

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
November 17, 2016

Policy Members Present: Sherri Sipe, City of Aztec
Dorothy Nobis, Alternate, City of Bloomfield
Paul Brasher, NMDOT District 5
Jimmy Voita, San Juan County

Policy Members Absent: Curtis Lynch, City of Bloomfield
Nate Duckett, City of Farmington
Linda Rodgers, City of Farmington

Staff Present: Mary Holton, MPO Officer
Duane Wakan, MPO Planner
Derrick Garcia, MPO Associate Planner
June Markle, MPO Administrative Aide

Staff Absent: None

Others Present: Josh Ray, City of Aztec
David Sypher, City of Farmington
Robin Elkin, Planning Liaison, NMDOT
Christina Morris, New Mexico Department of Health
Larry Hathaway, San Juan County
Steven Saavedra, City of Aztec

1. CALL TO ORDER

Commissioner Sipe called the meeting to order at 1:35 p.m.

2. APPROVE THE MINUTES FROM THE SEPTEMBER 22, 2016 POLICY COMMITTEE MEETING

Ms. Nobis moved to approve the minutes from the September 22, 2016 Policy Committee meeting. Mr. Voita seconded the motion. The motion was passed unanimously.

3. ANNUAL ELECTION OF OFFICERS

Subject:	Annual Election of Officers
Prepared by:	Duane Wakan, MPO Planner
Date:	November 10, 2016

BACKGROUND

- As outlined in the MPO Committee Bylaws, the Annual Election of Officers was moved to September to allow newly elected members to become familiar with Policy Committee proceedings.
- Each September the Policy Committee selects the Chair and Vice-Chair from their membership who will serve until the following annual election.
- The Chair presides over the meetings and is responsible for the other duties outlined in the Committee Bylaws and Operating Procedures document.
- The Vice-Chair presides over the meetings in the absence of the Chair.
- Councilor Duckett has been serving as the current Policy Committee Chair; Commissioner Sipe has been serving as the current Vice Chair.
- The Election of Officers was not conducted at the September Policy Committee meeting so is being held at the November 17, 2016 meeting.

ELECTION

- Elections will take place to select a Policy Committee Chair and Vice-Chair until September 2017.

RECOMMENDATION

- It is recommended that the Policy Committee accept nominations and vote to elect the Chair and Vice-Chair.

DISCUSSION: Mr. Wakan reported that the election of officers is held annually. The election is typically held in the fall to allow newly elected members to become familiar with Policy Committee proceedings. Mr. Wakan recommended that the Policy Committee accept nominations and vote for a Chair and Vice Chair. Commissioner Sipe asked if Councilor Duckett was willing to continue as the Chair for another year. Mr. Wakan said Staff had not spoken with Councilor Duckett.

ACTION: Ms. Nobis nominated Councilor Duckett for Policy Committee Chair. Mr. Voita seconded the nomination. The nomination of Councilor Duckett for Chair was passed unanimously.

Ms. Nobis nominated Commissioner Sipe as Policy Committee Vice Chair. Mr. Voita seconded the nomination. The nomination of Commissioner Sipe for Vice Chairs was passed unanimously.

4. FFY2016-2021 TIP AMENDMENT #4

Subject:	FFY2016-2021 TIP Amendment #4
Prepared by:	Duane Wakan, MPO Planner
Date:	November 1, 2016

BACKGROUND

- On October 31, 2016 the Farmington MPO advertised Amendment #4 to the FFY2016-2021 Transportation Improvement Program (TIP).
- The amendment involves several projects in the TIP as described in the attached notice.
- The Technical Committee recommended approval of TIP Amendment #4 on November 9, 2016.

AMENDED TIP PROJECTS

- **US 64 Phase V - (CN F100112)** – At the request of NMDOT, increase FY 2017 funds by adding \$833,356 in NHPP funds bringing the new project total to \$15,900,000.
- **20th Street Phase III** – At the request of the City of Farmington, adds a new project to the TIP, \$867,300 in local funds in 2018 to engineer and construct pedestrian facilities.
- **Foothills Drive Enhancements Phase III** – At the request of the City of Farmington, adds a new project to the TIP, \$1,291,400 in local funds in 2018 to engineer and construct pedestrian facilities.
- **Glade Run Recreation Area Trails** – At the request of the San Juan County, adds a new project to the TIP, \$700,000 local funds in 2018 & 2019 to engineer and construct recreational trail systems.
- **Pinon Hills Boulevard Phase I (F100100)** At the request of the City of Farmington, amends the project by programming all funding sources (\$4M in local match) in FY2019.
- **Pinon Hills Boulevard Phase II (F100101)** At the request of the City of Farmington, amends the project by programming \$2M Local Funds in FY2020 while also programming \$16M in future federal funds in FY2021 in addition to \$2M in local match funds in FY2021.
- **East Arterial Route Phase II (F100091)** At the request of the City of Aztec, amends the project scope to now include ROW acquisition, construction from end of Phase 1B to NM 173, landfill waste removal, retaining walls, construct detached multi-use trail, add 2.5" asphalt overlay at NM 173 south for approx. .5 miles (Phase 1A), BLM wildlife and ROW fence, cattle-guard on NM 173E, striping and signage on Phase 1A, 1B and Phase 2, construction management and testing services. Utilities, including water, sewer, and electric along the length of the entire project. Increase State Severance Tax funds to \$3,819,750 and eliminate \$1,000,000 in local non-match in FY2017.
- **Anesi Trail** – At the request of the City of Farmington, adds a new project to the TIP in the amount of \$1,070,000 to build a bridge and trail development.
- **Kirtland Schools Walk Path** – At the request of the San Juan County, shortens the project termini from 2.84 Miles to 1.57 Miles, shuffles construction and PE funds, but without changes to the overall project cost totals.

ACTION ITEM

- It is recommended that the Policy Committee consider approval of Amendment #4 to the FFY2016-2021 Transportation Improvement Program (TIP) and the Self Certification for Amendment #4 to the TIP.

DISCUSSION: Mr. Wakan reported that the Technical Committee had recommended approval on November 9, 2016. A public hearing was held with no comments received from the public. Comments were received and discussed by Technical Committee members. Mr. Wakan stated that the public noticing requirement for TIP amendments

was changed from 30 days to 15 days on a recommendation of NMDOT to align FMPO with the other MPOs. These public notices are general in nature with the project details discussed at the Technical and Policy Committee meetings.

