

**MINUTES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE MEETING**  
**AUGUST 22, 2013**

Technical Members Present: Roshana Moojen, Alternate, City of Aztec  
Teresa Brevik, City of Bloomfield  
Cynthia Lopez, City of Farmington  
Nica J. Westerling, City of Farmington  
Dave Keck, San Juan County

Technical Members Absent: None

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

Staff Absent: Mary Holton, MPO Officer

Also Present: Larry Hathaway, San Juan County

**1. CALL TO ORDER**

Ms. Lopez, Vice-Chair, called the meeting to order at 10:04 a.m.

**2. APPROVE THE MINUTES FROM THE JULY 25, 2013 TECHNICAL COMMITTEE MEETING**

Ms. Moojen made a motion to approve the minutes from the July 25, 2013 Technical Committee meeting. Ms. Brevik seconded the motion. The motion to approve the minutes was passed unanimously.

**3. AMENDMENT #2 TO THE FFY2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

<b>Subject:</b>	FFY2014-2019 TIP Amendment #2
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	August 15, 2013

**BACKGROUND**

- On August 14, 2013 the Farmington MPO advertised Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP).

- On August 15, Amendment #2 was advertised again as project details for revising the Animas River Trail project was finalized.
- The amendment revises one project, adds three projects to the TIP, and removes one project as described in the attached notice.

**CURRENT WORK**

- The revised project is for Phase 4 of the US 64 widening project, which revises funding amounts and fiscal years.
- The two new projects are Phases 5 and 6 of the US 64 widening project.
- These two phases were identified by District 5 during development of the update to the Statewide Transportation Improvement Program (STIP).
- A trail project is being added to show that construction of a trail connecting Aztec Ruins to the Animas River Pedestrian Bridge to Martinez Lane will be occurring in FFY2014.
- Staff worked with the City of Aztec to finalize project costs for the Animas River Trail.
- The CR 7950 project in San Juan County is being removed from the TIP since the County is no longer programming federal and local funding to the project.
- A public hearing on Amendment #2 will be held on August 22, 2013 during the Technical Committee meeting.

**RECOMMENDATION**

- It is recommended that the Technical Committee hold a public hearing on and recommend approval of Amendment #2 to the FFY2014-2019 TIP.

Mr. Keck arrived, but Ms. Lopez completed Agenda Item #3.

**DISCUSSION:** Mr. Delmagori referred the Technical Committee members to the revised Agenda Item #3 and revised Public Notice. He noted that following the initial distribution of the Agenda, additional information had been received from the City of Aztec which necessitated the revised agenda and Public Notice.

Mr. Delmagori reported that this was the second amendment to the FFY2014-2019 Transportation Improvement Program (TIP). The three primary projects are from District 5 and the Amendment is in conjunction with their preparation of the FFY2014-2019 STIP. As shown below, NMDOT was able to program funding for the next phases of the US 64 project:

- **US 64 Phase IV (CN F100110)** – revise funding and fiscal years as shown in the following table:

<b>Existing Project</b>	<b>Amended Project</b>
\$3,951,000 in National Hwy Performance Program (NHPP) with \$673,000 in State match in FFY2014	\$3,284,964 in NHPP with \$559,797 in State match in FFY2015
\$3,161,280 in NHPP with \$538,720 in State match in FFY2015	\$8,544,000 in NHPP and \$2,268,636 in Small Urban Area with population 5,000 to

	200,000 with \$1,842,603 in State match in FFY2016
Total Funding - \$8,325,000	Total Funding - \$16,500,000

Mr. Delmagori noted that this project was amended to increase the total funding amount of the project and to adjust the fiscal years for this project phase moving it into the FFY2015-2016 timeframe.

- **US 64 Phase V (CN F100112)** - adds this phase of the US 64 widening project (milepoint 56 to 58) to the Regionally Significant List from the Unfunded List using the amounts, sources, and fiscal years as shown in the following table. Total funding for this phase is \$17,655,750.

	Federal Amount & Source	State Match
FFY2015	\$773, 873 in NHPP	\$131,877
FFY2017	\$4,240,116 in NHPP	\$722,566
FFY2018	\$10,071,084 in NHPP	\$1,716,234

This Phase will pick up where Phase IV leaves off and will continue corridor construction for another two miles. This Phase will span three fiscal years. Mr. Delmagori commented that the work in FFY 2015 would likely be for right-of-way acquisition and engineering costs. The actual construction of this more than \$17,000,000 phase will take place in FFY2017 and FFY2018.

- **US 64 Phase VI (CN F100113)** - adds this phase of the US 64 widening project (milepoint 54 to 56) to the Regionally Significant List using the amounts, sources, and fiscal year as shown in the following table. Total funding for this phase is \$9,000,000.

	Federal Amount & Source	State Match
FFY2019	\$6,565,803 in NHPP and \$1,123,797 in Small Urban Area with population 5,000 to 200,000	\$1,310,400

Mr. Delmagori said that Phase VI gets the construction back into Farmington at Browning Parkway. This phase is currently programmed for \$9,000,000 for FFY2019, but Mr. Delmagori anticipates the actual project cost will almost double to be consistent with the cost of the other phases.

- **Animas River Trail** – the City of Aztec will use local Municipal Road Funds in FFY2014 to construct a bicycle/pedestrian trail connecting Ruins Road to the Animas River Pedestrian Bridge (CN F100120) to Martinez Lane. The Municipal Road Fund will be in the amount of \$806,911.

