

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
FEBRUARY 23, 2012

Technical Members Present: Mike Huber, City of Aztec
Brad Ellsworth, City of Bloomfield
Nica J. Westerling, City of Farmington
Dave Keck, San Juan County

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

Technical Members Absent: Cindy Lopez, City of Farmington

Staff Absent: Mary Holton, MPO Officer

Also Present: David Quintana, NMDOT District 5, via telephone
Ray Matthew, NMDOT Planning Division
Larry Hathaway, San Juan County, Alternate

1. CALL TO ORDER

Mr. Huber called the meeting to order at 10:20 a.m.

2. APPROVE THE MINUTES FROM THE JANUARY 26, 2012 TECHNICAL COMMITTEE MEETING

Mr. Ellsworth made a motion to approve the minutes from the January 26, 2012 Technical Committee meeting. Mr. Keck seconded the motion. The motion to approve the minutes passed unanimously.

3. AMENDMENT #2 TO THE FY2012-2017 TIP

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

Subject:	FY2012-2017 TIP Amendment #2
Prepared by:	Joe Delmagori, MPO Planner
Date:	February 14, 2012

BACKGROUND

- On February 9, 2012 the Farmington MPO advertised Amendment #2 to the FY2012-FY2017 Transportation Improvement Program.
- The amendment revises four projects as described in the attached notice.

CURRENT WORK

- The MPO is holding a 30-day public comment period from February 9, 2012 to March 12, 2012.
- A public hearing on Amendment #2 will be held during the February 23, 2012 Technical Committee meeting.

RECOMMENDATION

- It is recommended that the Technical Committee hold a public hearing on and recommend approval of 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 discussion with the entities for the TIP update, three other projects were identified as also requiring changes. Amendment #2 to the FY2012-2017 Transportation Improvement Program (TIP) revises four projects as follows:

- **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.
- **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 enhancements for this project and it was decided to roll them into one control number.

Mr. Huber opened the public hearing on Amendment #2. There were no public comments made. The public hearing was closed.

ACTION: Ms. Westerling moved to recommend approval of Amendment #2 to the FY2012-2017 TIP. Mr. Keck seconded the motion. The motion was passed unanimously.

4. 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:	February 14, 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 and the priority lists, adding new projects, and developing a TIP Financial Plan.

CURRENT WORK

- Staff met individually with each member entity, NMDOT, and Red Apple Transit to review project information.
- Staff is making all needed adjustments to the TIP to reflect the updated information.
- Staff will work with the Technical Committee members to revise the priority lists as necessary.

RECOMMENDATION

- It is recommended that the Technical Committee review the draft FY2013-2018 Transportation Improvement Program and review the list of prioritized projects for the MPO.

DISCUSSION: Mr. Delmagori explained that the TIP is updated annually and includes revising existing project information and the priority lists, adding new projects, and developing a TIP financial plan. He advised the Committee that the FY2013-2018 TIP list is a draft and there are still several weeks remaining in which to make any additional revisions. Beginning with the **Regionally Significant Project List**, Mr. Delmagori reviewed six projects that have been or will be obligated in FY2012. He mentioned that these will be grouped separately because although this TIP is moving to FY2013-2018, it still needs to be consistent with the current STIP, which is from FY2012 to FY2015.

Following these projects, the **Regionally Significant Project List** is sorted by entity. These projects either have federal funding or are functionally classified roads that will be completed with Local funds.

Mr. Delmagori noted that the funding for the sidewalks on Bergin Lane would remain on the list until the City of Bloomfield determines whether part of the funding will go to the landscaping on US 64 following the completion of the widening project currently underway.

Mr. Delmagori stated that he still needs to contact the Bloomfield Parks Department to verify the details of its river trail project.

Mr. Delmagori commented that District 5 is now reviewing the US 64 Phase IV project with costs expected to increase based on the costs for the previous phases of US 64. Ms. Westerling asked if NMDOT planned to install sidewalks in the more rural sections of the US 64 project. Mr. Quintana said it is being constructed as a more rural section of roadway so it will likely include shoulders instead. Ms. Westerling asked if a multi-use pedestrian pathway along the edge of the roadway could be included. Mr. Quintana said NMDOT is in the process of acquiring rights-of-way and putting in additional pedestrian facilities at this time would

require more rights-of-way to be acquired. Because funding for this next phase of US 64 needs to come out this federal fiscal year, NMDOT would not be able to incorporate any additional rights-of-way in time to make acquisitions prior to the end of the fiscal year.

