

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING
APRIL 26, 2012

Technical Members Present: Mike Huber, City of Aztec
Cindy Lopez, City of Farmington
Chico Quintana, City of Farmington, Alternate
Dave Keck, San Juan County

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

Technical Members Absent: Brad Ellsworth, City of Bloomfield
Nica Westerling, City of Farmington

Staff Absent: None

Also Present: Larry Hathaway, San Juan County

1. CALL TO ORDER

Mr. Huber called the meeting to order at 10:03 a.m.

2. APPROVE THE MINUTES FROM THE MARCH 22, 2012 TECHNICAL COMMITTEE MEETING

Ms. Lopez made a motion to approve the minutes from the March 22, 2012 Technical Committee meeting. Mr. Keck seconded the motion. The motion to approve the minutes passed unanimously.

3. RECEIVE AN OVERVIEW PRESENTATION ON INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Subject:	ITS Overview
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 17, 2012

BACKGROUND

- Intelligent Transportation Systems (ITS) are communication applications that help manage congestion, improve traveler information, and improve safety.
- ITS studies have indicated a significant reduction in delays and fuel consumption.
- Travelers can make better informed decisions before making trips.
- NMDOT has been implementing ITS throughout the state.

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| <ul style="list-style-type: none">▪ The Farmington MPO developed an ITS architecture in 2008 but has not implemented any local ITS projects. |
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CURRENT WORK

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| <ul style="list-style-type: none">▪ MPO staff is preparing to update the ITS architecture.▪ MPO staff will be working with the local entities, NMDOT, and Red Apple Transit on this process. |
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RECOMMENDATION

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| <ul style="list-style-type: none">▪ It is recommended that the Technical Committee receive an overview presentation on ITS. |
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DISCUSSION: Mr. Delmagori reported that at the Quarterly MPO Meeting in March, the Albuquerque MPO gave a presentation on their work on Intelligent Transportation Systems (ITS). Beginning on Page 2 of the agenda are some of the slides from this presentation which Mr. Delmagori believed was a good overview of ITS. Over the next few months, Staff would like to begin working on developing ITS for the MPO. An architecture was developed in 2006 and updated in 2008, but no additional work has been done since that time. If the opportunity for an ITS project in this area opens up, Mr. Delmagori stated it would be important to have a game plan and the program in place.

Mr. Delmagori explained that ITS is information and other technologies that work together to improve roadway efficiency, provide general travel information for motorists and transit users, and provide travel choices within the system. Mr. Delmagori said a compelling reason to implement ITS is that more capacity cannot always be built or more lanes added because of costs of construction and right-of-way restrictions. ITS provides the smarter way of handling congestion and delays by allowing for better traffic flows. He noted that ITS is applied to corridors that navigate throughout different entities or through various portions of a county. Because of this, cooperation among the entities is necessary to develop the ITS architecture and subsequent projects. Mr. Delmagori added that ITS provides many benefits to motorists who are able to link up to information via smart phones and internet access to gain a better understand of expected travel times and react appropriately to changes.

The Mid-Region Council of Governments (MRCOG) reported that various studies show ITS increases mobility up to 42%, improves safety, reduces construction costs with respect to the retiming of traffic signals, and reduces fuel consumption by 2-13% because motorists experience fewer delays.

Mr. Delmagori said some examples of ITS are:

- Traffic Management Centers
NMDOT maintains the statewide control center in the MRCOG building. It monitors several sections of I-25 and I-40. Mr. Delmagori said that from this control center, accidents can be monitored and emergency crews quickly notified. The focus of these ITS systems has been Albuquerque but, in the best interest of all, this type of application needs to be branched out throughout the other larger cities in New Mexico.

- Video and Monitoring
 - Cameras at intersections to detect traffic conditions

- Dynamic Message Signs
 - Signage on interstates and other highways that shows how much time it will take to reach upcoming intersections, that an accident further up the road has created delays, and to provide alternate routes for motorists to use.

