

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
MARCH 15, 2012

Policy Members Present: Sherri Sipe, City of Aztec
Dan Darnell, City of Farmington
Gayla McCulloch, City of Farmington
Dr. Jim Henderson, San Juan County

Policy Members Absent: Pat Lucero, City of Bloomfield

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

Staff Absent: Mary L. Holton, MPO Officer

Also Present: David Quintana, NMDOT District 5, via telephone
Ray Matthew, Planning Liaison, NMDOT
Larry Hathaway, San Juan County
Gary Giron, Bloomfield Public Schools

1. CALL TO ORDER

Dr. Jim Henderson called the meeting to order at 1:30 p.m.

2. APPROVE THE MINUTES FROM THE JANUARY 19, 2012 POLICY COMMITTEE MEETING

Mr. Darnell made a motion to approve the minutes from the January 19, 2012 Policy Committee meeting. Ms. McCulloch seconded the motion. The motion passed unanimously.

3. APPROVE AMENDMENT #2 TO THE FY2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	FY2012-2017 TIP Amendment #2
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

BACKGROUND

- On February 9, 2012 the Farmington MPO advertised Amendment #2 to the FY2012-FY2017 Transportation Improvement Program.

- The amendment revises four projects.

CURRENT WORK

- The MPO is holding a 30-day public comment period from February 9, 2012 to March 12, 2012.
- No comments were received during a public hearing held on Amendment #2 during the February 23, 2012 Technical Committee meeting.

RECOMMENDATION

- It is recommended that the Policy Committee approve Amendment #2 to the FY2012-2017 TIP.

DISCUSSION: Mr. Delmagori reported that NMDOT District 5 had advised that an amendment for the US 64 Phase III project was needed. During meetings with the entities to discuss the TIP update, three other projects were identified and added onto Amendment #2 to the FY2012-2017 Transportation Improvement Program (TIP). Those four projects are:

- **US 64 Phase III (CN F100111)** – add an additional \$8,641,045 in NHS in FY2012 to the current amount of \$5,500,000 for a total of \$14,141,045. Also, decrease the NHS funding in FY2013 from \$2,500,000 to \$1,700,000. The new project total changes from \$8,500,000 to \$15,841,045.

Mr. Delmagori noted that NMDOT increased the project costs and funding has now been shuffled to the current fiscal year since the majority of the work is happening now.

The three additional projects identified by individual entities are:

- **CR 7500 (CN F100040)** – move the \$294,000 federal earmark from FY2012 to FY2013.
- **East Arterial Phase 1B** – program a \$588,000 federal earmark (CN F100050) and \$361,238 in TCSP funding (CN F100090) into FY2012 for this project in Aztec.
- **North Animas River Pedestrian Bridge (CN F100120)** – move \$600,000 in TPE in FY2013 (CN 5100200) into CN F100120 and show as a dual year funded project. Currently CN F100120 shows \$600,000 in TPE in FY2014. This control number will now total \$1,200,000 (\$600,000 in FY2013 and \$600,000 in FY2014). There were two separate enhancements and two control numbers for this project and it was decided to combine them together.

Mr. Delmagori reported that these changes were discussed with the Technical Committee members at their February 23 meeting at which time the formal public hearing was held. There were no public comments received. Additionally, there were no changes or questions from Technical Committee members on the amendment.

ACTION: Mr. Darnell moved to approve Amendment #2 to the FY2012-2017 TIP. Ms. Sipe seconded the motion. The motion was passed unanimously.

4. REVIEW THE DRAFT FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	FY2013-2018 Transportation Improvement Program (TIP)
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

BACKGROUND

- The TIP is a short-term program of projects expected to be completed in the next six years.
- The MPO updates the TIP on an annual basis.
- The TIP update process includes revising existing project information, adding new projects, and developing project priorities.
- Staff met individually with each member entity, NMDOT, and Red Apple Transit to review project information.

CURRENT WORK

- Staff is finalizing adjustments to the TIP to reflect additions, deletions, and corrections to the TIP.
- Priority lists based on funding sources were reviewed with the Technical Committee on February 23.
- The final draft of the FY2013-2018 is now available for public review and comment.

RECOMMENDATION

- It is recommended that the Policy Committee review the draft FY2013-2018 Transportation Improvement Program.

DISCUSSION: Mr. Delmagori explained that the TIP is updated annually and includes revising existing project information as well as the priority lists, adding new projects, and developing a TIP financial plan.