Mr. Wakan presented the details of the projects in Amendment #4 to the FFY2016-2021 TIP:

US 64 Phase V - (CN F100112) – At the request of NMDOT, increase FY 2017 funds by adding \$833,356 in NHPP funds to the next two-mile segment; the new project total to \$15,900,000;

20th Street Phase III – At the request of the City of Farmington, add a new project to the TIP, \$867,300 in local funds programmed in 2018 to engineer and construct pedestrian facilities;

Foothills Drive Enhancements Phase III – At the request of the City of Farmington, add a new project to the TIP; \$1,291,400 in local funds in 2018 to engineer and construct pedestrian facilities from Rinconada to Lakewood;

Glade Run Recreation Area Trails – At the request of the San Juan County, add a new project to the TIP in \$700,000 local funds split between 2018 & 2019 to engineer and construct recreational trail facilities;

Pinon Hills Boulevard Phase I (F100100) - At the request of the City of Farmington, amend the project by programming all funding sources (\$4M in local match) to FY2019;

Mr. Wakan reported that NMDOT requested the removal of \$250,000 in CMAQ-Flex funding from the Pinon Hills Boulevard Phase II project.

Pinon Hills Boulevard Phase II (F100101) At the request of the City of Farmington, amend the project by programming \$2,000,000 in local funds in FY2020 while also programming \$16,000,000 in future federal funds in FY2021 and also \$2,000,000 in local match funds in FY2021;

Mr. Wakan stated that NMDOT requested the East Arterial Route project be removed entirely from the TIP and the STIP.

East Arterial Route Phase II (F100091) At the request of the City of Aztec, amend the project scope to now include ROW acquisition, construction from end of Phase 1B to NM 173, landfill waste removal, retaining walls, construct detached multi-use trail, add 2.5" asphalt overlay at NM 173 south for approximately 0.5 miles (Phase 1A), BLM wildlife and ROW fence, cattle guard on NM 173E, striping and signage on Phase 1A, 1B and Phase 2, construction management and testing services. Utilities, including water, sewer, and electric along the length of the entire project. Increase State Severance Tax funds to \$3,819,750 and eliminate \$1,000,000 in local non-match in FY2017;

Anesi Trail – At the request of the City of Farmington, add a new project to the TIP in the amount of \$1,070,000 to build a bridge and trail development;

Kirtland Schools Walk Path – At the request of the San Juan County, shorten the project termini from 2.84 miles to 1.57 miles, shuffle construction and engineering funds, but make no changes to the overall project cost totals.

A verbatim transcription was requested for this portion of the November 17, 2016 Policy Committee meeting minutes. [Begin verbatim record]:

Commissioner Sherri Sipe: David's got his hand up.

Duane Wakan: Sure

David Sypher: Madam Chair and Council, I just wanted to make a clarification...I wasn't sure what I heard there, but I want to make sure for the record that we have it right. On the Pinon Hills Boulevard program, the first planning year out, fiscally non-constrained planning year, I thought I heard Duane say that 2021 was the first and the second was 2020, fiscal year 2020; and we had requested for the second planning year. That is not the case if I heard it correctly. We're asking for the first planning year for that to be in... Duane, is that where you've got it?

Wakan: Yes. Two million dollars in local funds in 2020 and \$16,000,000 also in 2020.

Sypher: Perfect. And then the other piece...so I just heard that wrong, that's good, thank you. The second piece I, is back in May or June we wrote, well let me back up further. About two years ago the District committed to us when the CMAQ funds were administered by the Engineering Division, they committed to us \$250,000 for design of Phase II of Pinon Hills Boulevard. Then the Department of Transportation changed who administered the (inaudible) grant to the Planning Division. After several e-mails that were never responded to, we wrote a formal letter to Jessica Griffin in, I believe it was, May or June of this year, and have still not received a response. And then, by way of a response to the MPO, asked that that money be removed and we've had no discussions with them. So in the MPO meeting we asked that they stay "status quo" until we've heard back from the Planning Division. So that part, even though the Department asked to remove it, the Technical Committee did not recommend removing that money it's because we have not received any formal communication from Ms. Griffin and we are still waiting for that. Thank you.

Paul Brasher: Mr. Sypher, how long ago was that?

Sypher: That was probably June that the formal letter went out and there were several e-mails before that requesting status and what next steps were. The only notice we got through the grapevine was that the administrators of that grant went from the Engineering Department to the Planning Department headed by Ms. Griffin.

Robin Elkin: I do have a letter from Mr. Dan Watts who is the CMAQ-Flex Coordinator and it is the request to remove it...(inaudible)

Sypher: YES The City of Farmington...that was per the MPO...the City of Farmington still has not received any communication.

Wakan: I simply forwarded that on to them. Some of the issues that were brought up at the hearing were to request that the DOT, Planning and Engineering, if there was any

removal or discussion about projects – moving funds or removing projects from the TIP/STIP that they communicate directly to the local entities on any of those changes, and copy us. But the formal direction should not come through the MPO – us telling the entity to remove this for DOT. Traditionally, in the four and one-half years I've been here it has always been discussed behind the scenes with the entities and DOT. Because it is a local lead project, the locals have the right to direct or control their own projects. And so that generally comes with the discussion from District 5 and when it gets to me, I'm just doing as instructed. But in this case, I was receiving instructions to delete projects from the TIP and STIP without any discussion from the entities. So that was surprising to me. We wanted to make sure that we consistently maintained some type of communication between the District and the entities so we're not put into a situation where we're asked to (inaudible).

Sypher: Just to reiterate...it was represented to us from NMDOT by their spokesperson by their Engineering office that we had that money and that it was secure. And then it was verified by NMDOT accepting and adopting the STIP. So, we had no reason to believe it would be removed and we still have not been in any communication despite our attempts to get communication.

Brasher: Mr. Sypher you're talking about the \$250,000 CMAQ? Okay, um...Mr. Wakan it was requested by DOT to be removed?

Sypher: That is correct.

Brasher: How was that requested...what was the letter...what was the document?

Wakan: Basically through the Planning Division to me.

Brasher: Okay. Alright. And it went to the MPO. Okay. I'd forgotten that...Thanks.

Elkin: There was also a...and I think it bears on the CMAQ funds as well...there was also a request from the DOT to delete Pinon Hills Boulevard extension Phase II (CNF100101) that also went through the MPO. There was a request by the City of Farmington to basically have a counter-amendment which was to leave Pinon Hills on the agenda as it was written. We actually thought there should have been two proposed amendments, one to delete it and one to amend it, that would be discussed by the Technical Committee and then presented to the Policy Board. (inaudible)...there was only one as requested by the entity, the City of Farmington to move the funds out to the planning years. This is not a steadfast regulation that... FHWA policy on that is that funding has to be reasonably available and it is not clear that it is reasonably available. The STIP has to be fiscally constrained and there will be decisions made about whether this meets the fiscal constraint policy.