Mr. Delmagori reported that the City of Aztec had received engineering estimates that came in lower than expected, so instead of needing two local funding sources for the projects, there was now just one called the Municipal Road Fund. The total for this project is now \$806,911. The project will build a trail that will connect the pedestrian bridge that is being constructed with federal TPE funding to Aztec Ruins National Monument and to Martinez Lane which is the northern boundary of the North Main Extension project for the City of Aztec.

- **CR 7950 (CN L5076)** – removes this resurfacing project from the TIP. San Juan County has determined that it will not program a federal earmark and local funds to this project.

Mr. Delmagori stated that the final project listed on Amendment #2 is a project planned for CR 7950. Due to numerous issues incurred with this project, San Juan County has decided not to move forward with the project.

Ms. Lopez opened the Public Hearing on Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP). There were no public comments received. Ms. Lopez closed the Public Hearing.

**ACTION:** Mr. Keck moved to recommend approval of Amendment #2 to the FFY2014-2019 Transportation Improvement Program (TIP). Ms. Moojen seconded the motion. The motion was passed unanimously.

Mr. Delmagori said Amendment #2 would be presented to the MPO Policy Committee at their meeting on September 19.

Mr. Keck took over as Chair for the remainder of the meeting.

**4. RECEIVE A STATUS REPORT ON THE FEDERALLY FUNDED PROJECTS IN THE FFY2013 AND IN THE FFY2014-2019 TIP**

<b>Subject:</b>	Status of TIP Projects
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	August 14, 2013

**BACKGROUND**

- The STIP Protocols, finalized in January 2012, indicate that a status report on projects in the current TIP will be provided twice a year.
- The status report is given around March or April and again in August or September.
- Reviewing the status of projects is an opportunity to review project details, programmed amounts, and any potential situations that may affect funding.

**CURRENT WORK**

- Staff will review projects that are expected to be obligated in FFY2013.
- Staff will discuss the list of TIP/STIP projects that are receiving federal funding for FFY2014 through FY2019.
- Staff will highlight an upcoming amendment needed for project revisions.

RECOMMENDATION
<ul style="list-style-type: none"><li>It is recommended that the Technical Committee receive a report on the status of federally funded projects in FFY2013 and in the FFY2014-2019 TIP.</li></ul>



**DISCUSSION:** Mr. Delmagori reported that the deadline for certifications for these projects was August 15. The TIP cycle for FFY2013-2018 is getting ready to close and the FFY2014-2019 TIP cycle will begin on October 1 with the start of the new federal fiscal year. Mr. Delmagori stated that the STIP Protocol recommends each MPO discuss their federally funded projects with entity staff twice a year. This discussion provides the opportunity to remind members of the projects that should be ready to be obligated.

Mr. Delmagori referred to Page 5 of the Agenda which listed the FFY2013 federally funded projects:

CITY OF AZTEC

East Arterial Project

Mr. Delmagori reported that the East Arterial project has a federal earmark of \$588,000 as well as Transportation Community System Preservation Program (TCSP) funding of \$288,990. He noted that a few months ago, District 5 was able to find an additional \$2,400,000 in Surface Transportation Program (STP) money for this project.

Mr. Delmagori stated that Mr. Phil Gallegos with District 5 had reported at the August 7 meeting that there are some environmental issues that may impede the project. Ms. Moojen reported that the most recent news on this project is that at some point during the design process, the design was changed slightly. This change required the acquisition of five construction maintenance easements (CME) which were never acquired. Because of this oversight, Phase 1B of the project will now be scaled back so as not to cross Williams Wash. This will remove several of the required CMEs. Additionally, the slope will be moved in to remove several other CMEs. The remaining CME is needed from the State Land Office and, with the approaching project certification deadline of August 30, Aztec City staff is not optimistic that this CME will be acquired in time.

Ms. Moojen said that in a conference call on August 21, Mr. Phil Gallegos said that NMDOT would commit funding to this project for the next seven years. Ms. Moojen also said that the project had a right-of-way issue with the State Land Office. She said that all the rights-of-way were acquired during negotiations, but that those documents were never signed.

Mr. Keck asked why the funding for this project would go away simply if it was not obligated by the August 30 deadline. Mr. Delmagori explained that the money would revert back to District 5 and be awarded to projects that were ready to go. Ms. Moojen added that part of the requirement to receive the funding is that all the rights-of-way and certifications are in place and documented.

Mr. Keck asked why City of Aztec staff had not been given more time to correct the deficiency. Ms. Moojen said staff had questioned why, during all the years they had been working with NMDOT on this project, this issue had not been flagged before and

brought to their attention. She added that the City of Aztec staff was also culpable and should have been checking to make sure the documents had been signed.

Mr. Keck commented on some issues San Juan County had recently encountered on rights-of-way with a bridge project. Because potential federal funding is not in sight for a project, an entity will use their standard process for acquiring rights-of-way. However when funding becomes available and the entity seeks to certify the project, the original right-of-way documents do not meet NMDOT requirements. Mr. Keck questioned how properly obtained rights-of-way could later be denied by NMDOT simply because NMDOT paperwork had not been used.

Ms. Moojen added that part of the issue on the East Arterial project was the span of years the project has taken to develop, having two Public Works Directors during that time frame, as well as a period of time with no Public Works Director. Numerous City of Aztec staff have been trying to pick up the pieces of the project and get it back on track.

Ms. Moojen reported that there have also been questions concerning the North Animas River Bridge project. She said the City of Aztec has had to split the bridge from the trail project and, although the trail will be constructed totally with local funding, NMDOT is requiring a full environmental review. Mr. Delmagori said that is probably because NMDOT is considering the trail as a phase of the bridge project which makes the environmental certification necessary.

