that which makes New Mexico special

Mr. Morelli said additional meetings will be held in June and July and will begin the discussions on Phase II of the SLRP development. Mr. Watson asked if any of the upcoming meetings were scheduled for San Juan County. Mr. Morelli said the next meeting of the Regional Working Group was scheduled for the morning of June 19. Mr. Morelli will be presenting this same presentation for the FMPO Policy Committee that afternoon. It was decided that meetings for the statewide working groups would be centrally located in the state and most have been in Albuquerque or Las Cruces. The regional working group meetings rotate around the state and the next one will be held in San Juan County on June 19.

Ms. Westerling asked if FMPO Policy Committee members could attend the regional working group meeting. Mr. Morelli stated that if all the Policy Committee members were invited to the meeting, it would become a violation of the Open Meetings Act unless the meeting had been publicly noticed. This is why the meetings are by invitation only. If the RTPO or MPO wanted to invite policy committee members to attend, they need to make sure there was not a quorum in attendance. The group discussed how to possibly re-schedule the working group meeting so that it could work in conjunction with the June Policy Committee meeting. Mr. Morelli said he would see if the working group meeting could be scheduled for 3:00 p.m. on June 19.

Mr. Fillerup asked how NMDOT expected to address transparency and how could the MPO's MTP best be communicated and reflected in the SLRP. Mr. Morelli said the "how" of achieving transparency would be identified in the next phase of discussions. Mr. Fillerup asked if this would also be addressed during the implementation process for the SLRP. Mr. Morelli said it would and that retaining some or part of the working groups for the implementation process had been discussed. The working groups could provide some oversight into how the plan was implemented. Mr. Morelli said that the MPO/RTPO coordinating committee was established to ensure the SLRP was on track with the MPOs.

Ms. Lopez asked how public comments could be submitted. The web address for comments is: <http://newmexicotransportationplan.com/>. Ms. Lopez also asked how the different regions could participate in ensuring that transparency was implemented and also how local comments on how the process is working were going to be heard and taken into account. Mr. Morelli stated that during the development process, the best way to participate was through the working groups. He noted that there was not a way for MPO boards or committees to participate directly in the vetting process. However, involvement by MPO committees would be noted during the updates that would be given by NMDOT at each phase of plan development. Mr. Morelli said that NMDOT was working with MPO and RTPO staff on concerns from their individual

committees. He said committee members could attend these meetings, but that the voting members were the representatives from each of the MPOs and RTPOs.

Ms. Lopez clarified that she was asking about local input on transparency after the SLRP was actually implemented. Mr. Morelli stated that there was a working group to address the issues concerning implementation of the plan. He said that determining how external input got to NMDOT during implementation was a great question for this group to consider. Mr. Morelli said that any concerns need to currently be on the radar of the working groups so they are aware of the issues and can address them during the planning process. Mr. Fillerup added that it was important that the priorities of NMDOT matched those of the MPO. He said the meeting on May 6 with the Technical Committee, NMDOT, and District 5 staff addressed the issues of regional priorities and communication. Ms. Lopez added that FMPO wanted to participate in NMDOT decisions made on projects for the area and for the MPO to have a say in projects selected and the ability to discuss them with NMDOT.

Mr. Morelli stated that under the law, FHWA defined cooperation as “working together to reach a set of common goals and objectives”. He added that it did not mean that someone makes a decision and then tells you what to do. It also did not mean that whatever a region wanted to do, even if it conflicted with a statewide need, was what could be done. Mr. Morelli said that cooperation was a two-way street with cooperation on both sides. Mr. Morelli said that it would be prudent to have an MPO staff member or Technical Committee member on the Plan Implementation and Project Delivery working group (#9).

