# M I N U T E S FARMINGTON METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MEETING DECEMBER 20, 2012

Technical Members Present: Mike Huber, City of Aztec

Cynthia Lopez, City of Farmington 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 J. Westerling, City of Farmington

Staff Absent: None

Also Present: Larry Hathaway, San Juan County

Gary Giron, Bloomfield Public Schools
Chuck Culpepper, Bloomfield Public Schools
David Quintana, NMDOT District 5

Stephan Bach, NMDOT Infrastructure Division Margaret Haynes, NMDOT Infrastructure Division Claude Morelli, NMDOT Planning Division

# 1. CALL TO ORDER

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

# 2. <u>APPROVE THE MINUTES FROM THE NOVEMBER 15, 2012 TECHNICAL COMMITTEE MEETING</u>

Ms. Lopez made a motion to approve the minutes from the November 15, 2012 Technical Committee meeting. Mr. Keck seconded the motion. The motion to approve the minutes was passed unanimously.

# 3. ADOPT TC RESOLUTION 2012-1

**Subject:** Annual Meeting Resolution

Prepared by: Duane Wakan, MPO Associate Planner

Date: December 13, 2012

# **BACKGROUND**

The attached TC Resolution 2012-1 establishes the procedures to be followed and notice to be given pursuant to the provisions of the New Mexico Open Meetings Act, provides for the annual determination of reasonable notice of meetings, and establishes the meeting times, dates and locations for the Farmington Metropolitan Planning Organization Technical Committee meetings during calendar year 2013.

# **CURRENT WORK**

- The Technical Committee will hold twelve regular meetings during 2013.
- Meetings will be held each month.
- The attached TC Resolution 2012-1 will implement the following meeting schedule: meetings occur on the fourth Thursday at 10:00 am, except in November and December when it will occur on the third Thursday.
- Technical Committee meetings will rotate among the entities.
- The members have the opportunity to modify the meeting schedule as necessary prior to adopting the resolution.

# RECOMMENDATION

It is recommended that the Technical Committee adopt TC Resolution 2012-1.

**DISCUSSION:** Mr. Wakan explained that TC Resolution 2012-1 establishes the procedures to be followed and the schedule for MPO Technical Committee meetings. Mr. Wakan referred to Page 5 of the agenda which showed the proposed meeting schedule for next year. He noted that Pages 2-4 of the Agenda detailed the Resolution and explained the MPO's requirements under the New Mexico Open Meetings Act.

Mr. Wakan said meetings for the Technical Committee for next year would continue to be held at 10:00 a.m. on the fourth Thursday of each month, except in November and December when meetings would occur on the third Thursday. He added that meetings would also continue to rotate among the entities.

**ACTION:** Ms. Lopez moved to approve TC Resolution 2012-1 which establishes the procedures to be followed and notice to be given pursuant to the provisions of the New Mexico Open Meetings Act, provides for the annual determination of reasonable notice of meetings, and establishes the meeting times, dates and locations for the Farmington Metropolitan Planning Organization Technical Committee meetings during calendar year 2013. Mr. Keck seconded the motion. The motion was approved unanimously.

# 4. HIGHWAY SAFETY IMRPVOEMENT PROGRAM

Subject: Safety Project Applications
Prepared by: Joe Delmagori, MPO Planner

Date: December 13, 2012

#### **BACKGROUND**

- In September, the NMDOT Safety Bureau announced that no applications for safety projects would be accepted this year.
- In November, at the direction of the NMDOT Transportation Commission, the request for proposals for safety improvement projects was reinstated.
- The entities will complete the applications and the final submittal deadline to NMDOT is February 1, 2013.
- Projects will be reviewed through the MPO and submitted by the MPO to NMDOT.
- All projects received are in competition at the state level.

# **CURRENT WORK**

- At the December 20 Technical Committee meeting, the entities will present their safety projects.
- NMDOT Safety is emphasizing safety applications should relate to projects in the FY2012 Transparency Report.
- The recommended list of safety applications will be presented to the Policy Committee for final approval on January 10.

# CRITERIA

- Data driven and evidence based, citing crash data and crash history.
- There is no maximum allowed cost for a proposed safety project.

# **IDENTIFIED SAFETY PROJECTS**

- San Juan Blvd/Scott Ave intersection in Farmington.
- US 550/NM 173 intersection and NM 173 east to East Arterial.