Sypher: To clarify that. On the 7th, I believe it was the 7th of November we received a letter from Armando Armendariz who is the Director and he asked us specifically to work with the MPO and get the Pinon Hills Boulevard project in there in order to move forward. That's what we did. We followed the directive as per his letter which was copied to Secretary Church and Ron O'Dell and several of the other higher echelon of NMDOT. That is what we did. We worked with the MPO Technical Committee. We did it to make it a two-step process. It really doesn't make any sense. And, again, we weren't contacted officially or in writing, that came directly to the MPO. So upon a vote of the MPO this TIP

was recommended as directed by Mr. Armando Armendariz. Yeah, there was never, ever any conversation, and both Robin and Paul Brasher were in the Technical Committee meeting and there was never any indication that NMDOT was requesting a two-step process. The first I heard of a two-step process was as represented by Robin today.

Wakan: My one question is for the City of Farmington. At the Technical Committee meeting we recommended, from my recollection, there was no instruction to leave the \$250,000 in CMAQ-Flex funds in Phase II. We just simply were moving all the programming funds as local.

Sypher: I think what we did, Duane, my recollection is different. We were talking about how the, in order to do anything different than we already had, that the request would be of NMDOT to talk to the entities and, short of that, we would leave things as they were. That was the discussion I heard, that is the vote that I understand (inaudible).

Wakan: So, just to clarify then, we have \$2,000,000 in local funds in 2020, \$16,000,000 in future federal funds in 2020, and an additional \$2,000,000 in 2021. You have currently \$250,000 in CMAQ-Flex funds programmed in 2017 that you are requesting to keep.

Sypher: My understanding is that what was voted on, yes.

Sipe: Duane, just for clarification, it says \$16,000,000 in future federal funds in FY2021 or...so is it...

Wakan: Uh, FY2021

Sipe: That's what it says in here so is it 2020 or 2021?

Wakan: Um, Mr. Sypher...

Sypher: The total should be \$20,000,000 so you should have a total of \$2,000,000 in those two years. Is that what you have?

Wakan: We have \$2,000,000 in 2020, \$16,000,000 in 2021 and \$2,000,000 in 2021.

Sypher: For a total of \$20,000,000...

Wakan: For a total of \$20,000,000

Sypher: That is correct.

Wakan: Alright. And then leaving this existing CMAQ-Flex \$250,000 in FY2017? Is that correct?

Sypher: That is correct.

Wakan: That is what's existing...

Sipe: So do we need to amend the...

Wakan: We will need to amend the Self-Certification on Page 5; pending approval we would have to do that to include \$250,000 in FY2017. Or just leave it there; it's existing, so I guess we wouldn't need to amend that portion...it would just stay like that.

Sipe: Okay

Wakan: So we can just go with what the amendment says...

Sipe: Okay

Wakan: I think that would (inaudible)

Sypher: I'm sorry, but one more point I neglected to leave out. So since that direction was made and recommendation by the committee on the 9th I believe it was and today is the 17th, there has been no contact from NMDOT despite the fact they had two representatives at the meeting to clarify the CMAQ issue or the other outstanding issue that's been brought up today about making a two-step process instead of a single amendment. Despite the fact that they were both there no contact has been made as directed or suggested by the MPO Technical Committee.

Sipe: Thank you. Is there any other discussion?

Wakan: I wanted to see if the City of Aztec wants to speak about their, that project which was also requested by the DOT to be removed entirely and the entities local lead said "no" we're keeping it and (inaudible). And I don't know if DOT wanted to say anything about that Phase, Phase II, or...

Paul Brasher: Well, the East Aztec Arterial has been taken out of the DOT STIP and doesn't show up anywhere in the future in DOT funding, either in the, in any years including the planning years of the six-year STIP. So when this, the technical coordinating committee here there was a, some discussion about the project being removed, a motion was made and passed to leave it in as you see it right here, but DOT has taken it out. The DOT has also by STIP Amendment #5, by the way, is taking out Pinon Hills Phase I and II. Pinon Hills (F100101) in the amount of \$250,000 in 2017 deleting it and then in 2020 deleting the \$4,500,000 from F100101 and then in 2021 deleting Pinon Hills in the amount of another \$4,500,000. That is STIP Amendment #5. STIP Amendment #5 also deletes the East Aztec Arterial in 2017 (F100091) in the amount of \$3,500,000. So the East Aztec Arterial won't show up in any STIP year.

Sipe: And why is that?

Brasher: Well, the project's been...that project has been taken out of the STIP as purely a local initiative project and DOT is not supporting it in terms of funding going forward. They have...there are issues, for one thing there are issues with it right now; some environmental issues and some right-of-way acquisition issues that are not resolved and it is the opinion of DOT that they are not going to be resolved in FY2017 and they are not going to be resolved in time to go to production, advertising, and letting by next August which is what we were all kind of counting on or been counting on happening. So the project has been taken out of the STIP altogether. Now, the committee last week on the 9th went ahead and left it in and left the Pinon Hills in, all the Pinon Hills in and so a motion was made to recommend that this committee adopt Amendment #4 as it is.

Sipe: Mr. Brasher, the City of Aztec has been working diligently with Jillian Aragon from the BLM and she assures us that we will have everything that we need by June of 2017 and, I believe, Mr. Ray met with BLM today and were told that our environmental stuff would be done by tomorrow, I believe, or should be done by tomorrow. I'm sorry, but it makes absolutely no sense to me for DOT to back out of a project when we have the two ends and you're going to back out of doing the middle. That doesn't make any sense. We're going to have a road to nowhere. That to me is not being fiscally responsible.

Brasher: Well, Madam Chair when you refer to the environmental being done what environmental are you referring to? There's a landfill for example...

Sipe: Right. Mr. Ray can you elaborate on that a little bit.

Josh Ray: Madam Chair and members of the committee, Josh Ray with the City of Aztec. So the process with the BLM is the land transfer over to the City of Aztec to take over the property that would include the landfill that Mr. Brasher is referring to. So that is the process that Ms. Aragon is handling for us. Ms. Aragon is someone who's been on the project for quite some time as has BLM been part of our bi-weekly conversations. So that's what Jillian is working on. We feel confident that after speaking with her the BLM will have their processes handled. The only concern we have at this point is DOT handling right-of-way acquisition through the state land office. That's the next big hurdle. I feel from Mr. Brasher's comments that DOT is going to be the largest hurdle as historically is the trend in our nation, now only New Mexico. That's what's concerning now, Madam Chairman is, as it goes back to the DOT is to see if we can get that process taken care of. But rest assured as agreed upon before, the City of Aztec will get our end taken care of, BLM will get their end taken care of, and then we'll work with DOT to get the rest of it resolved.