#### North Animas River Bridge

Mr. Delmagori said \$900,000 in TPE funding has been funded for this project. Ms. Moojen said the City of Aztec is hopeful to obtain the final remaining inspection from New Mexico Fish & Game by the certification deadline.

#### CITY OF FARMINGTON

##### East Main Street Adaptive Traffic Control System

Mr. Delmagori reported that this project is to receive \$400,000 in TCSP funding. Mr. Krest is working to get all the project documents ready for obligation.

##### Pinon Hills Blvd. & Farmington Ave.

This project has \$450,000 in TPE funding for the construction of sidewalks along Pinon Hills Blvd. and Farmington Avenue. Mr. Chico Quintana with the City of Farmington Public Works Department has been working with NMDOT on the required certifications.

##### Safe Routes to School Infrastructure

Mr. Delmagori reported that the City of Farmington has received two SRTS Infrastructure funding amounts of \$250,000 each. The first amount is for sidewalk improvements from Apache Elementary to Auburn Avenue, a raised intersection at Boyd and Monterey for McKinley Elementary, and sidewalks along Victoria Way for Mesa Verde Elementary.

The other \$250,000 for SRTS infrastructure is for sidewalks along Hutton Avenue for Animas Elementary, sidewalks on Windsor for Mesa Verde Elementary, and Hydro Plant and McCormick School Roads for McCormick Elementary.

Safe Route to School Non-Infrastructure

Mr. Delmagori said this \$25,000 funding is for the SRTS Coordinator and other educational activities relating to the SRTS program.

RED APPLE TRANSIT CAPITAL/OPERATING

This funding is the annual operating FTA 5307 funds. Mr. Bob Campbell with the City of Farmington oversees the Red Apple Transit.

SAN JUAN COUNTY

CR 7150 (Bridge #8105)

Mr. Delmagori reported that this project has funding from several sources and the federal funding source is the National Highway Performance Program for \$700,000.

School Bus Routes

There is also money to maintain, restore, and rehabilitate county roads that serve as school bus routes. This was added and the TIP amended several months ago.

CR 7500

This project has a Federal Earmark split between two fiscal years as well as additional local money to support the project.

CR7950

Mr. Delmagori reiterated that this project will be removed as part of the Amendment #2 to the FFY2014-2019 TIP.

Mr. Delmagori referred to Page 10 of the Agenda which listed the FFY2014-2019 federally funded projects:

CITY OF BLOOMFIELD

Bergin Lane

Mr. Delmagori reported that this project had been identified as a Transportation Enhancement Project (TPE) for several years. With the new MAP-21 and Transportation Alternatives Program (TAP), the TPE money will no longer be available for this project. The project will need an amendment to remove it from the TIP and it will likely be added to the MPO's Unfunded Project List. Part of that amendment will also be to add the recently approved TAP funding for Phases 2 and 3 of the Verada de Rio San Juan River Trail project.

CITY OF FARMINGTON

20<sup>th</sup> Street

This project was also a TPE project and TPE money is no longer available. Phases 1 and 2 of this project, however, were recently approved for funding under TAP. An amendment will need to be made to replace this TPE project with TAP funds for Phases 1 and 2.

This upcoming TIP amendment will also include the TAP funds approved for the rural Southside River Road River Trail project.

East Pinon Hills Blvd

Mr. Delmagori reported that in FFY2015, the City of Farmington will be receiving \$3,000,000 in funding to rebuild the intersection of Pinon Hills and NM 516. This begins the Pinon Hills Extension project and includes roadwork from the NM 516 intersection down to Hubbard.

San Juan Blvd./Scott Ave. Intersection

The City of Farmington received \$375,000 in Highway Safety Improvement Program (HSIP) money to reconstruct the traffic signal at this intersection.

NMDOT

US 64

As discussed in TIP Amendment #2, US 64 Phase IV project details will be replaced by those outlined in Amendment #2.

Phases V and VI of US 64 are also part of Amendment #2 which is pending approval by the Policy Committee at their September meeting.

NM 173

This project will pick up approximately from where the East Arterial phase ended and travel one and one-half miles to the east along NM 173. The High Risk Rural Road Safety Program (HSIP) is funding the project for \$2,000,000.

Mr. Delmagori reported that Mr. Gallegos is hoping to get additional \$2,000,000 phases for several years to further improve this road corridor.

RED APPLE TRANSIT CAPITAL/OPERATING

Mr. Delmagori said that the Red Apple Transit system will again receive FTA 5307 funding for capital expenditures.

SAN JUAN COUNTY

CR 350/CR 390 Intersection

San Juan County will receive \$650,000 in HSIP funding to reconstruct the intersection of CR 350 and CR 390.

The work on CR 7500 will also be included in the FFY2014 TIP because of the split of the Federal Earmark money between 2013 and 2014.

Mr. Delmagori also noted that, pending approval of Amendment #2, the project on CR 7950 will be removed from the TIP.

Mr. Delmagori said that much of the District 5 funding is being allocated to the US 64 project. He suggested the MPO look for opportunities to seek District 5 support for other MPO priorities.

**ACTION:** The report was received.

## 5. RECEIVE A REPORT ON THE UPDATE TO THE REGIONAL TRAFFIC MODEL

<b>Subject:</b>	Regional Traffic Model Update
<b>Prepared by:</b>	Duane Wakan, MPO Associate Planner
<b>Date:</b>	August 14, 2013

### BACKGROUND or PREVIOUS WORK

- Staff completed baseline population/employment estimates and changes to the Traffic Analysis Zones (TAZ) boundary structure.
- The Policy Committee approved the new TAZ boundary structure on April 23.
- The Policy Committee approved the TAZ base year and future (2010, 2025, and 2040) population and employment projections and distribution on August 7.