Mr. Watson asked how FMPO could have an MPO staff member added to that working group. Mr. Morelli said to simply e-mail him and he would get a representative added to the group. The Technical Committee discussed who could be included whether it be MPO Staff, a Technical Committee member or, perhaps, Mr. David Sypher, the Public Works Director for the City of Farmington. Mr. Morelli also suggested providing him with a summary of the issues now so they can begin to be addressed in the Phase I report.

It was asked again if committee members could attend the working group meetings. Mr. Morelli clarified that the reason participation was by invitation only was to prevent a special interest group from bringing in 50 people and dominating a meeting. He suggested that two people per area should attend for that area. He also suggested that one Staff and one chosen by the Technical Committee would be welcome. Ms. Lopez said that they would like one MPO Staff to participate and another representative would be chosen once the entire Technical Committee was together.

Mr. Morelli said that the next meeting of working group #9 would likely be the week of July 14 in Albuquerque. Mr. Morelli recommended that two people from the FMPO area participate on the regional working group and two also participate on the statewide working group #9. He added that these individuals should be the appropriate subject matter experts.

ACTION: The presentation was received.

4. RECEIVE A REPORT FROM NMDOT

District 5 Update

Mr. Habib Abi-Khalil reported on District 5 projects. Mr. Abi-Khalil introduced himself as the Assistant District 5 Engineer overseeing traffic, bridge, and technical support. He said he had been with NMDOT for 24 years and had just recently been moved into his current position.

Project Updates

- Construction at the intersection of NM 516 and NM 574 (Light Plant Road) will begin again on June 2. Construction was delayed from earlier this year due to school traffic at the intersection;
- The US 64 project from milepost 60 to 62 is being done by Mountain States Construction is ahead of schedule by almost six months. They have begun work on Phase II of the project and it is expected they will be done sometime in September;
- ADA improvements along NM 516 were to be completed on May 23, but due to a change order, the contractor will need an additional two weeks to complete the project.

STIP Update

Mr. Abi-Khalil discussed Amendment #5 for the FFY2014-2017 STIP update. Staff was not made aware of the need for this amendment in time to meet the 30-day public comment period requirement. This amendment will be prepared during the next amendment cycle which will start July 1st.

The projects that will be included on this TIP amendment are:

- US 64 Phase IV from mile marker 58 to 60. This project is programmed for construction over FY2015/2016 for \$13,500,000 which is a reduction of \$2,900,000. Right-of-way acquisition will begin this summer and construction should begin in spring 2016;
- US 64 Phase VI from mile marker 54 to 56. An additional \$1,000,000 is being added to this project for final design and right-of-way for a project total of \$10,000,000. This project is currently in the STIP for FY2019;
- ADA/pedestrian upgrades at intersections along US 64 (truck route) from Troy King Road to Browning Parkway at a cost of \$700,000 scheduled for FY2017;
- ADA/pedestrian upgrades at intersections along US 550 from Bloomfield to Aztec at a cost of \$300,000 scheduled for FY2017;
- The safety project on NM 173 from mile marker 2 to 3.5 is currently being negotiated with Wilson & Company for design services.
- US 64 Phase V from mile marker 56 to 58. This project is programmed for construction in FY2017-2018. NMDOT expects to issue an RFP this summer for the design;

Ms. Lopez asked about the temporary lighting planned for the intersection of US 64 and NM 371. Mr. Abi-Khalil said this would probably happen this summer.

Mr. Watson asked if there was any word on a proposed meeting with the City of Aztec and FHWA to discuss the construction of Legion Road. Mr. Miguel Gabaldon was going to look into this for Mr. Watson. Mr. Abi-Khalil said he would check into this.

Mr. Abi-Khalil commented that he thought the workshop on May 6 had been successful and had provided a good forum to discuss MPO and NMDOT concerns.

NMDOT Planning Update

Mr. Brian Degani reported on the freight advisory committee that is working in conjunction with the SLRP. Meeting notes from these meetings are being distributed. The next meeting of this committee is on June 30 in Roswell.