Mr. Quintana said NMDOT could plan to incorporate this type of pathway for the next phases of the project. Ms. Westerling requested that NMDOT look at providing a pedestrian/bicycle facility for future phases of the US 64 construction. Mr. Quintana said a six foot shoulder is already being provided which should provide sufficient access for bicyclists. He added that the friction course being installed will also avoid having the lip just off of the white shoulder stripe. Mr. Huber asked if there would be signage and pavement markings to denote a bike lane. Mr. Quintana said NMDOT could look into permanent signage, but striping for bicycle lanes is typically done for slower speed traffic areas when bicyclists would actually be on the roadway. Where the shoulder is adequate for bicycles, permanent signage is what is usually provided. Mr. Quintana said he would discuss signage with his traffic division to ensure any signage adequately addresses the presence of bicyclists.

Mr. Delmagori next reviewed the **Non-Regionally Significant Project List**. This list is small with seven projects for the City of Farmington and two for San Juan County. One of the county projects is the Federal Earmark project on CR 7500 and it reflects the change that was included in the earlier Amendment #2 discussion.

Mr. Delmagori next discussed the **Unfunded Project List**. This is a “wish list” of projects that the Committee will review to determine if previously established priorities remain accurate or if changes need to be made. He stated that formal action would be taken at the Technical Committee meeting in March with Policy Committee approval following at their April meeting.

Bridge Priority

The four projects in this category have been retained throughout the last year. There were no changes recommended by Committee members for this category.

Safety Priority

Of the three projects in the Safety Priority category, the Aztec and San Juan County projects were submitted to NMDOT’s Safety Bureau for consideration through their call for projects for FY2012. Mr. Delmagori said it is hoped there will be some news on these projects from the Safety Bureau within the next month. There were no changes recommended by Committee members for this category.

Surface Transportation Program (STP) Priority

This list has also remained consistent throughout the past year. This list has the current eight projects with the potential inclusion of CR 7100. Mr. Keck reported this is a three-mile section of roadway that comes down off of NM 371 and serves another state highway. The BIA has CR 7100 which is not county-maintained, and is on the NAPI project near the Chaco compressor station. Mr. Keck hopes the BIA will find the funds and take on this roadway repaving. He asked for the project to be kept in the TIP should other funding become available. The Committee agreed to add this project as STP Priority #9.

Transportation Enhancement Program (TPE) Priority

This list has two projects from last year and Bloomfield and Aztec would like to each add a project for consideration. One is the US 64 landscaping project for the City of Bloomfield and the second is a bicycle/pedestrian facility for the Animas River Trail System in Aztec.

The river trail extension for the Animas River Trail System in Aztec is looking at a total project cost of \$600,000 over the course of three fiscal years. Mr. Huber commented that this project has money programmed in for the bridge that will go from North Main (Martinez Lane) across to Aztec Ruins. The trail design is complete for the north side going into Aztec Ruins as well as for the tie-in for Martinez Lane. This additional money would provide for additional trail tie-ins down to the North Main area that have not yet been developed and to develop pedestrian access to the trail system from Main Street. The long term vision for the development of North Main Street is to have pedestrian access provided at two points from which to tie into the bridge that will then tie into Aztec Ruins. Mr. Huber said this project was a high priority for Aztec as it would tie into the trail system at the south side of the bridge and by furthering its economic development efforts.

Mr. Delmagori reported that after the widening and construction on US 64, the City of Bloomfield would like to landscape and install median irrigation systems. Mr. Ellsworth commented that the requested funding for this project is \$750,000. This is a high priority project for Bloomfield. Bloomfield would like this project to be prioritized higher than the 5th Street project currently listed as the number one priority. The Committee decided to re-prioritize the projects as follows:

- Wildflower Parkway - Farmington
- Animas River Trail System - Aztec
- US 64 Landscaping - Bloomfield
- 5th Street - Bloomfield

Ms. Westerling asked if there would be any TPE funding going forward. Mr. Delmagori said this was questionable since both House and Senate transportation reauthorization bills speak of consolidating and eliminating programs.

Mr. Delmagori finished the review of the draft TIP by explaining that the General Listing is a list of additional projects with no current funding. Mr. Delmagori asked the Committee members to review the General Listing over the next few weeks for any changes or additions they would like to see made. He mentioned that NMDOT reviews the Unfunded Lists when they are developing the STIP and also during fiscal year closeout in late summer.