### CURRENT WORK

- Staff distributed housing types (mobile home, single family, multi-family etc.), employment types (office, retail, medical etc.), and student populations across the TAZ structure for the base and future years.
- Staff has developed a work schedule for traffic model update activities that will be completed in-house and by the consultant.
- Staff is updating the traffic count links and locations for model integration.
- Staff has hired a consultant who will begin model calibration, validation and staff training in August.

### RECOMMENDATION

- It is recommended that the Technical Committee receive an update on work on the Traffic Model.

**DISCUSSION:** Mr. Wakan reported that on August 7, the Policy Committee had approved the TAZ base year and future (2010, 2025, and 2040) population and employment projections and distribution.

Mr. Wakan said that Staff has completed their analyses in attempting to calculate the different housing types across the TAZ structure. Staff also completed the projections for employment types by industry, and these were submitted to the traffic model consultant, Mr. Bob Shull. Mr. Shull will work with the TAZ modeling data to calibrate and validate all the numbers. Staff has also provided to him the traffic counts as well as the master traffic count listing which he will be incorporating into the model.

Mr. Wakan presented some of the population/employment projections developed by Staff:

The population projections are:

2010	96,925
2025	119,316
2040	138,505

Mr. Wakan also provided projection data for total households. For 2040, total households are projected at 53,386. This number was then broken down by housing type which included single family detached, mobile home, multi-family, and single family outer housing.

Mr. Wakan said the single family detached housing is anticipated to increase over the years of 2010-2040. Mobile home housing appears to be the most popular in the area. Mr. Wakan said the projection for mobile home housing may need to be adjusted should zoning changes be implemented. Additionally, market shifts may lead to more single family housing.

Mr. Wakan noted that the region is not strong in terms of providing multi-family type housing options. He noted that based on zoning information from the entities, this will increase based on local demand. Ms. Lopez said that also due to the economy, there has been a decline in single family housing and a rise in multi-family and more of this trend may be seen in the future. Mr. Wakan said he had scaled the multi-family numbers up to meet the anticipated future picture.

Mr. Wakan said the single family outer category is for those homes found in the county area outside of the three cities. He said this type of housing in the future is anticipated to expand further west and possibly south of Farmington and northeast of Aztec based on land availability.

Mr. Wakan discussed the employment projections distributed across the TAZ structure:

2010	45,069
2025	55,342
2040	64,485

Mr. Wakan distributed these numbers among employment areas of industrial-manufacturing, big box retail, retail, medical, and office. The biggest increase in employment numbers was seen in the industrial-manufacturing sector. Mr. Wakan said the employment numbers for the big box retail category may need to be adjusted upwards as trends do show this category growing. The projections for the location of future big box retail stores may also need to be adjusted, but Mr. Wakan will speak with each of the entities before making any changes to these numbers. Retail numbers are also projected to continue to grow as are the medical industry employment numbers. Mr. Wakan stated that most employment indicators show that the medical industry is growing faster than any other. With pending changes in health care laws, this sector could grow substantially. The office category of employment is expected to grow steadily.

Mr. Wakan said that Mr. Shull is expected to be able to begin working with Staff in the next few weeks. Mr. Wakan said Staff should have an updated report on the regional traffic model for the next Technical Committee meeting.

**ACTION:** The report was received.

## **7. RECEIVE A REPORT ON THE ANNUAL TRAFFIC COUNT PROGRAM**

<b>Subject:</b>	2013 Traffic Count Program
<b>Prepared by:</b>	Duane Wakan, MPO Associate Planner
<b>Date:</b>	August 14, 2013

### **BACKGROUND**

- The MPO maintains traffic counts for over 220 locations throughout the MPO boundary.
- Locations are taken according to a three year cycle and periodically change due to the deletion or addition of various locations.
- The 2013 Traffic counts are in the first year of a new three-year cycle.
- Counts that were not approved last year or were affected by road construction will be counted in 2013.
- The MPO conducted 88 volume counts in 2012 (30 Speed/Class).
- The MPO also conducted 32 initial Weekend Counts in May 2013.

### **CURRENT WORK**

- Staff is considering splitting the annual traffic count list into a fall/spring calendar format.
- Staff is also considering merging the weekend count calendar to coordinate with the weekday count calendar on a semi-annual basis.
- MPO Staff is working on hiring a consultant for a new three-year contract to take counts for 2013, 2014, and 2015.

### **RECOMMENDATION**

- Staff recommends that the Technical Committee receive a report on the 2013 Traffic Count Program.

**DISCUSSION:** Mr. Wakan distributed to the Technical Committee members a copy of the proposed traffic count locations for the fall of 2013.

Mr. Wakan reported that the MPO maintains traffic counts for over 220 locations throughout the MPO boundary. The counts have traditionally been completed on a three-year cycle with those identified locations counted over a two-day period each fall. Mr. Wakan noted that in April of this year, a special request for weekend counts was made by the Policy Committee and those initial 32 weekend counts were taken in May.

Mr. Wakan said that Staff is planning to begin a new round of traffic counts, but is considering splitting them into semi-annual counts that would be taken in the fall and spring. If these counts can be split into a semi-annual count calendar, the weekend count locations could be added onto the regular counts. The semi-annual counts would provide information as to potential seasonal changes in the area's traffic count numbers.