Mr. Delmagori said that the MPO's main corridors (US 64, US 550, and NM 516) would be good primary candidates for this type of messaging. He added that this information would be valuable along the perimeters as well as internally. For instance, if there was bad weather or an accident on south US 550 has created hazardous driving situations, the dynamic message signs could notify motorists in San Juan County of the problem before they were too far along on the roadway.

Mr. Delmagori added that these would be the best options to consider trying to implement in the near-term. He noted that the transit system would also benefit from ITS in terms of providing information at the bus stops or on-line from home. This would, however, require much new implementation for the Red Apple Transit system and Mr. Delmagori considers this a mid to long-range improvement.

Mr. Delmagori said Staff would be working to update the ITS architecture and hoped to have a report ready for the May Technical Committee meeting. Staff will be working with the local entities, NMDOT, and Red Apple Transit on this process to identify potential stakeholders and possible applications for utilizing ITS.

Ms. Lopez commented that this type of program could be very costly and asked if part of the research into this ITS architecture could also include potential implementation costs and possible funding sources. Ms. Holton stated that when a plan has been identified and put in place, that provides the mechanism for obtaining federal funding. Ms. Lopez added that having some idea of the potential costs would be good information. Mr. Delmagori said this information is likely available through NMDOT or MRCOG and that a financial plan could be added to the architecture. Ms. Lopez also suggested including a plan on how the entities would work together, who would be responsible for what, and how everything would finally be put together.

Mr. Huber asked if these systems could adjust on-the-fly traffic signal timing based on traffic flow. Mr. Delmagori reported that the Adaptive Signal Control feature could provide this feature. It senses how traffic is flowing both upstream and downstream and then adjusts the signals accordingly.

Mr. Quintana added that he believed this might be a little bit ahead of our time, but agreed that it was something to begin looking into. With the possibility of an oil shale boom in the area, ITS architecture could be something we would need sooner rather than later. Ms. Holton stated that the MPO needs to think of public safety especially in terms of weather. She noted that many times US 550 heading south has been closed due to snow, situations traveling to Colorado have created road delays, drunk drivers have caused accidents and road closures, and the construction currently on US 64 has also impeded traffic flow. The use of ITS needs to be considered as it would impact the overall region and public safety and not just for use with local traffic.

Ms. Lopez asked if radio announcements were also a part of the Dynamic Message Signs. Mr. Delmagori said they were and that everything was connected. Ms. Lopez noted that these signs can cost upwards of \$60,000-\$80,000 each. Ms. Holton explained that these ITS signs are federal-type signage and since they would not be purchased from a local vendor, she believed a better price could be obtained.

Mr. Huber commented that the message signage would be of great benefit especially traveling south on US 550 from San Juan County. Mr. Keck reported that entities must now certify the ITS issue when obligating a federal project. He added that in the future an area could be required to have ITS before they received federal funding.

ACTION: The report was received.

4. RECEIVE A REPORT ON THE US CENSUS AMERICAN FACTFINDER

Subject:	American FactFinder
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	April 18, 2012

OVERVIEW

- The American FactFinder is the data portal for Census demographics, trends & geographic information.
- The New American FactFinder (AFF) replaces the “Legacy” AFF.
- Staff will provide a presentation on how to navigate the AFF.
- Localized housing and demographic examples will be presented to the Technical Committee.

RECOMMENDATION

- It is recommended that the Technical Committee receive a presentation on the US Census American FactFinder.

DISCUSSION: Mr. Delmagori introduced Mr. Duane Wakan, the new MPO Associate Planner, who gave a presentation on the Census Bureau and New American FactFinder website.

Mr. Wakan stated that the 2010 Census data can provide valuable information on population, housing, socio-economic conditions, as well as employment and job profiles. This data will be used in the MPO Metropolitan Transportation Plan and in updating population/employment data for VISUM, which is the traffic modeling software.