Sipe: I think I'm a little bit confused. If DOT is not the lead agency on these projects I don't understand how they can pull the funding.

Brasher: Well, DOT doesn't support the East Aztec Arterial where it's going right now. May I ask you this just so I can take it back with me, when we talk about the environmental, there may be other issues besides the landfill, but may I ask Mr. Ray what is the disposition of the landfill, what is the deal on it, where is landfill going to go? How did the landfill part get worked out?

Ray: Madam Chairman and the committee, so we'll have a location and an agreement as brought up with the Technical Committee whereas the items that need to be removed from the landfill will have to go to another location. The agreement has not been approved at this point; however, we're in the process of removing (inaudible) from this old landfill and going to the current landfill that the county would have. So that's the agreement. I believe you referred to that at the Technical Committee meeting and that was the response given then. Same answer now, it hasn't changed in a week's time. We'll get that agreement worked out.

Brasher: Thank you. Madam Chair, Mr. Ray where is the debris going to go? What is the plan for the debris?

Ray: Same answer. The current landfill.

Brasher: To the current landfill. Okay.

Ray: Or we could even take it to the transit waste landfill. We've had discussions with both so we don't have any (inaudible).

Brasher: Okay. But you don't have a deal with them yet, do you? Do you have a signed deal with them?

Ray: I just stated that. Madam Chairman, it's the same as last week. We do not have an agreement in place...

Brasher: Right...

Ray:... but we're very confident we'll get that as soon as we need to have it well within the June 2017 deadline that was discussed with the City of Aztec and Mr. Brasher.

Brasher: Well, DOT hasn't been as confident that these things will go that quick.

Ray: And I understand and I don't want to have any issue with where you're at. You've been supportive of us since we've had this discussion and I can understand the concern of DOT having issues with this project because the City of Aztec has had issues with the project and DOT for 17 years, so we're all onboard. Now that we have funding lined up and we have projects ready to roll. We're very excited about it and I know you understand our excitement to get this project completed and it's a bigger regional project for us. So, that being said, we're very confident we'll be able to get that agreement in place ASAP and I say that so we can process that at our next phone call; get the agreements in place and hopefully the Policy Committee can have that same confidence in the project that we have.

Sipe: Mr. Brasher, just a comment. I know this project has been going on for 17 years, well before I was on the commission and, I mean it's been talked about, and I guess my frustration and confusion is that the place where the arterial, the route of the arterial had been in place and it hasn't been until just when things changed in the hierarchy of the DOT, that's when issues that have been discussed and known for all these years and have been dealt with and it's like now changing the game plan half way through, three-quarters of the way actually through the process. So, I mean, that's my frustration.

Brasher: Madam Chair, I understand your frustration if one of your frustrations with this is that the...Is this what you say the DOT has come along and said we don't like the alignment, but the alignment has been known for 17 years, is that what it is?

Sipe: That's a lot of it...That's a lot of it.

Brasher: Why didn't you not like it 17 years ago?

Sipe: Or even five years ago, six years ago – when did we do the first phase...

Brasher: Couple of years...

Sipe: Well, anyway, it seems like it's just kind of like throwing a new rule into a ballgame half-way through, you know, cause it's now that the two ends are done there's only one way to connect them basically. So, anyway, just food for thought.

Brasher: There's plenty of food for thought there. Your comment is well taken.

Sypher: Madam Chair, Committee, a couple of comments on this. First of all, I spoke that there were two representatives at the Technical Committee. I just remembered that there were actually three; Brad Fisher was also in attendance so they were well represented at the last meeting. The second thing I'd like to point out is that the way the TIP and STIP process is to be administered. The process is very important and is set out by federal regulations. The whole intent of the STIP, the current STIP that's being talked about, and the current TIP that's being talked about is the protocol goes like this, or the process goes like this. The whole reason to have the MPO suggest their projects is to be fully considered by the STIP so the state would wait before they made up their mind about the STIP until the MPOs have adopted their TIPs. They are then submitted, carefully considered, understood, and then the STIP is developed, and presented, and adopted by the state and presented to FHWA. That's the protocol, that is the process and it's very interesting and very telling that the fact is they've already, before receiving our TIP, have made up their minds what they're going to put in their STIP.

Wakan: Madam Chair that was also my concern. That the statements by Mr. Brasher that they were going to, regardless of this committee's recommendation, were going to remove Pinon Hills Phase I and II and the East Arterial Route. So, that needs to be verified by Mr. Brasher that that is indeed their course and then you need to discuss action as a Policy Committee based on whatever is noted by Mr. Brasher.

Sipe: Mr. Brasher...

Brasher: Madam Chair that is our course. The projects are being removed from the STIP despite the fact that they show up in the TIP (inaudible).

Sipe: Duane, what course of action do we have?

Wakan: You can either move forward with the recommendations as set forth knowing that they are going to be deleted would be one option. Option number two would be do not adopt the TIP and, in effect, the STIP would not be adopted at the state level without this Policy Committee's recommendation.

Sipe: But what happens if we don't approve the TIP now with this amendment, if we...

Wakan: Then the STIP will not be able to be amended at the state level.

Sipe: Okay.

Wakan: So that is your option...

Jimmy Voita: So what happens if the STIP isn't adopted?

Wakan: Then it would put projects in delay at the state level; all projects. And so that is a concern, but hopefully there would be some type of arrangement worked out with the

state and the Farmington MPO and the Policy Committee in terms of remediating that if that is the course of the committee...(inaudible).

Brasher: Madam Chair may I ask Mr. Wakan a question here? What is the timeline for acting, for this board to act on the TIP? Can it be done today? Can it be done next week? Two weeks from now? What is the urgency...

Wakan: So, as far as I know the calendar of next...the State Transportation Commission meets in usually December and they approve the STIP at that meeting based on all the TIPs that come in...TIP amendments from all the MPOs and RTPOs. So they have until December to officially adopt the STIP.

Brasher: Okay, but the point is the TIP, does this TIP have to be acted on today then? Ideally?

Wakan: The Policy Committee does not meet until January so this is the only meeting they have to act upon it.

Sipe: I was going to say, could we have a special meeting?

Wakan: Right, and...

Sipe: If there was some discussion between the MPO and DOT...

Brasher: That was what I was going to suggest.

Sipe: A special meeting?

Brasher: Yes.

Sipe: So would it be a...yes, Mr. Sypher?