# RECOMMENDATION

- It is recommended that the Technical Committee:
  - a. Receive presentations from those entities submitting projects.
  - b. Recommend approval of the list of Safety projects.

**DISCUSSION:** Mr. Delmagori reported that originally NMDOT's Safety Bureau had planned no call for projects. At the direction of the Transportation Commission, the call for projects was reinstated around the end of November. Mr. Delmagori stated that projects can now be submitted through the MPO for the state-wide process for consideration for FY2013-2015 Federal Safety Funds.

Mr. Delmagori directed Committee attention to Page 7 of the Agenda which is the Call for Safety Application Letter. He noted that this will be a state-wide competition between the MPOs and the RPOs. All projects submitted will be considered by the Safety Committee. Mr. Delmagori stated that the process is similar to previous years in that projects which are data-driven and evidence-based with fatalities and a crash history will have a very good chance of being selected.

Mr. Delmagori noted that the process will go through the MPO Technical Committee for recommended approval and then to the Policy Committee for final approval. The MPO will submit all the applications as a complete package to the Safety Bureau. The deadline for submitting applications is February 1, 2013. Mr. Delmagori reported that this year there is no maximum cost restriction for a project. In previous years, projects could not exceed \$2,000,000.

The City of Farmington has requested to submit a project for the intersection of San Juan Boulevard and Scott Avenue. Mr. Delmagori explained that this project is to reconstruct the traffic signal and include pedestrian amenities by constructing sidewalks and ADA-compliant ramps. The project is requesting \$375,000 for FY2013. This intersection is listed in the FY2012 Transparency Report as one of the top severe crash locations in District 5.

Mr. Huber explained Aztec's proposed safety project which is at the intersection of US 550 and NM 173 (Navajo Dam Road) and continues along NM 173 to approximately milepost one where Phase 1A of Aztec's arterial was constructed. Mr. Huber noted that although this intersection is not on the current Transparency Report, this section of NM 173 has had fatalities as well as numerous injury crashes. This project is to install a traffic signal and address some turn lane issues. Continuing from the intersection to milepost one there are issues with horizontal and vertical alignments and narrow road widths and this project would also address these issues. Mr. Huber stated that the City of Aztec believes this to be a critical project due to the heavy truck traffic that will be diverted to this section of NM 173 when the East Arterial relief route is complete. Mr. Huber added that the design phase of this phase of the East Arterial project is expected to be 95% complete by mid-January.

Mr. Keck commented that San Juan County will most likely make a joint application with the City of Aztec or offer a resolution of support for the project on NM 173. He added that this project would also serve the County residents.

Mr. Delmagori said he had received no safety project application from the City of Bloomfield.

**ACTION:** Mr. Keck moved to recommend approval of the Safety projects discussed. Ms. Lopez seconded the motion. The motion was passed unanimously.

# 5. RECEIVE A REPORT FROM NMDOT

Mr. Claude Morelli with NMDOT's Planning Division reported that work has begun on updating the functional classifications. A consultant has been hired to do this work and will be coordinating with the MPOs.

The Planning Division is also working on developing policies and procedures for work programs for the MPOs. This will impact all the MPOs in the state and will look at items such as what happens when an MPO consistently has carryover money. Mr. Morelli stated that the Federal Highway Safety Administration (FHWA) has requested that NMDOT have a procedure in place to capture those unused funds and redistribute them to other MPOs that could potentially make better use of the funds.

Ms. Margaret Haynes with NMDOT's Infrastructure Division introduced herself to the group as the local government contact for District 5. She stated that she and Mr. Stephan Bach had been meeting with all the local governments in District 5 and are becoming familiar with their projects and where they are in each of the design processes. Ms. Haynes said they will assist in the design process and oversee the RFP award process. Her Division is also involved with all the design reviews, they provide feedback, assist with the certification process, and ensure that project deadlines are met. Ms. Haynes noted that representatives from the Infrastructure Division also attend all pre-construction meetings and are working to support District 5. Ms. Haynes will send her contact information to Mr. Delmagori for distribution to the Committee members and other local entity staff.

Ms. Haynes said she had met with all entity staffs from Aztec, Farmington, and San Juan County earlier in December and the Infrastructure Division is now up to date on all local projects.