Mr. Delmagori reviewed the **Regionally Significant Project List**. He noted this list includes all the federally funded projects for the MPO as well as projects on functionally classified roads within the entities. Mr. Delmagori reported the TIP is for FY2013-2018; however, because the State will continue to maintain the FY2012-2015 timeframe, the MPO projects for FY2012 will still be shown on the Regionally Significant Project List to keep the TIP and STIP documents consistent with each other.

FY2012 Projects

The Federal Earmark and Transportation Community System Preservation Program (TCSP) funding for the Phase IB East Arterial Route project in Aztec now match the changes just made in Amendment #2.

The City of Farmington also has TCSP funds for a project to be completed in FY2012 on E Pinon Hills Blvd.

The City of Farmington was awarded Safe Routes to School (SRTS) funding for infrastructure and non-infrastructure projects.

A project in Aztec at the intersection of NM 574 (Light Plant Road) and NM 516 is scheduled for this summer. The project includes geometric improvements and other pedestrian enhancements for the intersection.

The final FY2012 project on the list is FTA 5307 operating funding for the Red Apple Transit.

Mr. Delmagori reported that the remaining regionally significant projects in the TIP are divided by lead agency:

City of Aztec

The two phases of the North Animas River Pedestrian Bridge project are listed and reflect the changes from Amendment #2, which combined the two funding amounts under one control number F100120.

City of Bloomfield

The project on Bergin Lane has \$1,000,000 in STP/Enhancement funding for sidewalks and other pedestrian improvements. The City of Bloomfield is considering splitting this money to fund a landscaping project on US 64 upon completion of the current widening project. Until a decision is reached by the City of Bloomfield, the full \$1,000,000 will remain for the Bergin Lane project.

Also included in this section is money for Phase II for trail development for the river walk trail system along the San Juan River.

City of Farmington

A project along 20th Street has STP/Enhancement funding for pedestrian facilities and sidewalks.

There are two locally funded projects on Cliffside Drive. Ms. McCulloch asked for clarification on the project on Cliffside Drive going from Huntzinger to Farmington. Mr. Delmagori replied that this is for the extension of Cliffside Drive to connect it from where it currently ends to Farmington Avenue.

The City of Farmington also has several projects on English Road and E Main Street.

The E Pinon Hills Blvd extension project has \$3,000,000 in Surface Transportation Program (STP) funding for FY2015. Mr. Delmagori clarified that this project will re-do the intersection to accommodate the fourth leg of the intersection and construct the road from NM 516 to Hubbard

Street, which will serve as secondary access for the neighborhood to the west. Once the bridge over the Animas River is constructed, the roadway will be upgraded to accommodate arterial status that will be needed once the bridge is in place.

Mr. Darnell asked if this roadway was planned to have a connection to the east into the Rancho de Animas area. Mr. Delmagori said he did not have details on how this roadway was anticipated to interact with that neighborhood. He stated that Nica Westerling could answer questions regarding project details.

There is a realignment project for Municipal Drive and a project at the intersection of Old Aztec Highway North and NM 516.

The final City of Farmington project on the list is federal STP/Enhancements dollars for constructing sidewalks on Pinon Hills Blvd. Mr. Delmagori noted that although the project description says sidewalks would be constructed from Butler to E Main, it is not sure the \$600,000 can carry the project that entire length.

Mr. Delmagori clarified that the intersection project on NM 516 at Old Aztec Highway also includes the roadway to Pueblo de Farmington. Mr. Darnell asked if traffic signals were to be included in the project. Mr. Delmagori said that was not detailed in the project description and he was not able to answer that question. This project does create the fourth leg of the intersection and would extend the road to the north.

NMDOT

This section shows NMDOT-led projects. On this list is the US 64 Phase III project for \$15,814,045 (referenced in Amendment #2) and Phase IV of the US 64 project which picks up where Phase III leaves off and moves the project west toward Farmington. Mr. Delmagori noted that the current TIP shows \$8,325,000 for Phase IV, but NMDOT has already reported that this number will likely increase based on costs for the previous phases.

Red Apple Transit

This project shows the FTA 5307 funding for the annual operating costs of the Red Apple and for the purchase of two buses.

San Juan County

This project is for bridge repair on CR 6675 in Kirtland.