Sypher: A couple things. First of all, if there were a vote today could there be then a subsequent change in a vote at a special meeting? That's one question. But the other point I want to reiterate is that Farmington was specifically asked by NMDOT to work it out with our MPO about programming the Pinon Hills Boulevard which we did, at their direction. I don't understand the mixed message here. We have it in writing from the November 9th letter, 7th or 9th, I'm sorry I don't recall which date it was, by NMDOT so I'm very confused at the mixed message here.

Brasher: Madam Chair, Mr. Sypher what is the mixed message that you're seeing on the one hand...

Sypher: On the one hand, without contacting us in writing or officially that they want to have Pinon Hills removed rather than amended. Then you have a separate letter that is crystal clear asking us to work with the MPO and change our TIP to allow for change in funding for the Pinon Hills Boulevard project, and we do that, and then now they insist, before ever receiving this Policy Committee's recommendation, determine what they are going to do in the STIP which is totally adverse to the public process as outlined in the federal regulations. The whole point of having MPOs is to create what the local priorities before the regions are and then take them under careful consideration to the state. I

wouldn't say there's been any consideration let alone careful when they've already chosen what they're going to put into their STIP. It's amazing to me.

Brasher: Mr. Sypher I understand your concern. Let me ask you this, is it impossible that, is it out of the question that we could have a special meeting to take this...

Sipe: I don't think it would be...I think we'd be able to do it I would imagine. It would just be getting a quorum for the Policy Committee.

Brasher: We're missing some communication links here obviously between DOT and Aztec and between DOT and Farmington.

Sypher: (inaudible) and the CFRs

Brasher: Not to mention. We would probably all benefit from it in the meantime.

Wakan: Madam Chairman, we would be available as Staff the second week of December to hold a special meeting but the question is...I just need to take a look at the calendar...I was going to jump on my Gmail account to see when the State Transportation Commission meeting is officially and then we can come up with a date. We just need to hold a meeting before they...

Brasher: act on it clearly.

Sypher: Duane do you happen to know the answer to my question which was in the event that it was adopted today and then you had a special meeting to alter the TIP is that a process that would work?

Wakan: Well, the problem is if you adopt today than they have the ability to delete. My recommendation is to either take no action until a special meeting or take an action to not approve the TIP and then approve it at a future meeting.

Sypher: Excuse me. Madam Chair...

Sipe: Yes...

Sypher: I don't understand that because what we've heard today they've already made up their decision on whether they're going to approve or disapprove. I don't understand by delaying our vote how that affects in a positive way our TIP. It's not the state's TIP, it's our TIP and this is our TIP, our plan, those priorities we have and I don't understand why a delay in the vote...I don't know what it accomplishes.

Sipe: Well, if I'm understanding, if we don't approve the TIP amendment, it basically gives us some ground to go back for discussion before the STIP comes up for vote, if I'm understanding correctly. So that's where the difference is.

Sypher: If we don't...

Sipe: If we don't take any action or don't pass, if we either don't take any action or we don't pass it...

Sypher: I see, I see...

Sipe: That gives...

Sypher: My understanding is just the opposite. My understanding is by passing this it's in conflict with the STIP and then there would be a mediation provision that we would work these things out. Whereas if we wait, I don't know what the consequence is.

Wakan: Well, I think either way we just ...it's a way for the DOT, FHWA, gives them all time to meet with the local leads on this, on their respective concerns and then come to a formal action at that future date. So you have the option, I think, of just saying that "no" we're not going to approve the TIP at this time, we will meet at a future date once we've had all that worked out.

Brasher: Madam Chair, he's right, but it would not be an action to not approve today...you said not approve it today, you don't mean by vote

Wakan: By vote they could...

Brasher: Table it in other words...

Sipe: We could vote to table it?

Brasher: Or set aside

Wakan: You'd have both, I think, options. You could vote to table it or you could vote to not approve it.

Sipe: Okay and would both serve the same purpose? Okay. I just want to make sure we're clear.

Wakan: So to me that's, you'd set up a future date and then discussions would be had.

Sipe: Mary?

Mary Holton: Madam Chair, I would not recommend to, I believe the MPO needs to vote on the TIP it wants. I think, I'm kind of an old-fashioned person and you need to vote on the projects you want and to send another message I think would be miscommunication just hand over fist so to speak. So I do think you all need to decide what the projects you want and vote accordingly. That's what I would recommend.

Sipe: Okay, but then what recourse would we have...if our approval of the TIP is...

Holton: The next opportunity...you would have the opportunity to vote those projects onto the TIP again.

Sipe: Yes, but it doesn't give us any teeth with the STIP...

Holton: I'm not sure you have any to begin with...

Sipe: I guess the way I'm looking at it is if we don't approve it and it holds up the STIP then people are going to be more willing to come to the table and talk about it.

Holton: Honestly, between you and me, I think we are just going to be ignored. I mean I have to be realistic. Our funds are being removed as we speak...

Sipe: Right.

Holton: ...continually and that seems to be the trend. So the only thing that we can do as an MPO is continually vote our projects onto the TIP. And if we're ignored, we're ignored. I don't know what else to tell you.

Sipe: But that doesn't leave us any recourse, right?

Sypher: (inaudible), by taking items off the TIP...

Holton: Sounds like we're okay with that.

Sipe: Well, but we're not taking them off, we're going to postpone it until there's more discussion is the way I'm understanding it.

Brasher: Madam Chair that's what I was suggesting so we could have a little more discussion in the meantime. If we postpone acting on this thing until...

Holton: And just leave it as it is?

Brasher: Leave it as it is, table it, if that's what you want to call it. But take it up again and give us some opportunity to talk about it more in the meantime.

Sypher: I think that's what Mr. Brasher is saying (responding to inaudible comments by Ms. Holton).

Holton: Well we have no control of the STIP anyway.

Sypher: No, we only have control on the TIP.

Sipe: But I think what we're...Dorothy and I have just...and I don't know what you're hearing Jimmy, but I think if we're not taking action there's still they're still going to be on our amendment process for when we come back and meet again, all these projects will still be on our...but it just gives us time to meet and, hopefully, change DOT's mind about the two, the three projects, Phase I, Phase II and the Arterial.

Voita: I think this sounds to me like a lot of miscommunication or no communication. I don't think it's going to hurt anybody to give us a little time so we can at least talk it out.

Sypher: If we don't miss any deadlines.

Voita: If we don't miss any deadlines, yeah.

Sipe: And that will be up to Duane to make sure we don't miss any deadlines.