Mr. Wakan discussed the first iteration of the traffic count list. He said the counts are anticipated to be taken in late September or early October. Mr. Wakan asked each Technical Committee member to review the list for any potential construction or maintenance work planned for traffic count locations in their city. Ms. Westerling said the City of Farmington has two paving companies scheduled in the area during September and asked if the counts could be pushed back to October. Mr. Delmagori said Staff would probably not get the counts scheduled until October as they are just now working on a new agreement with the traffic count consultant.

Ms. Moojen asked when the spring traffic counts might be taken. Mr. Wakan said no schedule had yet been determined, but Staff was considering either May or June of 2014. Ms. Westerling suggested looking at April in order to avoid the spring road construction season. Mr. Delmagori added that an earlier count would also allow the counts to gather school traffic.

Ms. Moojen was also interested in counts scheduled for next year as the City of Aztec has received numerous requests for traffic updates on the Light Plant Road and Aztec Boulevard intersection. Mr. Delmagori said there was a preliminary schedule for 2014 available. Because count locations are on a three-year cycle, those counted in 2011 would be counted again in 2014.

Mr. Wakan said the weekend count locations would remain the same from the count completed in May 2013. These same locations will be counted during the next several iterations to provide some consistency and allow Staff to analyze for seasonal and other changes. Mr. Wakan stated that the end point (in and out) count locations established for the area provide a good perspective for the overall MPO boundary area.

Mr. Keck asked if the MPO had a price agreement with the traffic count provider. Mr. Wakan said the typical count cost was \$85 per location. Mr. Keck said San Juan County's traffic counting program has become obsolete and that it is no longer practical for the County to do its own traffic counting. He wondered if the County could piggy-back onto the MPO contract and have some counts done at the same time as the counts for the MPO. Mr. Keck said they would like to fill in some of the gaps in their counts. Mr. Wakan said this might increase the overall traffic count cost as the additional tubes and staff needed would increase. Mr. Keck thought adding extra counts for this area might bring a discount in the cost and, perhaps, the cities would have an interest in having counts taken on their city streets.

Mr. Delmagori clarified that the consultant charges a rate for each count location and that the speed/class counts are an additional charge. Mr. Keck said San Juan County was going to first look at the MPO count list and, from there, determine where extra counts in the County might be needed. Ms. Moojen said that this information is critical

from an economic standpoint. When trying to market a parcel of land, a potential developer will often ask for traffic counts from the area, and they want this information to be for the current year.

Mr. Delmagori said Staff could meet with Mr. Keck to determine what the County's needs were. Mr. Keck said they are reviewing the options and looking to see if adding additional County traffic counts can fill in the gaps.

Mr. Keck stated there was a recent issue about the amount of traffic into Chaco Canyon National Monument. He said San Juan County does not count this road currently because the last ten miles into the park are dirt. Trying to count traffic along this road would require setting the counter ten miles outside of the park which could skew the actual count of traffic going to the park. The Technical Committee members briefly discussed the current conditions of the dirt portion of this road and the impact to visitors. Mr. Keck said the County does plan to gravel an eight-mile section of this road this winter and look into beginning to take traffic counts.

**ACTION:** The report was received.

## **7. RECEIVE A REPORT FROM NMDOT**

There were no representatives from NMDOT or District 5 in attendance. Mr. Delmagori had some information from Mr. Phil Gallegos and Mr. Brian Degani that he presented in their absence.

Mr. Delmagori reported that the contract for Phase III of the US 64 project which takes the project from the Bloomfield city limits to two miles further west was let on August 16. The notice to proceed is anticipated for October with construction beginning next spring. Mr. Delmagori said Mr. Gallegos did not say who had been awarded the contract, but Mr. Delmagori said he would ask for this information.

Mr. Delmagori stated that Phase IV of the US 64 project is in the final design phase and is expected to be programmed for 2015 and 2016.

District 5 is in the process of getting a consultant hired for the design work on the improvements to NM 173. Construction on this project is expected in 2014 and 2015.

Mr. Delmagori said Mr. Brian Degani wanted to mention that the state long-range plan has issued its Request for Proposal. There were eight consultants who attended the meeting who have showed interest in the project. The state will begin updating their long-range plan later this year and is targeting April 2015 to complete the process.

Ms. Moojen added that there will be more information about the state long-range plan presented by NMDOT at a special session during the NMAPA Conference on October 2-5 in Farmington.

Additional comments were made about the NMAPA Conference and local staff involvement with different sessions: Mr. Delmagori will have a session on Complete

Streets; Ms. Moojen will present on rural sustainability, geo-tourism and flood plain management; Mr. Wakan will conduct a training session along with ESRI on ArcGIS Online and Google Sketch-Up. Ms. Lopez added that the New Mexico Municipal League's legal advisor will also be conducting a half-day training for board and commission members on quasi-judicial and/or legislative proceedings, ex parte communications, and how to conduct meetings. Additional information is available on the NMAPA website.

## 8. INFORMATION ITEMS

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	August 14, 2013

### INFORMATION ITEMS

- a. **August 7 Special Policy Committee Meeting.** Staff will summarize the actions taken by the Policy Committee at their Special meeting held on August 7.
- b. **REMI Training.** Staff attended a presentation on the land-use modeling applications and capabilities of the REMI software used in the transportation planning field in Santa Fe on August 5. A summary will be provided at the meeting.
- c. **MPO Summit for Policy Members.** The Mesilla Valley MPO is coordinating a MPO Summit for Policy Committee members on September 14 in Albuquerque. This meeting is an opportunity for discussion on common planning issues facing the statewide MPOs.
- d. **MPO Quarterly.** Staff will be attending the next MPO Quarterly in Santa Fe on September 18.
- e. **Other**

**DISCUSSION:** Mr. Delmagori recapped the actions taken at the August 7 Special Policy Committee Meeting:

- Approved the vision statement, values, and goals for Complete Streets;
- Approved the population/employment data for the TAZs and all the years of the model;
- Approved the list of TAP projects recommended by the Technical Committee. This list included:
  - o Phases 2 and 3 of the Bloomfield River Trail;

- The City of Farmington Southside River Road River Trail;
- Phases 1 and 2 of the 20<sup>th</sup> Street sidewalk project.