The updates to functional classifications were due to be submitted to NMDOT on May 1. All the changes were reviewed by NMDOT's review committee on May 14. The remaining list of changes in functional classifications for collectors would be reviewed by the Technical Committee during the meeting. The final packet is due to FHWA by the end of August.

Mr. Degani reported that NMDOT is addressing the comments submitted on the Policy & Procedures Manual. A final version is expected to be available in the next few weeks.

The final version of the Public Involvement Process (PIP) project has been posted to the NMDOT website.

The recreational trails program will be re-establishing the committee and MOAs are being prepared and will transfer responsibility from the Energy, Minerals & Natural Resource Department to NMDOT. This program should be on-line at the end of fall.

Mr. Degani reported that the Transportation Alternatives Program (TAP) review took place on May 12 in Albuquerque. The next round of TAP applications will take place for FY2016-2017. Comments on the application, guide, and the project identification form (PIF) can still be submitted for consideration for the next round of applications.

Mr. Degani worked with Staff to complete and finalize the FFY2015-2016 Unified Planning Work Program (UPWP).

5. REVIEW AND MAKE RECOMMENDATIONS ON THE FUNCTIONAL CLASSIFICATIONS FOR COLLECTORS FOR THE MPO

Subject:	State Functional Classification Update
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	May 14, 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 received Technical Committee recommended approval on February 19, 2014 (partial list) and Policy Committee approval on March 12, 2014 (partial list).
- In the past month, Staff worked with the local entities to obtain their proposed classification changes for the remaining list of Urban Collectors.

CURRENT WORK

- Urban Collectors will be divided into new "major" & "minor" categories.
- All of these potential changes will serve as the basis for recommended changes by the MPO to NMDOT.

ACTION ITEM

- Staff recommends approval of the remaining functional classification changes for urban collectors for the Farmington MPO.

DISCUSSION: Mr. Wakan reported that in November last year, the NMDOT Planning Bureau held a meeting to discuss the statewide update to the functional classification system. The Policy Committee in March approved a partial list of changes for this area. This list addressed the discrepancies between the NMDOT and MPO functional classification lists. In the past month, Staff worked with the local entities to obtain their recommended classification changes for the remaining list of approximately 50 urban collectors to divide the collectors into new categories of "major" and "minor".

Mr. Wakan noted the list of these functional classification changes to the collectors on Pages 3 and 4 of the Agenda.

ACTION: Ms. Westerling moved to recommend approval of the remaining functional classification changes for urban collectors for the Farmington MPO. Mr. Watson seconded the motion. The motion was passed unanimously.

6. RECEIVE A REPORT ON AND MAKE RECOMMENDATION ON THE TRAFFIC MODE UPDATE

Subject:	Traffic Model Update
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	May 14, 2013

BACKGROUND OR PREVIOUS WORK

- Staff hired a consultant in August 2013 to complete the model calibration and validation update.
- The consultant has completed the model update process.
- Using approved population and employment data, the model update will better represent projected traffic and congestion conditions in the mid-term (2025) and long-term (2040).
- The model update will be used for analyzing future road projects and improvements as part of the development of the 2040 MTP.

CURRENT WORK

- A few of the tasks worked on by the consultant included adding procedures for easier forecasting, performing an update to the trip generation, and creating an inclusion of freight trucking into the model.
- The consultant finalized the calibration and validations of the model.
- The consultant reviewed and analyzed results from the calibration process.

ACTION ITEM

- Staff recommends approval of the Regional Traffic Model update.