Mr. Wakan explained the information and tools available on the American FactFinder website and how it can be used by the MPO:

- Owner occupancy maps illustrate spatial patterns as well as act as an indicator of area stability;
- American Community Survey can be used to see how people are getting to work;
- Local Employment Dynamics can be used to show how many jobs are in a defined area and then compare if the Red Apple Transit routes and bus stops are where people actually work;
 - o Analyze earnings;
 - o Determine types of industry/jobs in a specific area.

Mr. Wakan clarified the difference between the census and a survey:

<u>Census</u>	<u>Survey</u>
Complete count	Random sample of population
Completed every 10 years	Ongoing
Who is living in community	How are people living in a community (have adequate income, access to water/phone/etc.

Mr. Wakan reported that understanding geography offers the user the best access to census data. The macro level provides data for national, regional, state, congressional districts, metropolitan statistical areas, as well as tribal reservation levels. The micro level data provides the detailed and richer information and allows access to census blocks and tracts.

Mr. Wakan walked Committee members through the use of the Census website and the New American FactFinder. He provided the committee with the following tips: use the prompts or drop down menus provided on the website since information can be located much quicker and easier than entering specific search criteria; search by geographical area first, then filter down for more specific information; due to population number under 50,000, data for Farmington area is provided every 3-5 years rather than annually; can create custom maps and download information to excel-type files which have multiple uses such as for land use studies, transit access, and potentially underserved areas of the community.

Mr. Quintana asked if data accessed would be only as good as the most recent census. Mr. Wakan said that was true, that the 2010 Census provides the basic demographic count and housing characteristics. He added that for some information, such as that pertaining to income, an annual update can be accessed. Mr. Wakan noted these yearly updates are collected through surveys and that this type of information is subject to error. Mr. Delmagori added that the 2010 Census information will be used for the MPO's traffic model. He noted also that the MPO's long-range plan is at its mid-point, having been compiled two years ago, and having access to the 2010 Census data provides the opportunity to review the traffic analysis zones in the regional model.

With Mr. Wakan's knowledge and experience with census data, the MPO will update the traffic analysis zones accordingly. The Committee discussed how the census blocks fit in with the traffic analysis zones. The Committee questioned if the zones were typically larger than the blocks or if TAZs corresponded with a group of blocks. Staff responded that they thought that all census geographies were contiguously consistent,

however, they would further research the relationship between census tracts and TAZ boundaries.

Ms. Holton asked if the census data will interface with GIS. Mr. Wakan said all mapable data using the AFF can be downloaded with the specific geography and data that can then be pulled into GIS.

Ms. Lopez commented that there is a lot of pertinent information available. Knowing and understanding what the data portrays and then relating that to what is trying to be accomplished is difficult and takes experience working with the data.

ACTION: The report was received.

5. RECEIVE A REPORT FROM NMDOT

No representative from NMDOT was available to attend this meeting.

Mr. Delmagori reported that Mr. Ray Matthew has decided not to relocate to Tennessee and will remain with the Planning Division of NMDOT.

Mr. Huber noted that work has begun on the pavement preservation project on NM 516. Construction will first head west to near the turnoff to Farmington Lake and then loop back to Aztec and extend to Hwy. 173. The project is to mill and overlay the driving lanes on this section of NM 516 at a cost of approximately \$3,500,000.

6. RECEIVE A REPORT ON PREPARATIONS FOR THE WALKABLE COMMUNITIES WORKSHOP ON MAY 30-31

Subject:	Walkable Communities Workshop
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 19, 2012

BACKGROUND

- The MPO is coordinating with Dan Burden and the Walkable and Livable Communities (WALC) Institute to organize a Walkable Communities Workshop for the MPO on May 30-31.
- Day one will be a formal full day workshop and day two will be walking audits and site tours.
- Staff issued a questionnaire asking for ideas on discussion items and areas to hold the walking audits.
- An invitation has been sent to entity staff, stakeholders, and elected officials to attend the workshop.