Wakan: Madam Chair, the state meets on the 15th of December; the MPO has an MPO Quarterly meeting in Las Cruces on the 5th and 6th, so we could do a meeting on the 8th, it looks like it's open for us. If action is taken at that meeting to approve the TIP then that would give enough time for the state then to get all the information from the MPO to forward that on to the state for their discussion.

Brasher: Madam Chair, this is what I think would happen in the meantime. What we would do, what DOT would do and maybe FHWA, we would talk to particularly Farmington and Aztec and even if it doesn't change anything and even if the stand of DOT doesn't at least Farmington and Aztec might better understand the position of DOT given the opportunity to ferret out any confusion and clear it up. It may not make... Farmington and Aztec may never agree with DOT or FHWA, or DOT, but at least everybody, including myself, will understand each other's position just a little bit better. The other thing is, Madam Chair, I'd like to ask Mr. Wakan who knows all these things. Say we met, say this board met December 8 and acted on this, is there an advertising period or something following this...the action this board takes isn't official until it's run 15 days or something like that.

Wakan, Yes, there is an advertising requirement by the state and actually we have in past held meetings...in fact I actually talked to the DOT because this Policy Committee today we were fearful of not being able to meet a quorum because two people were absent, two members were absent and if one more could not have made this meeting we were actually going to push the meeting to the 8th. And I got a confirmation from DOT that that would work, that that date would have worked for our meeting to take action on the TIP.

Brasher: What I'm talking about is not just the advertisement of the meeting in advance of the meeting, but is...

Sipe: ...on the action?

Brasher: Yes. Is there public comment on the action? Until you...

Wakan: Oh for the (inaudible)

Brasher: Board actions...the board acts on something and then there's a period of public comment or public response or something that follows that. It's not really official until...some boards work like that.

Wakan: So, for our purposes at the MPO we send out the 15-day public notice...

Brasher: In advance, right...

Wakan: ...in advance and it usually ends the day of or when we meet with the Technical Committee.

Brasher: Okay.

Wakan: And, so, those comments have already been...we've already had the open hearing for that, for those comments. So for the Policy Committee it's just kind of the standard process (inaudible).

Brasher: Sometimes with boards and commissions, like planning commissions, when they act on something, when they move on something, it's not official until some comment period has run after that, if there are no comments, after that then it's official. I just want to make sure that the 8th gave enough time for whatever the action was to be solidified legitimate and everything by the time the Commission meets again on the 15th.

Wakan: Yes, according to what I've been told by the DOT from their side, their reporting requirements the 8th would have worked for...

Brasher: Advance notice...

Wakan: Uh, huh...

Sipe: I think the confusion is coming for the 8th, we would have met the notification of the meeting, but if we vote on this amendment on the 8th and I think, we don't have to wait any period before it goes into effect.

Wakan: Right. We only have a 72-hour open meetings act that we have to comply with so as long as we advertise within 72 hours of that meeting on the 8th and that would be easily done by us...

Brasher: Okay. Right.

Wakan: So let's count back in time, so we do have sufficient time June to put out another public notice hearing for the amendment...

Sipe: Oh, we'd have to do it again?

Inaudible sidebar between Holton, Sypher and Wakan.

Holton: We could actually have...you can have a joint meeting. That would be the easiest way to deal with it there.

Wakan: Then, our Chairman's not here, I'll have to work through the Technical Committee Chairman, but we will schedule a joint meeting with the Technical Committee and the Policy Committee. We can do a 15-day public notice for the hearing on that date and we'll make sure that we advertise that again. We definitely have enough time to do that (inaudible between Wakan and Sipe).

Wakan: In the meantime we'll keep the same public comment, public notice that went out in the paper we'll just re-advertise the same one.

Sipe: Now, once again, once we vote on it on the 8th, whichever way it goes, there's not going to be another waiting period. I think that's what Mr. Brasher keeps asking.

Brasher: So what's effective on the 8th is effective the 8.0 there's no additional...

Sipe: There's no additional waiting time

Wakan: No.

Sipe: Good. That's what he keeps trying to make sure of. Okay

Derrick Garcia: I'd just like to add a little comment. It's not the 8th anymore, I think it's going to be the 14th, the day before the State Commission meets. Right? Or will it still be on the 8th?

Wakan: It'll be on the 8th. We have enough time to meet our advertising...

Sypher: We have 4 business days to advertise.

Garcia: Oh, I thought I heard 14 or 15 days. Sorry about that.

Sipe: That's alright. We're all confused at this point.

Voita: I've got a question Madam Chair, and you may have gone over this, but why was the Pinon Hills extension removed by the state? Was it a funding issue?

Brasher: I think the philosophy of the state in removing Pinon Hills is that the state DOT felt as though DOT should not be putting state road funds toward a local project. Mr. Sypher may have a comment on that.

Sypher: They failed to see, at the 11th hour they failed to see the regional significance. They committed \$14,000,000 in the Phase II project and when the new director saw that decided against honoring their word on fulfilling the funding for that project based on the fact that the project had not been approved. The right-of-way purchase was made in advance of ever receiving a grant in around the year 2000. We had received a full FONSI with readiness to proceed and then, at the direction of NMDOT, broke the project into two phases and had to do a FONSI reevaluation which is the environmental document. Upon applying for the FONSI reevaluation which was supposed to be an automatic, quick process, the rules changed in the middle of the game. They decided that they needed a much tighter and closer scrutiny on the right-of-way purchases. Upon doing so it was found out during the reevaluation, surprise, that the purchases were made prior to the processes that were approved and the only way to do it was to apply for a waiver. I'll call it a waiver, it's not really a waiver, it's a CFR 1.9 Sub B requirement. After at least dozens of e-mails back and forth with no response from the right-of-way division we finally, after the funding was in jeopardy with two months to go, finally met with FHWA and they finally talked to us and told us, well what we would have to do was apply for this waiver. We applied for the waiver, but it was too late, the funding had run out. They had taken two years to respond to us to tell us what we needed to do and now they have responded to that letter saying that we can clear up this right-of-way issue and they would be willing to do that for us so that it would be in the files and shelf-ready even though they've taken \$20,000,000 away, and they're willing to do that if we just work with the MPO and get it rescheduled. That's what we did.

Sipe: I think we've about beat this horse to death. So, I guess we need a motion to table any action...is that what you're recommending Duane? Is that we just table it...any action on this for now until December 8th.

Wakan: Uh...

Brasher: Not that you're recommending it, but that would be the verb, the action.

Sipe: Okay. Mr. Ray did you have something?