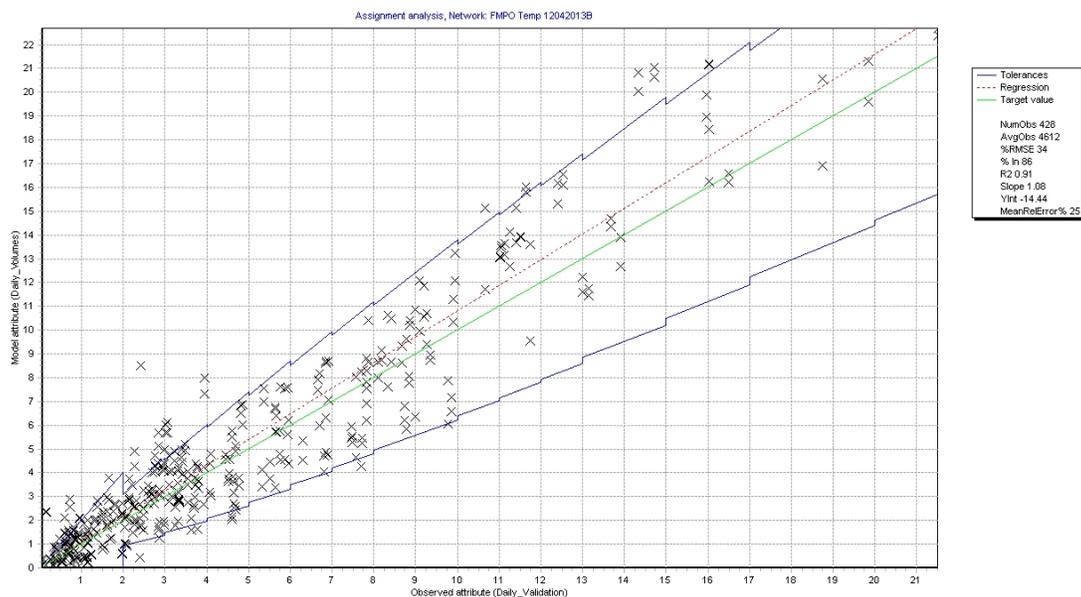
DISCUSSION: Mr. Wakan called Mr. Bob Shull who explained the work done for the Regional Traffic Model update. Mr. Wakan reported that Mr. Shull was contracted in August 2013 to complete the traffic model calibration and validation update process which he completed in early February. Mr. Wakan asked Mr. Shull to give the presentation on the traffic model update and to provide his expert technical opinion on the effectiveness of the model for this region.

Mr. Wakan noted that some of the items added to this model were procedures for forecasting and updating trip generation and creating truck traffic. The addition of truck traffic to the model was new with this update.

Mr. Shull presented highlights of the work he and Staff completed while updating the traffic model:

- Traffic analysis zones - each zone shows land use information; updated for existing year and future years. This is an inventory of housing, employment, and schools and this is used as the basis for trip generation.
- New model overlaid on top of an aerial to give spatial accuracy. Provides an accurate representation of how people make their choices.
- Each traffic analysis zone has a way in and a way out.
- Modeled streets were all reviewed to collect information on the number of lanes, speed limits, and capacities. Staff used Google maps to collect street views.
- Truck traffic added to this model.

- Need to consider not only what is happening inside the model, but also the external areas outside of the model areas. The world does not end where the model stops.
- Information from statewide model and Farmington MPO information overlaid on top of that. This information allowed the truck traffic for through trips and for internal/external traffic to be included. This was a significant improvement in the model so that in forecasting through-trips, road multipliers did not need to be relied on.
- The new model includes all three years of networks as well as the option to fill in projects. This operates the same as the statewide model for consistency of operation.
- Model is transparent and efficient.
- How the model works is important. Looked at daily volumes; is it logical; added three years of information which shows what happened with changes especially when looking at potential new facilities and the year they are added in. Shows growth and how existing roads may change over time.
- Consider if model is working in a reasonable and logical way, but also is it statistically accurate (use of scattergrams).
- Incorporated all count locations and the historical count data.
- Model numbers were superior to the R^2 standard of at least 0.88 (good is .91) and were improvements over the previous model. This number refers to the amount of scatter.
- Truck and auto traffic volumes rounded.
- Look at expected growth using expected land use and expecting that driver behavior stayed essentially the same.