Mr. David Quintana reported that District 5 is negotiating a contract with HDR for the study of NM 371 and the intersection with N36 and seeking recommendations for possible needed improvements. Mr. Quintana noted that with negotiations still in progress, it will take some time before the notice to proceed is given. He hopes to be able to make a presentation on the findings to the MPO Committees in the spring.

Mr. Quintana stated that Phase II of the US 64 project is in partial suspension for the winter. Phase III will go out to bid on December 21. Wilson & Company has been contracted to develop the final design for this phase which will be from milepost 58 to 60. Mr. Quintana said visits with property owners would begin next week and that a public meeting is scheduled for January 24. Funding for this phase is for FY2014 -2015 which allows time for necessary right-of-way acquisitions. Mr. Quintana said that if there was interest in participating in the design review meetings to let him know by e-mail. Mr. Delmagori noted that the MPO would be interested in attending these meetings.

The repaving of the turning lanes along NM 516 will be postponed until spring when the weather warms up. District 5 has had to put together a new book project for this repaving as a change order proved to be too costly.

Mr. Quintana reminded the group that projects funded for FY2013 under the Transportation Enhancements Program (TPE) and that are ready by August 15, 2013, will be able to proceed. Other projects that are dual-funded for FY2013-2014 will also continue as long as they are

shovel-ready by August 15, 2013. He stated that the projects originally funded with TPE money for FY2014, FY2015, and FY2016 would now fall under the new MAP-21 Transportation Alternatives Program (TAP). These projects now have to compete state-wide for available funds. Mr. Quintana commented that the Planning Division is working to finalize the details of the process and more information should be available in January or February.

Mr. Quintana reported that at two recent Mid-Region Council of Government (MRCOG) meetings, Mr. Steve Eagan of the Technical Support section of the Traffic Safety Bureau gave presentations on the Highway Safety Improvement Program (HSIP) application process. He noted that February 1<sup>st</sup> is the deadline for applications to be submitted and the previous project dollar limit of \$2,000,000 has been eliminated. Mr. Quintana stated that corridor or system-wide improvement projects are eligible, but will need to be determined by the state. As an example, if a city were to identify a corridor with a need for changing pedestrian countdowns from the hand signal to a numbered count down system, this type of system-wide project could be submitted for HSIP funding. Mr. Quintana recommended submitting projects that focus on HSIP requirements as in the past. The call for projects is for FY2013, 2014, and 2015. Projects that need more development time may be selected for the later years of FY2014 and FY2015. Mr. Quintana expects there to be additional subsequent calls in FY2014 and FY2015 for projects in those years.

The HSIP applications need to be data driven projects and include all crash information and accident histories. Mr. Quintana added that if the selection committee determines there should be additional investigations completed, they can approve a roadside safety audit. These audits can provide the necessary data for an entity's project to receive approval for HSIP funding. Mr. Quintana noted, however, that local governments cannot request these roadside safety audits themselves. Mr. Quintana said to let him know if there were specific local project ideas that District 5 might be interested in and any projects with similar priorities could be combined into one project and be submitted by District 5.

Mr. Huber asked about the City of Aztec's Phase 1B-1 of the East Arterial project and the TPE funding for this project that spans FY2013 and FY2014. Mr. Quintana stated that he believed this project was okay. Ms. Haynes commented also that this project is set.

Mr. Delmagori said that the Phase II project on US 64 appeared to be completed noting that all the cones had been removed and travel lanes opened. Mr. Quintana stated that he believes there is a punch list of minor items and some intersection work remaining to be completed once the weather warms up. Mr. Delmagori also asked about the medians as they appear to have had some decorative edging added, but the interiors of the majority of the medians have not been completed. He asked if the completion of the medians was part of the punch list items to be addressed in the spring. Ms. Haynes commented that the interiors of the medians will be stamped concrete and the work will be finished up in the spring. Mr. Wakan also commented on some roadway sections that need resurfacing.

Mr. Delmagori asked if District 5 had any safety projects they would like to propose for this area. Mr. Quintana said he did not readily know of any but said they would review projects from last year's application that had not been selected. He again recommended that the MPO send in their ideas and if any of those projects can be combined with other similar projects, the District can submit them as one project. Mr. Delmagori said the Technical Committee had just recommended their safety project list. This list will go before the Policy Committee on January 10 for their approval and then will be submitted to District 5 shortly thereafter.