Mr. Delmagori recognized Mr. Gary Giron with the Bloomfield School District. Mr. Giron asked to speak about the school district's support of the Bergin Lane sidewalk project. Mr. Giron commented that the school district has heard that the City of Bloomfield is considering cutting in half the \$1,000,000 already awarded for sidewalk construction on Bergin Lane to add landscaping to US 64. He added that Bloomfield Schools does not support the reduction of funding for the Bergin Lane project and highlighted their concerns as follows:

- Mesa Alta Middle School is located on Bergin Lane with student population of 448 students;
- Bergin Lane is the only access road for Mesa Alta and the school administration office;
- Bergin Lane is used by many students to get to and from school;
- At the present time, half of the road has no sidewalk;

- During inclement weather, students must walk in the roadway to avoid ice, mud and snow accumulated on the narrow shoulders of the road;
- Poor drainage forces water to flow along the side of the road;
- Bergin Lane provides the only bus access to Mesa Alta;
- There is heavy traffic along Bergin Lane both morning and afternoon as many parents use it to drop off and pick up students.

Mr. Giron commented that due to the heavy traffic on Bergin Lane, they have established a drop off loop for one-third of a mile around the campus to mitigate the amount of traffic using Bergin Lane. He commented there is also significant truck traffic that uses Bergin Lane to access Benchmark Tire Equipment Company and Armenta Trucking. Mario's Tire Shop, on the corner of Bergin Lane and US 64, also impedes foot traffic.

Mr. Giron said the school district office had heard it said that there were few students walking on Bergin Lane. Because of the construction on US 64, Bloomfield Schools began working with the Public Education Department – Transportation Division, and on September 13, 2011, the Board of Education established Bergin Lane as a hazardous walking zone for students. Bloomfield Schools then began picking up and dropping off Mesa Alta students, so they currently only have 15-20 students who walk to and from school. Mr. Giron said that once the US 64 construction is completed, the hazardous walking condition will be lifted by the Board of Education and a larger number of students (approximately 60-70) walkers are anticipated.

Mr. Giron asked that as the Bergin Lane project is reviewed, the current \$1,000,000 funding level be maintained.

Mr. Darnell stated he believed the MPO was not proposing this project be changed, but appreciated Mr. Giron's presentation to inform the MPO of their concerns. Mr. Darnell recommended the possible use of a Community Development Block Grant (CDBG) for the Bergin Lane sidewalks or for the portion of funding that might potentially be used for the US 64 landscaping. He stated that if the area qualified, this would be an appropriate use of this type of funding. Mr. Giron said he was not aware of CDBG monies and would have the school district look into whether this type of funding could be used for sidewalks.

Mr. Delmagori reported that the percentage breakdown of how the \$1,000,000 might be split between the Bergin Lane sidewalks and the US 64 landscaping has not been determined. He added that Mr. Pat Lucero, a MPO Policy Committee Member and City of Bloomfield Councilor, would like to see the money remain with the Bergin Lane project. Ms. Sipe asked if the decision on how to spend the monies was strictly left with the City of Bloomfield. Mr. Delmagori said NMDOT was waiting to hear what Bloomfield decided to do with the two projects, but the MPO Policy Committee could certainly make their own recommendation. Ms. Sipe said she wanted to go on record as saying the funding should stay with the Bergin Lane project and provide for the safety of the students. Mr. Darnell added that the decision is a local issue and the City of Bloomfield may have some other funding available so that the Bergin Lane project would not suffer.

Mr. Delmagori said the Policy Committee could direct Staff to convey their thoughts and concerns on this issue to Bloomfield staff. Mr. Ray Matthew said City of Bloomfield staff did meet with NMDOT Planning Division staff several months back and presented a concept-only plan at that time. Mr. Matthew explained that since this project was programmed to the City of Bloomfield as the lead agency, the decision was theirs. He cautioned them that the funding is STP/Enhancements money and could only be used for transportation enhancements such as

sidewalks, medians, or lighting; it could not be used for roadway improvements. Mr. Matthew said it is programmed in 2015 so there is still time for further discussion. Mr. Matthew added that once the TIP is approved, the Bergin Lane project for \$1,000,000 currently programmed for pedestrian improvements would stand.

Mr. Delmagori next reviewed the **Non-Regionally Significant Project List**. He noted that although the primary focus of the TIP is the Regionally Significant Project List just discussed, the Non-Regionally Significant Project List is developed to provide additional information for the Policy and Technical Committee Members as well as for the public. The projects on this list are either on local roads or on roadways that fall just outside the MPO planning area. Mr. Delmagori noted San Juan County has the Federal Earmark project on CR 7500 that was part of Amendment #2 discussed earlier.

Mr. Delmagori next discussed the **Unfunded Project List**. This list includes priority projects which are sorted by funding source. If and when money becomes available during the STIP update, District 5 will review the projects on this list for possible future inclusion in the STIP.