Ray: Yes. Madam Chairman and committee, if you table it do you have to re-advertise it still? I don't know. I don't care. Duane will handle that. My point being is as long as you're tabling it, the advertising in Roberts Rules or Order standard they say you wouldn't have to advertise it again; the MPO may follow something different as Mr. Brasher is pointing out. It's just a point of reference as you said the appropriate action would be to table it therefore (inaudible).

Brasher: Actually there is another, besides tabling it, there is a deferred. There is a deferral. You could defer action on this until December 8th. A motion could be made to defer action on Amendment #4 until, to the next meeting on December 8th. You defer the action.

Wakan: What is the difference? I'm sorry...

Brasher: Table sort of sets it aside with no other consideration and tabling kind of runs indefinitely sometimes or sounds indefinite. Deferring to a specific date really makes it solidified that that is the action this committee is taking on this right now. We actually want to defer it to date certain. Tabling sounds like, well, we'll take it under advisement, we'll think about it later, or something like that. It sounds less definite to me and I want to be definite. But I want to use this time in the meantime to at least getting a, if not consensus, certainly a meeting of the minds so that everybody understands, whether they agree with it or not, they understand DOT's position and DOT understands Farmington and Aztec particularly. That's what I'd really like to happen, so I would suggest or offer tabled or deferred, but I certainly would prefer defer.

ACTION: Mr. Voita moved to defer the issue until December 8th. Ms. Nobis seconded the motion. The motion was passed unanimously.

[End verbatim record].

5. 2017 ANNUAL MEETING SCHEDULE

Subject:	2017 Annual Meeting Schedule
Prepared by:	Duane Wakan, MPO Planner
Date:	November 9, 2016

BACKGROUND

- Each year the Policy Committee approves a resolution ensuring compliance with the open meetings act and establishes its meeting schedule for the coming year.
- NMDOTs STIP Procedures Manual outlines an annual calendar for TIP Amendments which may impact the meeting schedule on a quarterly basis.

CURRENT WORK

- Staff will present a proposed meeting schedule for discussion with the Policy Committee
- It is suggested that the Policy Committee hold seven regular meetings during 2017.
- Meetings are recommended for January, February, April, May, August, September, and November. TIP & UPWP amendments occur quarterly in the February, May, August and November meetings.
- Meeting can continue to be held on the fourth Thursday at 1:30 pm, unless otherwise indicated, on a rotating basis among the entities.
- Formal action to adopt a meeting resolution will be done in November.

ACTION ITEM

- It is recommended that the Policy Committee consider approval of the proposed 2017 meeting schedule.

DISCUSSION: Mr. Wakan reported that generally the Policy Committee meets seven times per year. Several of the meeting months are scheduled to align with the TIP amendment calendar each year.

Mr. Wakan referred to Page 7 of the Agenda which showed the meeting calendar and the rotation of meetings throughout the entities. Some of the entities have asked if their meetings could be held outside of their city hall location. Mr. Wakan said some of the location sites could be adjusted based on entity feedback during the year.

ACTION: Mr. Brasher moved to approve the proposed 2017 meeting schedule. Ms. Nobis seconded the motion. The motion was approved unanimously.

6. FFY2017-2018 UPWP AMENDMENT #1

Subject:	FFY2017-2018 UPWP Amendment #1
Prepared by:	Duane Wakan, MPO Planner
Date:	November 10, 2016

BACKGROUND

- The MPO maintains a Unified Planning Work Program which sets forth the tasks the MPO will undertake in a given fiscal year.
- The Policy Committee approved the MPOs two-year FFY 2017-2018 UPWP in June of 2016. It mentioned the use of FAST Act funds to be applied in the 1st quarter of FFY 2017 towards the completion of the safety plan.
- The FAST Act increased the FMPOs planning award by \$8,509 in March of 2016.
- Any FFY16 balances remaining after 12/31/16 will lapse, unless there is a multi-year contract identified in the UPWP that allows a rollover.

- The delay in developing the Safety Plan will prevent the MPO from applying those funds by the end of December 2016.
- The Technical Committee recommended approval of Amendment #1 to the FFY2017-2018 UPWP.

CURRENT WORK

- FAST Act award of \$8,509 which includes the local match, must be spent by December 31, 2016.
 - Originally, this was programmed to the development of the Safety Plan.
 - Time constraints prevent the programming of these funds towards safety
- The MPO Civic Plus subsite is an optimal expense for the FAST Act Funds as the cost for services is just over \$9,000.
- Preliminary schedule calls for final delivery of a fully functional website by the end of May of 2017.

ACTION ITEM

- It is recommended that the Policy Committee consider approval of Amendment #1 to the FFY2017-18 UPWP.

DISCUSSION: Mr. Wakan explained that the Unified Planning Work Program (UPWP) is the MPO's two-year work plan for FFY2017-18. The MPO was awarded an additional \$8,509 in FAST Act funds in March 2016 and NMDOT directed that those funds be programmed into the previous UPWP and Staff intended to use these funds toward development of the safety plan. The FAST Act funds were then allowed to be moved to the current UPWP and they were again programmed to be used for the safety plan.

Mr. Wakan reported that the safety plan was put on hold until the details could be worked out. The FAST Act funds, however, must be used by the end of December 2016. Another work item identified in the UPWP was the development of a stand-alone MPO website. The MPO is currently housed under the City of Farmington's website structure and prohibits the addition of an MPO logo or for customization to allow for regional input.

The cost for this sub-site design and development is \$9,200 with completion expected in May 2017. Amendment #1 to the UPWP is to apply the \$8,509 in FAST Act funds forward the website development. The Technical Committee recommended approval of Amendment #1.

Mr. Voita commented that he thought the quote of \$9,200 sounded pricey. He said the County Assessor's website was redesigned at a cost of \$3,000.

Mr. Wakan replied that the MPO is using the same vendor that re-designed the City of Farmington's website about a year ago. The MPO sub-site will include not only the design and development of the site, but also some future upgrades. It allows the MPO to maintain some of the City of Farmington structure, but also allow for MPO regional customization and some independence.

ACTION: Mr. Brasher moved to approve Amendment #1 to the FFY2017-2018 UPWP. Ms. Nobis seconded the motion. The motion was approved unanimously.

Mr. Elkin added that now, following approval by the Policy Committee the MPO will seek approval from NMDOT by a written request for an Administrative Amendment.

7. REPORTS FROM NMDOT

District 5 – Paul Brasher

Mr. Brasher reported that NMDOT is closing out the latest phase of the US 64 project (CN F100110) from milepost 54 to 56. The project has been highly successful with one slight sight obstruction that is being addressed now. The expectation is that the next phase from milepost 56 to 58 will progress just as successfully. Mr. Brasher said that during construction there was minimal inconvenience to businesses and they were able to maintain access to properties.