ACTION: The Technical Committee reviewed the draft FY2013-2018 TIP and list of prioritized projects.

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

Subject:	FY2013 Unified Planning Work Program (UPWP)
Prepared by:	Joe Delmagori, MPO Planner
Date:	February 14, 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 provided a checklist that indicates the status of FY2012 planning activities.
- Staff has requested that the entities submit new activities for FY2013.

CURRENT WORK

- Staff has developed a draft UPWP showing activities that are expected to be included in the FY2013 UPWP.
- Staff will review and modify the list with the Technical Committee on February 23.
- The draft FY2013 UPWP Budget has been developed based on funding estimates from NMDOT.

RECOMMENDATION

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

DISCUSSION: Mr. Delmagori stated that the Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO and is completed in conjunction with the TIP. He briefly highlighted the MPO accomplishments so far in FY2012: ridership data was collected for the Red Apple Transit that helped define the new routes recently implemented; all traffic count information was completed; the Major Thoroughfare Plan was approved; and the TIP and UPWP are on schedule to be completed in April.

Mr. Delmagori reviewed the draft FY2013 UPWP document which includes new items as well as some carryover items from FY2012 not yet completed:

Page 2 - Policy Manual/Bylaws: The Committee Bylaws and Operating Procedures are up for renewal in September. Discussion to address possible revisions to the document will be held with the Technical and Policy Committee Members this summer.

Page 5 - Staff Development: MPO Staff plan to attend several national conferences. The new Associate Planner will attend a VISUM training course in the fall or winter of 2012.

Page 6 - Joint Powers Agreement: The JPA among the local entities of the MPO expires in September. The Committees will review the current agreement and determine any necessary changes.

Page 7 - General Development and Comprehensive Planning: Mr. Delmagori reported that the MPO plans to complete another round of Red Apple Transit ridership data collection to gather information on how the new routes are working for riders.

Some other projects that are in the UPWP for FY2013 are:

- Develop a Pedestrian Safety Action Plan
- Develop a Complete Streets Policy
- Update the MPO Access Management Plan - last completed in January 2009
- Update the Intelligent Transportation System (ITS) architecture - last reviewed in 2008

Page 9 - Intelligent Transportation Systems: This section details what the MPO hopes to accomplish through the update.

Page 10 - Traffic Demand Model: Mr. Delmagori wants to complete an update to the land use and road network data since this summer will be the midpoint between updates to the Metropolitan Transportation Plan. This is typically completed in conjunction with the long-range plan and the last update was completed three years ago. Data from the 2010 Census should be readily available by the summer months to use in updating this model.

Page 11 - Corridor Studies: Mr. Delmagori bulleted the various corridor studies that were identified in the FY2012 UPWP. The Committee members were asked to comment on which studies were feasible for FY2013 and if any work completed by the entities would accelerate the need for MPO assistance. Ms. Westerling said she would follow up on the East Main Corridor Study to determine if this study was feasible. Mr. Keck commented that for the Pinon Hills Blvd Extension/CR 3900 Study, San Juan County has applied for TIGER IV funds.

Mr. Keck said he would like to see work begin on the Highline Road Study even if only a conceptual alignment on a map so the cities understand what is being proposed and consider the preservation of rights-of-way. Mr. Delmagori added that construction of this project was originally estimated at \$14,000,000 to \$15,000,000. Ms. Westerling commented that a selling point of this project for NMDOT could be that by building this road, the widening of NM 516 could be put off. With the cost of the widening of US 64 coming in at \$14,000,000-\$15,000,000 for a two-mile stretch, there could be advantages to this alternate route. Mr. Keck added that the Highline Road Study and NM 516 Alternatives Study go hand-in-hand. Mr. Delmagori noted that the Highline Road Study was in the top tier of projects in the MTP.

Mr. Delmagori stated that the Northwest Loop Study was an idea to extend a road to the east and west of where McWilliams and Oliver are. It would essentially parallel the highway to a certain destination and then arc back to the south. It was thought that this idea could provide residents living on Light Plant Road or in the Oliver area another route to NM 516 instead of using Light Plant Road. Mr. Huber recommended that in discussing prioritizing of staff resources, he would like to see some effort on addressing safety concerns on NM 173. Mr. Keck agreed and said he thought Miguel Gabaldon had secured a safety grant several years back for some improvements just north of Aztec where NM 575 ties into NM 173. Mr. Quintana asked if this was Safety funding. Mr. Keck said he did not remember the details and had not heard back from Mr. Gabaldon on the outcome of this grant. Mr. Quintana said he would do some research and get an answer back to Mr. Delmagori by the first of next week.