Bridge Priority

Ms. McCulloch asked about the E Pinon Hills Blvd bridge project listed for \$12,000,000. Mr. Delmagori clarified that the \$12,000,000 is for the bridge only and the road sections are shown separately under different priority categories on the list. The individual phases of this project will be combined to get a complete project. He noted that the E Pinon Hills Blvd project has \$3,000,000 in federal money and is currently listed on the Regionally Significant Project List. This amount will be combined with this bridge project and another STP Priority project for \$7,000,000 to get an entire project completed.

Dr. Henderson commented on the importance of understanding how project costs escalate over time and the wisdom in completing projects as soon as feasible. Mr. Delmagori agreed and said that one of the primary responsibilities of the MPO is to look out 10-20 years in the future and identify potential projects well in advance of needs.

Safety Priority

Mr. Delmagori noted the Bergin Lane project which is for improvements to the roadway itself.

The two other Safety Priority projects were submitted to NMDOT's Safety Bureau in December through their call for projects for FY2012:

- City of Aztec – Light Plant Road Phases I and II
- San Juan County – CR 350/CR 390 intersection improvements

Mr. Delmagori said there has been no word from the Safety Bureau on which projects have been selected. If either or both of these projects are selected, they will be pulled from the Unfunded Project List and moved onto the Regionally Significant Project List.

Surface Transportation Program (STP) Priority

This list is the main source of road project funding at the federal level. With the exception of a San Juan County project for \$2,500,000 to pave CR 7100 and a City of Farmington project for \$250,000 to rebuild the traffic signal at the intersection of East Main and Cliffside, this list has remained consistent throughout the past year.

Transportation Enhancement Program (TPE) Priority

Mr. Delmagori explained that this list was re-prioritized by the Technical Committee Members in February.

Given the discussion on the US 64 landscaping project, Bloomfield asked to have this project move up in priority and move down on the list a project on 5th Street.

The City of Aztec asked to add to the TPE list the continuation of the Animas River Trail System.

The City of Farmington project to improve Wildflower Parkway was retained.

The Technical Committee shuffled the priority list with Wildflower Parkway being the top priority followed by the Animas River Trail System, the landscaping on US 64, and finally the sidewalk construction on 5th Street.

Mr. Delmagori said that at the Policy Committee meeting in April, Staff will be asking for approval of these priority lists. Although the Technical Committee has made their priority recommendations, the Policy Committee may make modifications as they deem appropriate. The final pages of the Unfunded Priority List contain the General Listing. This is a list of additional area projects that have no current funding. As other higher priority projects are completed, projects from this General Listing will be moved up in priority. Mr. Darnell asked if the projects on the General Listing were prioritized by jurisdiction. Mr. Delmagori stated the list is alphabetized by entity, with no prioritization among the projects.

Mr. Delmagori explained that the Technical Committee will review the lists at their March meeting, hold a public hearing, and make their final recommendations to the Policy Committee. The comments of Mr. Gary Giron will be incorporated into the final document. MPO Staff will be seeking approval of the TIP at the April Policy Committee meeting.

ACTION: The report was received.

5. REVIEW THE DRAFT FY2013 UNIFIED PLANNING WORK PROGRAM AND FY2013 UPWP BUDGET

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	FY2013 Unified Planning Work Program (UPWP)
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

BACKGROUND

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.

- The FY2013 UPWP describes planning activities and work products to be completed from July 1, 2012 to June 30, 2013.
- Staff has discussed new activities for FY2013 with the Technical Committee.

CURRENT WORK

- Staff has developed a list of activities that are expected to be included in the FY2013 UPWP.
- The draft FY2013 UPWP Budget has been developed based on funding estimates from NMDOT.
- Staff will review the UPWP with the Policy Committee on March 15.

REMAINING UPWP SCHEDULE

MONTH	ACTION
March 2012	Finalize UPWP program areas
March 22, 2012	Technical Committee recommends approval of UPWP
April 19, 2012	Policy Committee takes action on the FY2013 UPWP

RECOMMENDATION

- It is recommended that the Policy Committee review the draft FY2013 UPWP and FY2013 UPWP Budget.

DISCUSSION: Mr. Delmagori presented the draft FY2013 Unified Planning Work Program (UPWP). This is the annual work program for July 2012 through June 2013 and includes the budget to-date based on estimates received from NMDOT. This draft UPWP was reviewed the Technical Committee members in February and their comments have been incorporated into this revision and noted by underlining. For this draft, Mr. Delmagori stated he had only included the actual work plan information, but the final document will contain an introduction which explains the MPO, who is involved with the MPO, and SAFETEA-LU and livability principles that guide MPO actions.