Mr. Delmagori noted that Phase 2 of the 20<sup>th</sup> Street sidewalk project had to be scaled back because of funding limitations.

Mr. Delmagori stated that the resolutions from Councils are now needed in order to complete the TAP applications. The resolution from the Bloomfield City Council was received, but there are some administrative adjustments that are needed that Ms. Brevik will take care of. NMDOT also requires a TAP checklist that Staff will complete.

Ms. Lopez suggested that the scoring was heavy in some areas, but did not address sustainability, complete streets, or smart growth. She would like to see these criteria added to the scorecard. If the local area is working to develop complete streets guidelines and policies, projects that propose to implement these concepts should be scored for that and have that score reflected on the scorecard. Ms. Lopez added that having this scoring category on the scorecard would give entities a better opportunity to score points on infill projects or maintenance of existing projects that address smart growth and sustainability.

Mr. Delmagori said NMDOT and the MPOs proposed evaluating the TAP process after one year to review how the overall scoring process and scorecard were working. When this review is scheduled, Staff will make a recommendation to add these other scoring criteria. Ms. Lopez stated that the federal government has asked MPOs to have a Complete Streets program and those that do or are working towards one should have that reflected when projects are scored to receive federal dollars. Mr. Delmagori said Staff would bring this to the attention of NMDOT when the TAP process is reviewed. Ms. Lopez said that, as an example, consideration should be given when an entity adds a bike trail to a street upgrade. She said there are some simple solutions that would advance the complete streets cause and, additionally, benefit FMPO's complete streets efforts.

Ms. Lopez also noted that in consideration of smart growth, more TAP points should be awarded for a project that is built on an existing property or where a street already exists, rather than for putting something in a place where nothing has been constructed before or where the land is vacant and the new development contributes to sprawl.

Mr. Wakan attended a presentation on the REMI modeling software (PI+). The REMI software program provides regional economic analysis at county-wide and metropolitan statistical area (MSA) levels relating to population, employment and housing forecasts. For MPO land use modeling purposes, Mr. Wakan felt the REMI PI+ application could be limiting as it provides analysis at geographies much too large for the MPO. Mr. Wakan did mention a new REMI software product (Metro-PI) that was able to perform micro-analysis at sub-county levels incorporating local and national variables, but that there may be cost-prohibitive constraints at this time. Mr. Wakan will receive an introduction to Metro-PI software from REMI staff at a future date.

Mr. Delmagori reminded the members of the upcoming MPO Summit for Policy Committee members to be held on September 14 in Albuquerque. The Mesilla Valley

MPO is coordinating the Summit as an opportunity for discussion on common planning issues facing the MPOs statewide and providing a stronger, collective voice in terms of interacting with NMDOT. Mr. Delmagori said a draft agenda was sent out this morning and they want to discuss MAP-21 and possible lobbying efforts by the MPOs. Mr. Delmagori was asked to attend by the Policy Committee and it is expected that Councilor Dan Darnell may also attend as the representative from FMPO.

Staff plans to attend the next MPO Quarterly meeting scheduled for September 18 in Santa Fe.

Mr. Delmagori said Staff had issued a call for proposals for the Safe Routes to School program to entity staff. This is SAFETEA-LU funding and does not have to go through the TAP process. Mr. Delmagori stated that NMDOT has not guaranteed that any money would be available, but he believed this was an opportunity worth exploring. The deadline for submittal is August 30.

Mr. Delmagori introduced Ms. Teresa Brevik, the new Special Projects Coordinator for the City of Bloomfield. She is also the new MPO Technical Committee representative for Bloomfield.

#### **9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF**

Ms. Moojen reported that the City of Aztec had held a public workshop on August 20 to present the North Main project. She said attendance was strong as it had been at an earlier separate landowner's meeting, where all but one of the landowners participated. Once the consultant's contract is approved, there will be a full design workshop to provide details of the project. Ms. Moojen said preliminary plans are to allow vehicular access from the intersection of NM 516 to Hampton Arroyo. From this point, there would be a one-way pedestrian loop that will include the trail and a plaza and will connect to Martinez Lane. City of Aztec staff approached it as two separate projects because there were differing views on whether the road or the bridge should be constructed first. Ms. Moojen said the project now appears ready to move forward.

Mr. Keck asked the status of Aztec's Public Works Director opening. Ms. Moojen said the position is still vacant. The city has a project manager who is managing all the capital projects for the city while the electric director is the interim public works director and is managing the city's street crews.

Mr. Keck commented on a tri-city and county committee that used to meet prior to the MPO being established. This group met to discuss common issues and provide a collective voice for community concerns. Mr. Keck believes this type of forum is missing and that common concerns are being dropped. He added that the MPO meetings are now the only place where the three cities and the county can interact and discuss common issues. He noted that each of the entities has their own concerns, but that there were also common issues such as how well NMDOT is maintaining the roads in the area. Mr. Keck believes the collective voice for the community and the big picture view of San Juan County has been lost.