Page 12 - Air Quality and Ozone Standards: Mr. Delmagori reported that there has not been much discussion on air quality standards and ozone changes over the past 6-8 months. This item will remain in the UPWP should this issue be raised again.

Page 13 - Transit Programs: Mr. Delmagori stated the ridership data collection would continue for FY2013. He anticipated again hiring two interns for the summer months to track transit ridership. Mr. Delmagori asked Committee members to let Staff know if there was additional data they would like to see collected on the Regional Routes.

Page 14 - Data Collection and Maintenance: Mr. Delmagori stated that these activities will continue based on data from the 2010 Census. In addition, the new urbanized area boundaries should be finalized within another month or two. With this updated information, the MPO planning boundaries could potentially be modified.

Mr. Delmagori finished with a discussion of the MPO budget. He noted that the MPO is expecting \$188,500 in federal PL funding, which is a drop from FY2012 because the MPO had received a one-time amount of unobligated PL money and had carryover money from FY2011. Mr. Delmagori anticipates there will be federal carryover money from FY2012 to FY2013, but does not have that dollar amount yet. Mr. Delmagori reported that with the expected carryover and the federal PL amounts, the local entity contributions should likely be less than currently estimated, yet for now they provide a starting point for planning and budgeting purposes.

Mr. Delmagori said that the formal action on FY2013 UPWP would be taken at the March Committee meeting.

ACTION: The report was received.

6. RECEIVE A REPORT FROM NMDOT

Mr. David Quintana reported that the COG/Zipper meeting is scheduled for March 28 at the District 5 offices. This meeting is to assemble all the RPO project priorities for the STIP. Mr. Matthew added that this meeting notice had not been sent to the MPO since they have a parallel process and, although they were welcome to attend the meeting, it would be informational only.

Mr. Quintana said that District 5 is working on the safety project for the intersection of NM 516 and NM 574. This project will be undertaken late this summer and overlaps somewhat with the pavement preservation project on NM 516. NMDOT will take steps to keep from doing double work at the intersection. The intersection project will provide some pedestrian actuated signals and improve geometrics of the intersection to improve the safety of the intersection, especially for the students. Mr. Huber asked if the rights-of-way for this project had been obtained. Mr. Quintana said they have not yet obtained the right-of-way but expects the appraisal process to be completed next month. The land owners have been contacted so they are aware they will be approached by right-of-way agents in the next few months to begin negotiations. He commented that the project development engineer does not foresee any problems and believes the project can be let late this summer.

Mr. Quintana reported that he, Miguel Gabaldon, and Phil Gallegos, will be meeting with the Navajo Nation concerning NM 371. He will have a report on this conversation and any outcomes for the March Technical Committee Meeting.

Ms. Westerling asked when the pavement preservation project for NM 516 would be awarded. Mr. Quintana said this process typically takes 2-3 months and he expects the project to be awarded in early April with construction to begin in late May or early June.

Mr. Ray Matthew reiterated the upcoming FHWA review of all New Mexico MPOs. The reviews are to begin later this year with Las Cruces scheduled to be the first. Mr. Matthew does not have the specifics of what the review will entail, but noted that typically with a FHWA desk audit, interviews are conducted with both a Policy and a Technical Committee member to gauge how well the planning process is progressing and to ensure federal funds are being spent for transportation planning. Mr. Matthew added that he does not foresee any problems for the FMPO.

Mr. Matthew reported that there is upcoming FHWA training on March 6 and 7 and will cover grant management and long-range planning. Mr. Delmagori said he was unable to attend this meeting due to a schedule conflict, but if any Technical Committee member was interested in attending to let him know.

The MPO Quarterly is scheduled for March 27th in Albuquerque.

Mr. Matthew stated that the Traffic Information Management System (TIMS) is back on. FHWA had some initial concerns with TIMS, but has come to an agreement with NMDOT and they are to proceed. The intent is to combine the various information systems into one data set and to allow for public access. Mr. Matthew said there would be tiered access depending on whether the system was being used by the public or government agency. Mr. Delmagori asked if historical data will be included. Mr. Matthew said he thought there would be at least three years of historical data included.

Mr. Matthew reported the Planning Division is currently interviewing for a Planner position.

7. 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:	February 14, 2012

BACKGROUND

- 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 Technical 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 and he wanted to review the final draft for the Committee members.