At the end of each section of the UPWP there is an Estimated Costs & Staff Hours for Program Support & Administration summary. These summaries have not been updated for the draft document, but concrete numbers will be provided for Policy Committee review at next month's meeting.

The following activities are new items expected to be completed in FY2013:

Policy Manual/Bylaws: The bylaws and operating procedures document is up for renewal in September 2012. The Policy and Technical Committees will be reviewing this document this summer for revisions and updates.

Joint Powers Agreement: This document among the local entities of the MPO expires in September 2012. The Policy and Technical Committees will be reviewing the current agreement this summer to determine needed changes.

Metropolitan Transportation Plan: Representative products that have been identified include:

- Another round of data collection for the Red Apple Transit System to analyze efficiency of the new routes;
- Develop a Complete Streets Policy;
- Address the Highline Road Alignment Study which would connect CR 350 to US 550;
- Update the MPO Access Management Plan
- Update the Intelligent Transportation Systems (ITS) architecture which is identifying ways to improve traffic flows and getting information out to the public regarding road conditions.

Traffic Demand Model: This section covers any traffic projection requests from the entities. Mr. Delmagori said that every three years the MPO strives to update the road inventory to identify the details and characteristics of all classified roads in the MPO. Mr. Delmagori said Staff will also do an overall calibration and validation of the traffic model which involves updating the land use data and the population/employment characteristics in the model to provide accurate representations.

Functional Classification System: Mr. Delmagori reported that Mr. Matthew had completed his review of the requests submitted by the MPO. Those requests are working their way through NMDOT and will ultimately be reviewed and action taken by FHWA.

Corridor and Sub-Area Studies: Mr. Delmagori reported that at the Technical Committee meeting last month, San Juan County said they would like to see the Highline Road Study be a part of this program area for FY2013. This Study will work in conjunction with a study on NM 516 and coordinate potential improvements for both projects. The NM 516 Alternatives Study would look at ways to disburse traffic so all traffic is not channeled onto this main corridor. The City of Aztec asked to have a study of NM 173 from Aztec to Navajo Lake to determine potential safety improvements.

Air Quality: This issue has been fairly quiet with little news from the EPA about making air quality standards more stringent. It will, however, be retained in the UPWP.

Transit Programs: Interns will be hired for the spring and summer to conduct on-board counts, distribute surveys, and gather information on how the new routes are functioning.

Data Collection and Maintenance: The MPO will gather and analyze data as the 2010 Census information becomes available. Mr. Delmagori said that it is anticipated that the urbanized area will be re-defined. As this and various population and employment statistics roll out, they will be incorporated into the traffic model.

Budget Summary: Mr. Delmagori reviewed the FY2013 MPO budget. Mr. Delmagori noted that of the \$326,250 shown as the MPO Grand Budget, \$223,756 will be covered by the federal portion of the MPO budget. To spend the entire federal share the entities would have to contribute \$40,938. The difference between the grand budget and the federal/local match share is \$61,556, which is 100% local contribution. All local contributions are broken down by a certain percentage for each entity based on the Joint Powers Agreement. The budget amounts shown are estimates provided by the Planning Division of NMDOT. The official work authorizations will be provided in May or June. Mr. Delmagori reported that some federal carryover from 2012 to 2013 is anticipated and this will impact the budget. Approximately 80% of the budget is federal

money, so as more federal dollars come in, the local contribution goes down. Mr. Delmagori clarified that the local match for the FHWA PL funds is 14.56% and 20% for the transit funds.

ACTION: The report was received.

6. RECEIVE A REPORT FROM NMDOT

Mr. David Quintana reported that NMDOT's traffic section had obtained some turning movement data for the intersection of Navajo 36 and NM 371. They are analyzing that data to determine the required geometrics to address the increased volumes seen with the opening of the new casino. He stated that unfortunately there was no money forthcoming from the legislature this session to address the issues, but that NMDOT is continuing their efforts to improve this intersection.