Planning Division – Robin Elkin

Mr. Elkin noted that he did not typically attend the Policy Committee meetings. He said the discussions today were interesting and that he would report back to Ms. Jessica Griffin on those items of note.

8. CONGESTION MITIGATION & AIR QUALITY (CMAQ)

Subject:	Congestion Mitigation & Air Quality (CMAQ) Improvement Program
Prepared by:	Derrick Garcia, MPO Associate Planner
Date:	November 8, 2016

BACKGROUND

- The Technical Committee requested more information be provided by NMDOT on the process for applying for CMAQ-Flex funds while NMDOT develops their planned competitive process for these funds.
- Projects using mandatory CMAQ funds must be a transportation project, must generate an emissions reduction, and it must be located in or benefit a “nonattainment” or “maintenance” area.
- Flexible CMAQ funds can be used anywhere in the State for projects eligible for either CMAQ or the Surface Transportation Block Grant Program (STBGP).
- This information was pulled from Nov. 12, 2013 FHWA Publication, “The Congestion Mitigation and Air Quality (CMAQ) Improvement Program Under the Moving Ahead for Progress in the 21st Century Act – Interim Program Guidance”

CURRENT WORK

- Investigate how funds will be distributed statewide while the competitive process is being developed.

INFORMATION ITEM

- FMPO Technical Committee asked this information be presented to the Policy Committee.

DISCUSSION: Mr. Garcia reported that at the last MPO Quarterly in October, the MPOs received an update from Danial Watts on CMAQ-Flex funds. NMDOT is working with a consultant to conduct a best practices review on how CMAQ-Flex funds are prioritized and distributed.

Mr. Garcia updated the Technical Committee on this in October and they asked for the Policy Committee to also be updated. This best practices review will be conducted on DOTs nationwide to identify how the CMAQ-Flex funds are prioritized and outline whether the process will remain within the DOTs or go before a committee that would determine eligibility.

The consultant is expected to be hired early in 2017 with the competitive and transparent process outlined and ready by FY2019. The Technical Committee asked how these funds are going to be awarded from now until the new process is identified in 2019. Mr. Garcia has been working with Mr. Watts on gathering updates, but this specific question has not been answered. Mr. Garcia asked if Mr. Brasher or Mr. Elkin had any information on this.

Mr. Brasher had no additional information on how these funds are distributed. Mr. Wakan added that the concern is that there is no process from now until 2019. The question is how the entities can have a say in how the funds are currently being distributed. Mr. Elkin said that he could add little clarity to the process, but that his understanding is that the funds are distributed at the discretion of NMDOT.

Mr. Garcia added that the Technical Committee was concerned with the lack of a process in distributing the CMAQ-Flex funds and waiting the Policy Committee made award of that concern. Mr. Wakan encouraged the Policy Committee members to speak with their staffs to ensure entity communication with District 5 and Mr. Brasher on these funds.

9. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Derrick Garcia, MPO Associate Planner
Date:	November 9, 2016

INFORMATION ITEMS

- a. **Staff Trainings/Conferences**
 - **National Association of City Transportation Officials (NACTO).** Mr. Wakan attended this conference in Seattle, Washington on September 25-30, 2016.
 - **Road Diet Workshop.** Mr. Wakan attended this workshop in Albuquerque on October 5-7, 2016 hosted by FHWA and NMDOT.
 - **AMPO National Conference.** Mr. Garcia attended the 2016 AMPO National Conference in Fort Worth, Texas on October 24-28, 2016.

- b. **FASTLANE Transportation Infrastructure Grants.** The USDOT is soliciting applications for \$850 million in funding available under the FASTLANE program. This program provides dedicated, discretionary funding for projects that address critical freight issues facing our nation's highways and bridges. For additional information please reference Mr. Garcia's e-mail of November 1, 2016 sent to all Policy Committee members.

- c. **Implementation of Title VI Program by Local Entities.** Local government agencies (LGA's) that have received federal funds from NMDOT were contacted on February 12, 2016 about the requirement to implement a Title VI Program. The revised deadline for submitting these programs to NMDOT is January 13, 2017 (copy of letter from Damian Segura dated 10/24/16). Technical Committee members were asked to please ensure their entity's Title VI Program was completed and submitted to NMDOT on schedule.

- d. **Presentation on TIP/STIP.** The Technical Committee has requested that Staff present on the development of the TIP and STIP, how they are amended, and what are the responsibilities of the entities, NMDOT, and the MPO in managing both.

- e. **Other.**

DISCUSSION: a. Mr. Garcia reported that Staff has had a busy fall and expects the winter months to be just as busy. Mr. Wakan attended the National Association of City Transportation Officials (NACTO) in September and a Road Diet Workshop in October in Albuquerque; Mr. Garcia attended the AMPO National Conference in Fort Worth in October.

b. The FASTLANE Transportation Infrastructure Grant was forwarded to all several weeks ago by Mr. Garcia. This program provides dedicated, discretionary funding for projects that address critical freight issues.

c. Mr. Wakan said NMDOT had sent letters to the local government agencies that have received federal funds about the requirement to implement a Title VI plan by early next year. Mr. Damian Segura with NMDOT sent out a boilerplate that allows entities to simply enter their own information into the boilerplate to develop their own plan if they do not already have one in place. The MPO has their own Title VI plan that is available on the MPO website.

d. The Technical Committee requested a presentation from the MPO, perhaps in partnership with FHWA and NMDOT on the CFRs regarding the TIP and STIP processes and a background on the formation of MPOs and enabling legislation. Staff will work on putting together this training presentation.

e. Copies of the final Complete Streets Design Guidelines document were made available for the Policy Committee members. Mr. Wakan said the intent is to share these with city staffs, elected officials, as well as developers and community members.

10. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

There will be a special joint meeting with the Policy and Technical Committees on December 8, 2016 at 1:30 p.m. at the MPO Office (Staff will confirm the availability of the meeting space at the MPO Office).

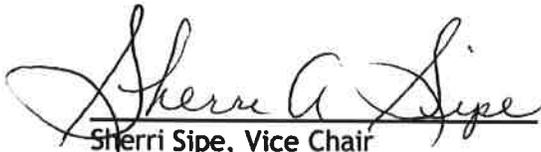
There was no additional business from the Chairman, Members and Staff.

11. BUSINESS FROM THE FLOOR

There was no business from the Floor.

12. ADJOURNMENT

Commission Sipe adjourned the meeting at 3:10 p.m.


Sherri Sipe, Vice Chair


June Markle, Administrative Aide