This document defines the process for 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 can happen in a timely fashion. The document also explains the difference between amendments and administrative adjustments and explains the fiscal year closeout process.

With regards to amendments and adjustments, Mr. Delmagori explained that now the threshold for a change in a project's programmed amount will be less than 20% (up to \$2,000,000) rather than 15%.

Mr. Delmagori said that the Albuquerque MPO is concerned with some wording about administrative modifications that states 'only one adjustment per project in an active STIP/TIP' can occur. Mr. Delmagori thinks the Albuquerque MPO may have several adjustments for a particular project and they are concerned with only being allowed one adjustment per project. Mr. Delmagori said the Farmington MPO has only seen this type of situation once in the last 4-5 years.

Under the TIP Management section, the first paragraph talks about lead agencies providing project updates twice a year to the MPO. Mr. Delmagori said this had already been covered with the individual meetings with each entity completed in February as well as with the TIP discussion earlier in the meeting. These updates have not typically been done at six-month intervals; however, Mr. Delmagori will keep this in mind going forward to ensure compliance. He believes this specific timing for project status updates also coincides with the fiscal year closeout time period.

ACTION: The report was received.

8. 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:	February 15, 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.
- Staff has requested that the entities submit new activities for FY2013.

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 Technical Committee receive a report on the Major Thoroughfare Plan Policy document for the Farmington MPO.

DISCUSSION: Mr. Delmagori explained that there has been much discussion on the Major Thoroughfare Plan, particularly how the MPO interacts with the City of Farmington plan and how documents are amended after discussions at the various levels. Mr. Delmagori believes it would be beneficial to develop a document that would spell out the procedures to be taken by the MPO. His intention would be to establish guidance for development of the MPO thoroughfare plan and any needed updates and amendments, and to smooth out the overall process. Mr. Delmagori will have a draft document ready for review at the March Technical Committee meeting.

Ms. Westerling asked what this document would address. Mr. Delmagori replied that he thought the first page of the document would state what the thoroughfare plan was, the purpose of the plan, and what is hoped to be achieved by developing the plan. He also recommended a section that would address the procedure for when changes need to occur to the plan. Mr. Delmagori wants the MPO to take a step back and put the development process back with the local entities where it should occur. He recommended each entity have their

internal discussions with planning and local staff, and then have the individual MPO Technical Committee member bring the final decision to the attention of MPO Staff. Mr. Delmagori added that the local entities should work out the details and then provide final recommendations to the MPO who can then amend their plan appropriately. Mr. Delmagori also wants to include some language in this document on what steps are taken when regional roads that cross entity boundaries are affected.

ACTION: The report was received.

9. 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:	February 14, 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.
- The draft House bill American Energy and Infrastructure Jobs Act was issued January 31, 2012.
- 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.
- The AEIJA is a five-year, \$263 billion bill for highway and transit.
- Core highway programs are reduced from seven to five.
- The bill will place emphasis on freight and safety improvements.
- Revising programs could possibly give states more flexibility to apply funds to the most needed projects.
- State DOTs and MPOs will need to incorporate performance-based measures and targets into the planning process.
- It is still uncertain if a tier system for MPOs will be part of the bill.

RECOMMENDATION

- It is recommended that the Technical Committee receive a status report on draft reauthorization bills MAP-21 and American Energy and Infrastructure Jobs Act.

DISCUSSION: Mr. Delmagori said there has been more discussion about what the future transportation bill will look like. The Senate provided the Moving Ahead for Progress in the 21st Century (MAP-21) bill and recently the House has proposed a bill called the American Energy & Infrastructure Jobs Act. Below is a side-by-side comparison of the two draft transportation reauthorization bills:

Senate Proposal - MAP-21	House Proposal - American Energy & Infrastructure Jobs Act
Issued November 3, 2011	Proposed January 31, 2012
Two-year bill that provides \$109 billion for highway and transit projects	Five-year bill that provides \$262.9 billion
The proposed bill would consolidate federal programs from about 90 to less than 30	The legislation reforms and reauthorizes the SAFETEA-LU surface transportation law through FY2016
Core highway programs are reduced from seven to five	Consolidates or eliminates nearly 70 federal programs; Focuses on major themes of clearly defining the federal role in transportation and streamlining the project delivery process
Revising programs could possibly give states more flexibility to apply funds to the most needed projects	The bill contains no project earmarks
State DOTs and MPOs will need to incorporate performance-based measures and targets into the planning process	Allows for the continuation of all existing MPOs (includes keeping the current TMA threshold at 200,000 and above), yet sets a new urbanized area population threshold of 100,000 to be designated as an MPO in the future
There is a proposed tier system for MPOs based on population	Federal recognition for RPOs and requires state DOTs to cooperate and not simply consult
Criteria for keeping MPOs that are less than 200,000 include developing the MTP and TIP and having the capability of doing traffic modeling	Programs such as Transportation Enhancements and Safe Routes to School would be eliminated