Mr. Degani asked if the scattergrams for the a.m. and p.m. peaks included the truck traffic. Mr. Shull said that trucks were added in, but there were not a large number of

truck counts. The peaks combined all overall traffic. He noted that no individual scattergrams were done due to the low number of samples.

Mr. Wakan said that the MPO had been diversifying the speed and class collection sites to get better coverage of trucking throughout the network. This should also provide more accurate truck volumes in the future.

ACTION: Ms. Westerling moved to recommend approval of the Regional Traffic Model update. Mr. Watson seconded the motion. The motion was passed unanimously.

7. REVIEW, OPEN MEETING FOR PUBLIC COMMENT, AND MAKE RECOMMENDATION ON THE FFY2015-2016 UNIFIED PLANNING WORK PROGRAM (UPWP)

Subject:	FFY2015-2016 Unified Planning Work Program
Prepared by:	Fran Fillerup, Acting MPO Planner
Date:	May 15, 2014

BACKGROUND
<ul style="list-style-type: none">▪ The Unified Planning Work Program (UPWP) is the work plan for two fiscal years for the MPO.▪ In FY2014, the MPOs agreed to align the work activities and budget with the federal fiscal year to provide for better coordination and timely distribution of PL funds.▪ The UPWP covers planning activities and work products to be completed during two federal fiscal years, 2015 and 2016, consistent with MPOs throughout the state. The time covered will be October 2014 to September 2016.▪ Develop the UPWP in April and May.▪ Develop the UPWP budget in April and May.▪ Staff is working with the entities and NMDOT to identify projects for FFY2015-2016.▪ Staff worked with NMDOT to develop PL and 5303 estimates for the MPO budget.▪ Based on the NMDOT Planning Procedures Manual, a working draft was provided to NMDOT by April 30. The UPWPs for all MPOs throughout the state are transitioning to a similar format.

CURRENT WORK
<ul style="list-style-type: none">▪ Staff has received comments on the UPWP from NMDOT which have been incorporated into the final draft.▪ Work Program Tasks include Program Administration and Management, Transportation Improvement Program, General Development and Data Collection/Analysis, Transportation Planning, and Special Studies and Miscellaneous Activities. Tasks have been added to implement performance measures as a part of MAP-21 requirements and to undertake transportation planning initiatives important to the area.

ACTION ITEM
<ul style="list-style-type: none">▪ Open floor to public comment on this item.▪ Staff recommends approval of the FY2015-2016 Unified Planning Work Program.

DISCUSSION: Mr. Fillerup presented the draft FFY2015-2016 Unified Planning Work Program (UPWP) and reviewed the major MPO work program tasks identified in the document. He stated that this two-year document reflected the planning work the MPO would undertake during FFY2015-2016.

Mr. Fillerup reviewed the work program tasks beginning on Page 10 of the Federal Fiscal Years 2015-2016 Unified Planning Work Program provided to the Technical Committee:

Task 1 - Program Administration and Management

This section covers the accounting and finance work, the day-to-day administrative work, preparing and submitting reports, training, and staffing committee meetings.

Task 2 - Transportation Improvement Program (TIP)

The development and subsequent management of the TIP is a principal function of the MPO.

Task 3 - General Development and Data Collection/Analysis

This includes modeling like the traffic model update that was just explained as well as traffic counts and reporting.

Section 3.8 - Performance Measure Data Collection and Reporting

This is a new section added to the UPWP to reflect requirements of MAP-21 to include performance measures that provide context and evaluation of planning initiatives. Some performance measures will be based on current subtasks, other measures may be identified as part of the 2040 MTP process.

Task 4 - Transportation Planning

This task includes the development and monitoring of the long-range MTP, safety planning, transit data collection, ITS, and a safety plan.