**ACTION:** The reports were received.

# 6. RECEIVE A REPORT ON THE NEW TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

**Subject:** Transportation Alternatives Program

**Prepared by:** Joe Delmagori, MPO Planner

Date: December 13, 2012

# **BACKGROUND or PREVIOUS WORK**

- MAP-21 has created the new Transportation Alternatives Program (TAP).
- TAP merges Transportation Enhancements (TPE), Safe Routes to School (SRTS), and Recreational Trails into one program.
- MAP-21 indicates allocation of statewide TAP funds must being equally distributed based on population and anywhere in the state.
- The majority of TPE eligible projects will remain the same in TAP.
- Funding for TAP projects will be based on a competitive process that is developed by the State and MPO.
- On November 26, the Bloomfield City Council approved a resolution to split its \$1 million TPE project between sidewalks on Bergin Lane and landscaping on US 64.

# **CURRENT WORK**

- NMDOT Planning has proposed a draft distribution system which indicates a targeted amount of TAP funds that each MPO and RPO would receive.
- NMDOT Planning is also drafting project selection criteria for the competitive process.
- TPE projects in FY2013 will continue to be funded under the Transportation Enhancements Program.
- TPE projects in FY2014 and FY2015 are expected to fall into the TAP competitive process.

# RECOMMENDATION

It is recommended that the Technical Committee receive a report on the Transportation Alternatives Program (TAP).

DISCUSSION: Mr. Delmagori introduced Mr. Claude Morelli of NMDOT's Planning Division.

Mr. Morelli gave a brief overview of how the Transportation Alternatives Program (TAP) fits with MAP-21. TAP is one of several new programs established in MAP-21 which is the new transportation legislation signed into law in July 2012 and which provides for surface transportation programs over a two-year period. This legislation is unusual in that most surface transportation authorizing legislation is for five or six years to allow the time needed for project development. This two-year legislation is problematic since it is not known what

to expect in the outer years of the STIP. Mr. Morelli said it is currently being assumed that years three and four of the STIP and TIPs will be the same as year two.

MAP-21 provides for \$105 billion nationwide over the two-year period which Mr. Morelli noted was low. The funding is all linked to the gas tax and how much revenue is collected. The gas tax has not changed since 1993. It is a flat rate per gallon tax and the dollars collected each year from this tax become slightly less each year due to inflation. The State of New Mexico receives about \$325,000,000 each year and about 37% of that goes to debt service right off the top. Mr. Morelli noted that the actual amount available to be spent is then reduced to approximately \$225,000,000. The intent of MAP-21 is meant to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system.

Mr. Morelli spoke about the seven goals of the MAP-21:

- Improve safety and significantly reduce fatalities/serious injuries
- Maintain infrastructure in a state of good repair
- Reduce traffic congestion
- Improving transportation system efficiency
- Improve freight movement
- Protect the environment
- Reducing delays in project delivery.

In addition, MAP-21 has five new core formula program structures:

- 1. National Highway Performance Program (NHPP)
- 2. Surface Transportation Program (STP)
- 3. Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- 4. Highway Safety Improvement Program (HSIP)
  - Railway-Highway Crossings (set-aside from HSIP)
- 5. Metropolitan Planning

There are also two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives

Mr. Morelli explained that the Transportation Alternatives Program is a key source of funds for pedestrian and bicycle projects as well as some archeological projects.

Mr. Morelli stated that TAP is derived from the other funding categories and is pulled out at approximately 2%. The old Transportation Enhancements (TPE) and Scenic Byways programs were done away with completely. The Recreational Trails and Safe Routes to School programs were folded into TAP. He noted that although the programs are gone, some eligibility remains and was incorporated into TAP. Scenic Byways eligibility is gone and Recreational Trails funding is now taken off the top of TAP and given to the Parks Division who now will administer the trails program. Mr. Morelli stated that for FY2013, TPE and Safe Routes to School funds are still available, but will eventually go away because this was under the old authorizing legislation.