Mr. Delmagori stated that one of the biggest differences in the two bills is the length of each; the Senate bill is a two-year bill while the House bill is for five years. Both bills speak of consolidating and eliminating various federal programs and the House bill even stipulates there would be no earmarks for the near term.

The House bill is more favorable to MPOs because it allows for the continuation of currently existing MPOs. Mr. Delmagori noted, however, that a new urbanized area population threshold of 100,000 would be required for the designation of a new MPO. The Senate bill would

establish a tier system and MPOs less than 200,000 would need to justify why they should remain as an MPO. Mr. Delmagori said he had heard from Mr. Jeff Kiely with the Northwest Council of Governments (COG) who said there is an amendment being proposed in the Senate to allow existing MPOs to continue. Mr. Delmagori will work with Dr. Henderson to get a letter prepared by the MPO supporting this amendment.

The House bill also would grant federal recognition for RPOs. Details of this section of the bill are unclear, and Mr. Delmagori wondered if this could mean that RPOs would be looked at similar to an MPO and potentially be given a portion of PL funding. With seven or eight RPOs in New Mexico, overall funding amounts could be impacted. Mr. Matthew corrected him by saying the draft House bill may not impact PL funding for MPOs. He believed that MPOs would continue to be funded the same as they are now based on their urban area and the bill only requires that NMDOT “cooperate” with RPOs.

Ms. Westerling asked how close FMPO would be to the urbanized area population threshold of 100,000. The Committee discussed the definition of an urbanized area being that of 1000 people per square mile. Ms. Westerling commented that population density is an issue for this MPO. Mr. Delmagori said it will be interesting to see the actual growth of this area once the 2010 Census information on urbanized areas is available. He commented that the 2000 urbanized area population was at 52,000-53,000 people, so it would appear that this area has a long way to go before reaching the 100,000 mark.

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:	February 14, 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 Technical Committee receive a report on the 2011 Red Apple Transit annual ridership.

DISCUSSION: Mr. Delmagori provided a yearly summary of month-by-month ridership with data compiled by First Transit. The Red Apple Transit hit a milestone in 2011 serving over 150,000 riders for the first time. This is also an 8% increase in 2011 ridership compared to 2010.

Mr. Delmagori noted that the Farmington routes were fairly consistent throughout the year with a slight drop in ridership during the summer months when San Juan College is not in session. This drop in riders during the summer months is also reflected on the Bloomfield route. The Kirtland route was consistent throughout with a slight rise in December. The Aztec route was also consistent and Mr. Delmagori expects to see a rise in ridership with the addition of several new stops on that route.

Ms. Westerling commented that at recent Farmington City Council meeting, several people complained about the new routes and that the system was not user friendly. Mr. Delmagori said he had not yet spoken with Bob Campbell regarding these issues and hoped that it was simply the new schedules that were creating the problems. It is hoped that once riders learn the new schedules and how to navigate the routes, they will welcome the improvements. Mr. Delmagori said the new transit brochure is very good in terms of outlining each route and including a timetable for every route. The Regional routes are highlighted on the other side of the brochure and show the five to ten new additional stops.

ACTION: The report was received.

11. INFORMATION ITEMS

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	February 15, 2012

INFORMATION ITEMS

- MPO Associate Planner.** In-person interviews were held during the week of February 13. The hiring process is expected to conclude by the end of the month.
- Other.**

DISCUSSION: Mr. Delmagori reported that three candidates for the MPO Associate Planner position were brought in the week of February 13th for in-person interviews. An offer was made to the preferred candidate who works for a city in Indiana that is comparable in size to Farmington. Mr. Delmagori said nothing was confirmed as of yet and he hopes to fill the position by early April.

12. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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. Westerling made a motion to adjourn the meeting. Mr. Ellsworth seconded the motion. Mr. Huber adjourned the meeting at 11:30 a.m.

Mike Huber, Chair

June Markle, MPO Administrative Aide