CURRENT WORK
<ul style="list-style-type: none">▪ An agenda for the formal workshop is being prepared based on feedback from the questionnaire.▪ Staff and WALC are holding a conference call during the week of April 23 to develop the workshop agenda.

RECOMMENDATION
<ul style="list-style-type: none">▪ It is recommended that the Technical Committee receive a report on preparations for the Walkable Communities Workshop on May 30-31.

DISCUSSION: Mr. Delmagori reported that preparations for the Walkable Communities Workshop are progressing well. He thanked Committee members for their feedback on workshop discussion topics.

Mr. Delmagori stated Staff had a conference call with staff members of the Walkable and Livable Communities Institute (WALC) on April 25 and discussed the workshop agenda, how much time to devote to the various topics, and the time needed for site visits and audits. Wednesday, May 30 will be for the formal workshop and include a general overview of what a walkable community is, examples of what that community looks like, and tools on achieving that community. Following this will be the specifics on how to implement and build, how to address obstacles and solutions, and what potential funding options at all levels of government. Finishing up day one will be how to move forward and the actions that will be needed by the entities and MPO.

WALC recommended having a walking audit during the workshop on day one to use what is being learned and begin applying it to a real world situation. With the workshop at the MPO office in downtown Farmington, a location in the Metropolitan Redevelopment Area (MRA) will be selected for this audit. Another recommendation from WALC was to have a couple of hours at the end of the first day for technical training. This training would be more geared to planners, engineers, and other city staff. The formal workshop will end at about 2:30 or 2:45 p.m. and the remainder of the day will be devoted to the technical aspect of the workshop.

Mr. Delmagori said that Thursday, May 31 will be for the walking audits for those interested in participating in any or all audits. The morning will be used for several locations in Farmington followed by a break for lunch. In the afternoon, the group will move to Aztec for the first half of the afternoon and then to Bloomfield for the last part of the day. Mr. Delmagori will work with Ms. Roshana Moojen on a specific site for Aztec and with Ms. Holton and Ms. Lopez for the Farmington location. Mr. Delmagori reported that Policy Committee Member Mr. Pat Lucero had recommended an audit site on South First Street in Bloomfield.

Mr. Delmagori reported that the agenda and audit sites will be finalized over the next several weeks and the detailed agenda sent out to all participants. Press releases will also be sent out and Staff will coordinate with the media for coverage on the day of the audits to highlight ideas and promote involvement.

ACTION: The report was received.

7. RECEIVE A REPORT ON RED APPLE TRANSIT MONTHLY RIDERSHIP

Subject:	Red Apple Transit Monthly Update
Prepared by:	Duane Wakan, MPO Associate Planner
Date:	April 18, 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.
- The new routes with additional stops and new timetables all went into effect on February 6, 2012.
- Ridership in 2012 through two months was 24,005; in 2011 ridership was 22,844 which is a 5% increase.
- Ridership for the Farmington routes between January and February did drop by approximately 2,300 which is likely attributed to the new route changes.
- The Aztec and Bloomfield ridership was constant for the first two months of 2012.
- Kirtland ridership increased by 66% between January and February.

RECOMMENDATION

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

DISCUSSION: Mr. Wakan reported that ridership in 2011 reached 150,000 in annual ridership for the first time with a total ridership of 150,446.

Mr. Wakan stated that on February 6, 2012, the new routes with additional stops and new timetables all went into effect. He noted that through the first two months of 2012, there has been a 5% increase in ridership. Although there was a drop in Farmington riders between January and February which is likely attributed to the route changes, Kirtland ridership increased by 66% during the same time period.

Mr. Wakan said he would like to also examine a potential relationship between ridership and gas prices. He will work on getting this illustrated for a future meeting.

ACTION: The report was received.

8. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	Joe Delmagori, MPO Planner
Date:	April 19, 2012

INFORMATION ITEMS

- a. **Policy Committee Actions.** Staff will recap actions taken by the Policy Committee at their meeting on April 19.
- b. **2010 Urbanized Areas.** The Census Bureau released the list of urbanized areas and urban clusters on March 26, 2012. The 2010 Farmington Urbanized Area had a population of 53,049.
- c. **Transportation Bill Reauthorization.** On April 18, the House passed an extension of SAFETEA-LU that carries it through September 30, 2012 (Federal Fiscal Year 2012).
- d. **Joint Powers Agreement and Committee Bylaws.** Staff will begin reviewing these documents with the Technical Committee in May. They are up for renewal in September 2012.
- e. **Other.**

DISCUSSION: Mr. Delmagori reported on the actions taken by the Policy Committee at their April meeting. Those items included:

- Adoption of the FY2013-2018 TIP;
- Approval of the FY2013 UPWP and Budget;
- Approval of the Self-Certification document;
- Approval of the Policy and Procedures Document for the MPO Major Thoroughfare Plan.

Mr. Delmagori stated that the Census Bureau issued the 2010 Urbanized Area information. The Farmington area has a population of 53,049 for its urbanized area which is a slight drop of 200 people from the 2000 Census. Staff will review the information, check the boundary, and look at criteria to see how the number was derived. The actual boundary used is only a subset of the MPO boundary and Staff will be reviewing the threshold of density per square mile used by the Census Bureau.

Mr. Huber asked if a map of the urbanized area could be made available for the next meeting. Mr. Delmagori said that could be provided along with a clarification of the criteria used in determining the urbanized area.

Mr. Delmagori reported that the House and Senate are working to put together a long-term surface transportation bill. In the meantime, SAFETEA-LU has been extended through the federal FY2012 to September 30, 2012.

Mr. Delmagori explained that the Joint Powers Agreement and Committee Bylaws are up for renewal in September 2012. Initial reviews of both documents by the Technical Committee will begin next month.

Mr. Delmagori updated members on a TIP Amendment that will be coming up next month. One of the projects in the amendment is the bridge on CR 7150. Mr. Keck was able to get agreements with the Bureau of Indian Affairs (BIA) and Navajo DOT for funding contributions. In addition, Mr. Keck will transfer some federal bridge funding

programmed to CR 6675 to this bridge project. Mr. Keck said he is continuing to get this finalized with Navajo DOT. The bridge is located south of Bloomfield west of US 550 on CR 7150 for approximately six miles. The bridge spans the Gallegos Wash and is made of surplus military materials. Mr. Keck stated that the bridge is used extensively by residents of the Huerfano community and the boarding school.

The other part of the TIP Amendment is the revision to funding amounts for Phase III of the US 64 project. Mr. Phil Gallegos with NMDOT reported that engineering estimates have determined new funding amounts are necessary and all money from FY2013 is being moved to FY2012. More details will be available for the Technical Committee at the May meeting.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Quintana commented that Farmington is programming \$4,400,000 for paving projects in the area. Mr. Quintana said once that list of projects is finalized he would send it out to the Technical Committee members. The projects will be completed using different methods to include Cutler repaving, micro surfacing, and chip seal.

Mr. Quintana also reported that he has been working with FEMA to obtain hazardous mitigation grant funds. Funds of \$1,200,000 became available last year to be split among the state for flood hazard damages that fit into a certain time frame. The only qualifying location was the damage to the Port Arroyo flood area experienced in August 2010. Mr. Quintana stated that all \$1,200,000 will be received by San Juan County and put toward the Port Arroyo project. He has been assured that funds will be forthcoming but the county mitigation plan must be approved by FEMA before the project can proceed. It is expect that this project will not be completed until next summer.

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

10. BUSINESS FROM THE FLOOR

There was no additional business from the floor.

11. ADJOURNMENT

Ms. Lopez made a motion to adjourn the meeting. Mr. Keck seconded the motion. Mr. Huber adjourned the meeting at 11:10 a.m.

Mike Huber, Chair

June Markle, MPO Administrative Aide