Mr. Quintana said Mr. Bill Hutchinson of NMDOT's environmental section had contacted Mr. Delmagori about possibly applying an aesthetic treatment to the retaining walls along US 64. He suggested that Mr. Hutchinson attend an upcoming Technical or Policy Committee meeting to better explain the available options. Mr. Delmagori said he had spoken with Mr. Hutchinson and explained that often when retaining walls are installed on a corridor, local agencies are given the opportunity to decorate them based on cultural or natural aesthetics. Mr. Quintana added that there are some different types of pattern forming that can be applied as long as the selected pattern is not too intricate or detailed. Also potentially available is the superimposing of photographic images onto the walls. Mr. Delmagori said he would check with Mr. Hutchinson on his availability to make a presentation at an upcoming Committee meeting. Mr. Delmagori asked if there was a deadline for making a decision on applying a pattern to the retaining walls. Mr. Quintana said the next phase of the project would let in October, so a decision would be needed by May to incorporate a design into the plan. Mr. Delmagori forwarded the information he received on the application of a pattern to a retaining wall to both San Juan County and the City of Bloomfield for their initial review. Mr. Quintana added that once a theme is established, it can automatically be incorporated into future phases.

Mr. Darnell commented that when the casino first opened, there was heavy traffic and many near-miss accidents at the intersection of Navajo 36 and NM 371. He stated that the traffic now appears to have calmed down and that perhaps the newness of the casino has worn off. He asked when NMDOT anticipated addressing the outstanding issues of that intersection. Mr. Quintana said he would look into this further and, in lieu of Mr. Darnell's comments about the traffic stabilizing, would check with the Traffic Engineer to see when their data was collected. It may be prudent to double-check the numbers gathered to see if there has been any significant change. Mr. Quintana also noted that some State funding may be available to address the ongoing issues at this intersection. Mr. Darnell commented that this had been a dangerous intersection even before the casino opened. Mr. Quintana said he would get the information together and it ready for the Technical Committee meeting on March 22nd.

Mr. Delmagori asked if the pavement preservation project on NM 516 is still on track for May or June. Mr. Quintana reported that there is a preconstruction meeting on April 3 to discuss project details. The meeting will be held at the Bloomfield project office at 2200 North First Street at 10:00 a.m. He had asked the project engineer to include representatives from San Juan County and the City of Bloomfield in this meeting. Construction is expected to start in late April or early May. Mr. Quintana noted that some details for the pavement preservation project

will be included in a separate project planned for the intersection of NM 516 and Light Plant Road.

Mr. Ray Matthew said that it is likely that SAFETEA-LU will be extended for another six months through another Continuing Resolution. He added that this would be good since current federal funding levels are high and the draft bills currently in the House and Senate reduce those amounts. A reauthorization would keep funding at their current levels and would also maintain the current funding categories.

Mr. Matthew reported that the MPO had submitted approximately 80 functional classification changes, of which about 25% were simple data clean-up issues. He completed his review of the requested changes at the end of 2011 and the changes are now under further review by NMDOT. Following NMDOT's review, the requests will be forwarded to FHWA for a final review and anticipated approval. Mr. Matthew said it could take two to four months before any news from FHWA is received.

Mr. Matthew said the Planning Division is in the process of preparing their own annual work program which includes the UPWPs from all MPOs as well as the Division's own tasks. Two notable items coming up this year are the 2010 Census data and the long-range plan. Mr. Matthew noted that the final Census data may detail changes to the urban area designation. This could affect overall funding and impact whether the Roswell area becomes an MPO. Census socio-economic and statistical data will be used to update the Division's long-range plan and to assist the MPOs in updating their plans as well.

Mr. Matthew announced his resignation from NMDOT effective March 30th. Ms. Anne McLaughlin will be the interim contact until a new liaison is named. Mr. Matthew thanked the MPO for working with him so well over the years. The Policy Committee members and MPO Staff thanked Mr. Matthew for his good advice and assistance and wished him much success in his new endeavors.

7. RECEIVE A REPORT ON THE DRAFT HOUSE AND SENATE TRANSPORTATION REAUTHORIZATION BILLS

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

Subject:	Transportation Reauthorization
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

BACKGROUND or PREVIOUS WORK

- SAFETEA-LU has been extended through Continuing Resolutions for the past couple of years.
- SAFETEA-LU is currently set to expire on March 31, 2012.
- A full, multi-year reauthorization bill still needs to be passed by Congress.

CURRENT WORK

- The draft Senate bill MAP-21 was issued on November 3, 2011.

- MAP-21 is a two-year bill that provides \$109 billion for highway and transit projects and includes an MPO tier system based on population.
- A tier system is proposed for MPOs based on population.
- An amendment is proposed that would grandfather in all existing small MPOs
- A letter was sent to Senators Udall and Bingaman asking for their support of the amendment.
- The draft House bill American Energy and Infrastructure Jobs Act was issued January 31, 2012.
- The AEIJA is a five-year, \$263 billion bill for highway and transit.
- All existing MPOs would be grandfathered in, but the population threshold for new MPOs would increase to 100,000.