Mr. Keck said that with the power plants possibly closing and the potential loss of heavy industry, the personality of the area may soon change. He added that the community may need to look at ways to change the economy and become more of a bedroom community or focus on tourism in order to become more self-sustaining. Mr. Keck said the MPO may be the place for the entities to discuss their common concerns and interests. He believes each entity would be more successful if there was one common voice for the area. This common voice could approach NMDOT with concerns about the big picture for San Juan County.

Mr. Keck said NMDOT District 5 seems to zoom in on the big projects like US 64 and Ms. Westerling added that the local community never had a say in whether or not all the federal funding was to be spent on the US 64 project. Mr. Keck pointed out the beautification projects that could have been accomplished around San Juan County if the money being spent on US 64 had been used for those other purposes. Many in the area believe that the US 64 project is unnecessary and that this area does not need a six-lane 'freeway'. Ms. Lopez commented that the funds being spent on US 64 could have been used for other projects in the area, such as the Pinon Hills extension, that were shown to alleviate traffic on US 64. Ms. Moojen added that from an economic development standpoint and in terms of bettering the region, the US 64 project has not done that. Better use of this money would have been to develop the Pinon Hills Extension and the East Main Arterial projects and there would still have been money left over. Mr. Keck said that with the money being spent on the US 64 project, all the corridors in the area could have been improved, have bike or pedestrian facilities added, and other types of amenities that would have beautified the area.

Mr. Keck asked how the tri-city area can work together to get their voice heard. Ms. Lopez said she believed this is what the Mesilla Valley MPO is trying to do with the Policy Committee Summit. They are trying to bring the MPOs together to give them a stronger voice with NMDOT. Ms. Westerling added that political buy-in was also needed to make that voice stronger. Ms. Lopez noted that the MPOs have that with their Policy Committee members and if the MPOs work together they can apply pressure to get their ideas heard. Mr. Delmagori added that discussion items are still being accepted for the agenda for the Policy Committee Summit and said he could ask them to add an item on how the MPOs can speak together with a stronger voice and get their concerns and ideas across to NMDOT.

The members discussed why the MPO has to approve a project and put it on the TIP if they do not believe that project is in the best interest of the community. It was noted that a project does not have to be approved by the MPO, but the members were unsure of what would result from that type of action. Ms. Lopez commented that NMDOT's District 5 should take the information gathered by the MPO and then utilize it to award money to projects that best benefit the community.

The members discussed road projects that, once built, were neglected. As an example of this, Mr. Keck mentioned the section of US 550 north of Aztec. Trying to get routine maintenance work done for this newly constructed roadway section as well as for others in the region continues to be extremely difficult. He believed that part of the problem with this is that this area has no locally housed NMDOT representation.

Mr. Delmagori recommended having this topic as an agenda item for an upcoming Policy Committee meeting. Discussion could focus on regional priorities and maintenance, and District 5 could speak to how they operate internally. Ms. Moojen also would like to speak to their lack of customer service. Oftentimes the NMDOT contact person is unable to answer questions directed to them when they are the individual charged with enforcing that particular statute. Ms. Moojen stated this customer service issue also related to the jurisdictional issues the entities face when dealing with projects on state highways in the area. Mr. Keck said the only solution to these types of jurisdictional issues is to have an MOU in place. When the cities try to address the mowing of weeds in the medians along NM 516 or other state highways, any potential accident or injury becomes the city's responsibility if there is no MOU in place. Mr. Keck reiterated that problems San Juan County has encountered trying to get several of their MOUs approved with NMDOT. Several years later, the MOUs have still not been approved. The members discussed how often each of the cities must make road repairs on a state roadway because of citizen complaints and because NMDOT is not doing what is needed to maintain the roadway.

Mr. Keck said he thought the MPO might be able to influence the big project planning, but felt the overall day-to-day issues do not receive attention. No one knows who to call to have their concerns addressed and even those who are contacted do not return the calls or cannot answer the questions asked. Mr. Keck said this lack of responsiveness is something that the Policy Committee could address and help to establish a political collective voice that communicated with the politicians in Santa Fe. Mr. Hathaway suggested inviting Mr. Butch Mathews the Transportation Commissioner for District 5 to the MPO meetings. Mr. Delmagori said that Mr. Mathews is invited to every Technical and Policy Committee meeting and had been sent a personal letter of invitation.

Mr. Delmagori said that the discussion seemed to recommend formulating some Technical Committee action on these issues that could be brought to the Policy Committee. The Technical Committee discussed having a work session and possibly inviting Mr. Ray Hagerman with Four Corners Economic Development (4CED). Ms. Moojen agreed that having 4CED involved was a good idea as they are working on a regional approach to many of the issues. She believed that having a collective voice that was backed by elected officials who were willing to push local issues could be a strong force when speaking with NMDOT. Ms. Moojen said with this kind of support, the area could say they were not in agreement with the US 64 project and they could put together the metrics on income loss to Bloomfield businesses, detail the other projects that could be done in the region with this money that would really benefit the region, and explain the economic return to the area with the completion of these other projects. All this information could be compiled and then presented to NMDOT, or the State Highway Commission, or even the state legislature by a group of local elected officials speaking as a collective voice. This type of support would give much more weight to local transportation suggestions and concerns.

Ms. Lopez said that 4CED is comprised of many local officials and they are very involved in the regional issues and she recommended making them aware of MPO concerns. Mr. Keck believed that local politicians do notice the lack of maintenance and upkeep on highway corridors in the area. Ms. Lopez said that the issue of highway maintenance was addressed in the City of Farmington's Comprehensive Plan in 2002.

She added that the Unified Development Code (UDC) was also recently changed to address road issues and how the overall view of the community is presented to people as they enter the area.