Section 4.5 - Safety Plan Development

Mr. Wakan's participation on the HSIP Committee, showed the importance of having a safety plan in order to receive HSIP funding. The MPO will develop a more formal safety plan that would help safety in the region, assist Staff in studying safety, and assist with entity HSIP applications.

Task 5 - Special Studies and Activities

This task covers planning tasks that do not fall under the other categories above. Staff has identified the Complete Streets design guidelines development as a major sub-task in this area.

Mr. Fillerup asked the Technical Committee members to consider what other studies could be included in this section.

The Appendices to the UPWP document provided a budget summary as well as a summary of consultant and vendor services (Page 35). These subtasks would include traffic counts, maintenance of the travel demand model, scenario planning and possibly the development of the safety plan.

Ms. Lopez opened the Public Hearing on the FFY2015-2016 Unified Planning Work Program (UPWP). There were no public comments. Ms. Lopez closed the Public Hearing.

ACTION: Ms. Westerling moved to recommend approval of the FFY2015-2016 Unified Planning Work Program (UPWP). Mr. Watson seconded the motion. The motion was passed unanimously.

8. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Fran Fillerup, Acting MPO Planner
Date:	May 14, 2014

INFORMATION ITEMS

- a. **NMDOT/Technical Committee Workshop.** The Workshop with the MPO Technical Committee & NMDOT was held on May 6.
- b. **Complete Streets Workshops.** The Complete Streets Workshops with the Walkable & Livable Communities Institute were held on May 12 & 13. Complete Streets Advisory Group members met on Monday and the public Complete Streets workshop was held on Tuesday.
- c. **National APA Conference.** Mr. Wakan attended the National APA Conference in Atlanta on April 26 - 30, 2014.
- d. **Other.**

DISCUSSION: Mr. Fillerup reported that the workshop with NMDOT and the Technical Committee was held on May 6. As previously reported, the workshop provided a good opportunity to express concerns. The group decided to have quarterly meetings with the next meeting scheduled for August 28 which is a regularly scheduled date for the Technical Committee meeting.

The Complete Streets Workshops were well attended by both Advisory Group members and members of the public. Mr. Robert Ping and Ms. Samantha Thomas with the Walkable & Livable Communities Institute provided some great information during both workshops. The work of the Complete Streets Advisory Group will continue in order to develop the Complete Streets design guidelines.

Mr. Wakan attended the National APA Conference in Atlanta, Georgia. Mr. Wakan will be attending the "Cradle to Grave" training in Albuquerque on May 28 and 29. There are also upcoming meetings in Gallup and Espanola. Mr. Watson asked if a meeting in Farmington had been scheduled as was discussed during the May 6 workshop with NMDOT. Ms. Westerling said she had offered to host a Farmington area meeting. Mr. Degani said he would speak with Mr. David Quintana to see if a meeting date had been identified.

Mr. Wakan commented on the HSIP application and the work he was involved with on the HSIP Review Committee. He said that if an entity had a project that can incorporate the necessary data to demonstrate the safety need for the project to apply for HSIP funding. He noted that it was important to apply for any and all potential projects and that the Safety Bureau had ~\$23,000,000 per year for funding safety projects. He recommended also considering countermeasures (such as geometric designs and the use of modeling software). More work prepared and submitted up front provides the HSIP Review Committee with the information they need when considering funding.

Ms. Westerling asked if Mr. Abi-Khalil could look into a request made by Mr. Steve Krest with the City of Farmington for two safety audits on state highways on the west side of Farmington.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Watson asked about a TIP amendment to include the final phase of the East Arterial project in Aztec in order to get that project added to the STIP. Mr. Wakan recommended that Mr. Watson work with NMDOT to get the project details spelled out and then MPO Staff could get the project included in the next TIP amendment.

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

10. BUSINESS FROM THE FLOOR

There was no business from the Floor.

11. ADJOURNMENT

Ms. Lopez adjourned the meeting at 11:55 a.m.

Cynthia Lopez, Chair

June Markle, MPO Administrative Aide