RECOMMENDATION
<ul style="list-style-type: none"> ▪ It is recommended that the Policy Committee receive a status report on draft reauthorization bills MAP-21 and American Energy and Infrastructure Jobs Act.

DISCUSSION: Mr. Delmagori directed the members to the comparison table of the House and Senate draft transportation reauthorization bills shown in the agenda. He added that just this week he heard that the Senate had passed their draft bill MAP-21. He is now waiting to hear word from the national groups on what this Senate action could mean.

Mr. Delmagori worked with Dr. Henderson and drafted a formal letter to Senators Udall and Bingaman to encourage their support of the Senate amendment to the MAP-21 tier system that would grandfather in all existing MPOs. The status of this amendment is unknown at this time.

Mr. Darnell commented that without an MPO, projects and programs in the UPWP might not be completed at all or would be turned over to NMDOT which is already stretched thin. He said he hoped the House proposal would pass to ensure continuation of the MPO.

ACTION: The report was received.

8. RECEIVE A REPORT ON THE REVISED STIP POLICIES AND PROCEDURES

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	STIP Policies and Procedures
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

BACKGROUND
<ul style="list-style-type: none"> ▪ The NMDOT has updated and revised its Statewide Transportation Improvement Program (STIP) Policies and Procedures. ▪ The STIP protocols outline the requirements for the STIP, the procedures for

management of the TIP/STIP, and a calendar of deadlines for making modifications to the TIP/STIP.

- NMDOT recently completed the final draft of the document.

CURRENT WORK

- The NMDOT STIP Unit reviewed the final draft with the MPOs at the Quarterly MPO meeting on January 18.
- A new timeline indicated when amendments are approved by the MPO boards and the State Transportation Commission.
- The document describes which projects must be included in the STIP and which modifications require an amendment or an administrative modification.
- TIP management and year-end closeout procedures are also explained.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the revised STIP Policies and Procedures.

DISCUSSION: Mr. Delmagori reported that for the past several months, the STIP unit has been revising the STIP Policies and Procedures document.

This document defines what needs to be included in the TIP and STIP, and includes timelines and schedules for getting the information through the various agencies so amendments happen in a timely fashion. It also describes the procedures for updating, amending, and modifying the TIP and STIP appropriately. This document will be used primarily by Staff in their interaction with the STIP Unit and District 5.

Mr. Delmagori explained that previously if there is an adjustment in funding that is 15% of the project total (up to \$2,000,000) all that is required is an administrative modification which is simply a letter to NMDOT stating the reason for the change. This threshold has now been increased to 20% (up to \$2,000,000).

Under the TIP Management section, the first paragraph talks about lead agencies providing the MPO with a management or status report in the spring and fall. Mr. Delmagori said the springtime requirement is typically covered with the annual TIP update and discussions with the entities. He will schedule the fall update with the entities to review project details approximately six months later to meet this NMDOT time frame.

Mr. Delmagori said that the Albuquerque MPO still has questions with some wording and is working with the STIP Unit to get clarification to their concerns.

ACTION: The report was received.

9. **RECEIVE A REPORT ON THE MAJOR THOROUGHFARE PLAN POLICY DOCUMENT FOR THE FARMINGTON MPO**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	MPO Major T-Plan Policy Document
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

BACKGROUND

- The MPO approved a regional Major Thoroughfare Plan in 2011.
- The purpose of the regional Major T-Plan was to identify current road classifications, proposed classification changes, and proposed new road corridors.
- The Major T-Plan provided the local entities with a regional planning tool.

CURRENT WORK

- The MPO Major T-Plan has shown that a policy document would be beneficial for the MPO.
- The document would establish guidance for development of the Major T-Plan and the process for making amendments.
- The document would also describe the relationship between the regional and local Major T-Plans.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the Major Thoroughfare Plan Policy document for the Farmington MPO.

DISCUSSION: Mr. Delmagori is developing a document to more clearly outline and illustrate the process for developing and amending the regional Major Thoroughfare Plan. He stated that more of the focus should be at the local level so that local engineers and planning staff work out specific details and then work with elected officials to iron out potential issues. The final local decision can then be presented to the MPO for action. Mr. Darnell commented that the purpose of this is to ensure that all plans are identical and there are no inconsistencies. Mr. Delmagori said that was the goal.

ACTION: The report was received.