Mr. Keck commented that Mr. Gallegos had said that a majority of District 5 funding would be spent in San Juan County over the next several years. Everyone agreed that this was because of the money being obligated to the US 64 project for the next six years.

Mr. Wakan recommended that the concerns of the Technical Committee needed to be brought to the attention of the Policy Committee by Technical Committee members so the concerns were articulated from one committee directly to the other. He added that he thought a workshop would be a good forum for this discussion. Mr. Delmagori said that for the September 19<sup>th</sup> Policy Committee, Staff could have an informational item on the agenda and Mr. Keck, as Chair for the Technical Committee, could speak on the Technical Committee's issues and concerns. From this discussion, interest by the Policy Committee could be determined. If there is interest, then a workshop with District 5 could be scheduled to further define and discuss the issues and seek a course of action for developing solutions.

Mr. Hathaway commented that the public does not differentiate between the various governmental entities and believe that all the agencies work together. When citizens call about an issue, they just want it taken care of. They do not understand that a city government cannot always address issues on a state roadway.

Mr. Keck asked if the Technical Committee should compile a list of concerns or sum up the problem as simply not having a collective voice for the area when interacting with District 5 on issues such as project development, maintenance, customer service, cooperation, and jurisdiction. Ms. Westerling thought the buy-in should also come from those above the Policy Committee - the area's elected officials. Mr. Keck also recommended including groups like 4CED in the discussions from the beginning to determine if they have similar issues and concerns to the Technical Committee members. Ms. Moojen commented that 4CED has the region divided into six different economic assets with work committees assigned to each. One of the committees is focused on tourism and the poor road networks and poorly maintained roads in the area that impact the region's ability to market the area's assets. Ms. Moojen said she was not sure, however, if 4CED understood the complexities of the transportation issues.

The Technical Committee members discussed providing customer service to citizens, responding appropriately to complaints, and working to handle issues even if those issues were not in that person's specific area of concern. The members agreed that NMDOT is not responsive to calls even though the local entities planners and MPO members are part of their "public". It is frequently difficult to reach a specific individual by phone and oftentimes their voicemail system will not allow the caller to leave a message before routing the call back to the main switchboard. The Technical Committee members thought the NMDOT website should provide employee contact information.

Mr. Keck asked for suggestions on how to proceed. Ms. Lopez recommended that the list of issues that the Technical Committee will develop should be presented at the Policy Committee Summit in Albuquerque. She believed that if San Juan County was having these types of issues, others in the state probably were as well.

Mr. Keck said that District 5 needs to meet their commitments of performing routine maintenance, keeping the shoulders clean, medians clean and free of debris, keeping signs posted, etc. He also recommended the implementation of cooperative agreements to allow the cities to perform the needed functions NMDOT is unable to provide and then reimburse the cities for equipment or materials used. Mr. Keck believed that the San Juan County area has sufficient political influence to get the Governor or state legislature involved in order to get the attention of NMDOT.

Mr. Delmagori asked if it had been decided that Staff and Mr. Keck would give an overview presentation of these issues to the Policy Committee in September. Mr. Delmagori said the impact of the issues would be stronger if presented by a member of the Technical Committee. Mr. Delmagori invited all of the Technical Committee members to attend and show their support of the issues. Mr. Keck commented that raising these issues would be a delicate balance because we need to still work together with NMDOT, but we also need them to carry out their responsibilities as discussed.

Mr. Delmagori stated that he thought the approach was good. He thought it was important to get the ideas introduced and put out on the table so that everyone can work together on solutions. Ms. Westerling reiterated it was necessary to work with NMDOT on these issues.

Ms. Lopez commented that NMDOT is understaffed just like the entities' staffs and believed they are doing what they are able. Ms. Lopez stated she believed another big issue is the lack of communication between the NMDOT, the local entities, and the MPO. She recommended sitting down and discussing the issues to see if the parties can understand the other's perspective and negotiate ways to meet all the needs. Ms. Westerling added that NMDOT needs to stop building new projects when they are unable to maintain existing facilities. Everyone agreed that new projects are what are being federally funded, so those are the projects that get the attention. She believed that federal funding was set up so that new projects are the ones that get funding and funding for maintenance concerns is not a priority.

Mr. Delmagori summarized the upcoming course of action: provide an overview report to the Policy Committee on September 19, ask Mesilla Valley MPO to add this discussion to their agenda for the Policy Committee Summit to see if similar issues are being experienced statewide, and then organize a work session to detail the concerns and develop solutions. Mr. Wakan noted that since the Policy Committee Summit happens prior to the Policy Committee meeting, he recommended conveying this information to Councilor Darnell prior to the Summit. Mr. Delmagori said that Staff could summarize the discussion and run it by the Technical Committee members for verification and then forward that summary to Councilor Darnell.

Mr. Keck believed NMDOT should consider having a local representative in San Juan County who would respond to local concerns. It was noted that many other state agencies already have offices in San Juan County.

Mr. Delmagori reiterated that Staff would summarize the issues discussed at today's meeting for presentation at the Policy Committee Summit. Staff will work with Mr. Keck and other interested Technical Committee members to develop the staff report for the September 19 Policy Committee meeting where Mr. Keck and others can present the concerns of the Technical Committee. Mr. Keck recommended inviting Mr. Hagerman with 4CED to this meeting.

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

#### 10. BUSINESS FROM THE FLOOR

There was no business from the floor.

#### 11. ADJOURNMENT

Ms. Lopez moved to adjourn the meeting. Ms. Moojen seconded the motion. Mr. Keck adjourned the meeting at 12:00 p.m.

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Dave Keck, Chair

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June Markle, MPO Administrative Aide