10. **RECEIVE A REPORT ON THE 2011 RED APPLE TRANSIT ANNUAL RIDERSHIP**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

Subject:	Red Apple Transit Update
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 7, 2012

RED APPLE REPORT

- In 2011, Red Apple Transit reached 150,000 in annual ridership for the first time with a total ridership of 150,446.
- Ridership was up from the 2010 total of 139,467; an increase of 8 percent.
- The Farmington routes saw their highest ridership during the fall months.
- All the Regional routes saw an increase in ridership in 2011 when compared to 2010.
- Bloomfield ridership was highest during the spring and fall college semesters.
- Kirtland ridership was fairly constant for the first half of the year and reached its highest monthly total in December.
- Aztec ridership rose through the summer then leveled off for the last part of the year.

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the 2011 Red Apple Transit annual ridership.

DISCUSSION: Mr. Delmagori reported that the monthly ridership information provided by First Transit showed that the Red Apple Transit reached 150,000 in annual ridership for the first time. This was an 8% increase from 2010 to 2011.

Mr. Delmagori explained that the Farmington routes remained fairly consistent with between 10,000-12,000 riders monthly. He said there was a dip during the summer months which is attributed to San Juan College being out for the summer. There is a large student population which uses the Red Apple Transit when the college is in session.

For the Regional routes, the dip during the summer months is especially evident in the Bloomfield route. That route peaks during the spring and fall with a noticeable decrease in the summer. Mr. Delmagori commented that the Kirtland route had a spike from November to December and this will be watched when the January and February numbers are received to see if this trend continues.

Mr. Delmagori reported that the new routes will be assessed this summer. Mr. Darnell asked if there was any data on how ridership may have been impacted by the change in routes. Mr. Delmagori replied that with no February numbers available, he believed it was too early to evaluate the impact. Mr. Darnell said he had not received any negative comments recently.

Ms. McCulloch said she had ridden on the transit system and found it easy to use. She stated that at the Mayor's Public Forum the previous evening there had been another complaint from one individual. She asked if Mr. Delmagori had received any complaints. Mr. Delmagori said he

has had calls from only one individual and believes that adapting to the changes may take a little longer for some individuals. Mr. Delmagori stated that there may need to be some timetable adjustments and will be making some recommendations to Mr. Bob Campbell. Ms. McCulloch added that when she rode the routes, buses frequently left a stop five to seven minutes earlier than the posted signage. She added that riders depend on the buses running at the posted times so all signs need to be updated to reflect time changes and drivers need to make sure they adhere to the schedule.

11. INFORMATION ITEMS

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	March 8, 2012

INFORMATION ITEMS

- a. **MPO Associate Planner.** A status report on the hiring process will be provided at the meeting.
- b. **Other.**

DISCUSSION: Mr. Delmagori stated that interviews for the Associate Planner position were completed in February. An offer was made and accepted by Mr. Duane Wakan. Mr. Wakan is currently teaching at Eastern Washington University in Spokane, WA. He has a strong background in GIS and census data, having worked with the Census Bureau and a non-profit group in Salt Lake City, Utah. He is expected to begin work with the MPO in April.

Mr. Delmagori reported that Staff has been working with a national organization that presents walkable community workshops demonstrating how to make areas of a city more walkable and how to develop policies that encourage more walking. Mr. Delmagori said this workshop would be customized to this area's needs and the organization can conduct formal presentations, do walking audits, case studies, and public evening and/or Council presentations. The workshop can be tailored for 10 to 100 participants. They can also provide individual presentations for Aztec and Bloomfield if so desired. Mr. Delmagori will begin working with local planners, engineers, and Committee members to brainstorm and develop a list of suggestions and ideas to create an agenda. The tentative dates for the workshop are May 24, 25, and/or 26. Mr. Delmagori asked the Committee members to provide names of interested citizen groups or constituents so they can be included in the invitation. Ms. McCulloch said there had been a participant in the Mayor's Public Forum who spoke about walking paths and recommended she be sent an invitation for the workshop. She added that May 25th would be the best date for her to participate in the workshop. Ms. Sipe also recommended including the Aztec Trails and Open Spaces group.

12. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Ms. Sipe said that following the City of Aztec elections and her re-election, she was re-named to continue serving on the MPO Policy Committee.

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

13. BUSINESS FROM THE FLOOR

There was no additional business from the floor.

14. ADJOURNMENT

Ms. Sipe made a motion to adjourn the meeting. Mr. Darnell seconded the motion. Dr. Henderson adjourned the meeting at 3:05 p.m.

Dr. James Henderson, Chairman

June Markle, MPO Administrative Aide