Mr. Morelli noted that projects under TAP do not need to be on a federal highway which is similar to the old TPE Program. TAP funding will be a criteria-based, competitive statewide process. NMDOT will develop and oversee this program. All local governments, transit agencies, tribal governments, and others are eligible for TAP funds. Those agencies not eligible to receive TAP funds are state DOTs, MPOs, and non-profit organizations. Mr. Morelli stated that projects not eligible for TAP funding include safety and educational projects that are not focused on children (i.e.: adult bike education), scenic easements and historic sites, and visitor centers to name a few.

Mr. Morelli reported that TAP funds will be distributed within the state by:

- One-half of funds are distributed at State's discretion, with flexibility in use;
- One-half to areas based on population into three categories:
  - Rural (small urban cluster) is 2,500 to 5,000 people. Also in this category are the small urbanized areas (Farmington, Santa Fe, Las Cruces)
  - o Large urban cluster is 5,000 or more
  - Large urbanized areas (Albuquerque and El Paso)

Mr. Morelli noted that NMDOT can further sub-divide these areas as they choose. He stated that NMDOT has chosen to split the money by RPOs and by MPOs. The FMPO apportionment is based on population and is broken up into two sub-amounts of rural areas and small urban cluster, and then large urban cluster and small UZA. The funds are distributed in this manner based on the definitions provided by the MAP-21 legislation. Mr. Morelli said that for any projects in the rural area/small urban cluster category there would be approximately \$92,000 per year to spend (next year this figure will be slightly higher). In the large urban cluster/small UZA category, FMPO will have \$432,000 per year to spend.

Mr. Morelli reported that for FY2013, NMDOT is taking their obligation limitation of 94.6% of the TAP apportionment approved by Congress. When the TAP apportionment is received from FHWA, NMDOT reduces that to 94.6% of the total amount which is the obligation limitation. Mr. Morelli commented that NMDOT is still developing the process, but decided to divide the funds by RPO and MPO in order to give each a chance at those funds. If projects are not ready, the funds will be taken back by NMDOT to be used elsewhere in the state. NMDOT has asked each MPO and RPO to speak with their entities and determine which projects are ready and which could be funded in FFY2013 using TPE or SRTS money and these project amounts will then be removed from the TAP obligation limitation. After this happens, and if there is any money remaining, NMDOT will look at other shovel-ready projects to fund. Mr. Morelli explained that for a project to be ready it needed to have all certifications completed by August 15, 2013 (all environmental clearances, state historical preservation issue, and utilities), have local government agreements in place, as well as have the local match identified. NMDOT can then fund that project with TPE or SRTS funds. He anticipates SRTS will likely issue a call for projects early next year. Any SRTS project or TPE project funded in FY2013 will be taken away from the overall TAP apportionment. Mr. Morella gave an example of this: if a SRTS project for \$50,000 is funded for a rural area, \$50,000 will be subtracted from the rural category total of \$92,000 leaving a remaining balance for that category of \$42,000. If there are no shovel-ready projects, those monies will be returned to the statewide pot and redistributed elsewhere.

Mr. Morelli stated that District 5 is requesting a list from FMPO of shovel-ready projects to begin compiling the District's list without issuing a formal call for projects at this time.

NMDOT hopes to use TPE or SRTS funds for projects in FY2013 to use up this old money and because the TAP competitive process has yet to be implemented. Criteria for this TAP process are being developed, but are not yet completed.

Mr. Delmagori clarified that for FY2013, FMPO has the North Animas Pedestrian Bridge in Aztec that is dual-funded in FY2013 and FY2014 using TPE (\$600,000 per fiscal year). Also, SRTS has recently identified and awarded the City of Farmington additional SRTS monies (\$250,000). Based on Mr. Morelli's presentation, these amounts would automatically come out of FMPO's apportionment of \$423,471. Mr. Morelli stated that these two projects were a good example of what he had explained. Based on the example above, FMPO would indeed use up their apportionment, but NMDOT expects that other MPOs or RPOs will not be able to use their apportionments and FMPO could receive additional funds from those pots. Once this list is submitted to NMODT, they will identify the most shovel-ready projects and try to fund them with whatever obligation money is available. Mr. Morelli said that Mr. Mike Sandoval, the new Planning Division Director, has made a commitment to fund all shovel-ready projects that have been in the TIPs. He noted that the \$92,000 and the \$423,471 are the beginning numbers for FY2013. The MPOs and RPOs are being given the opportunity to tell NMDOT if they have projects to come up to their apportionment amount and NMDOT will try to make them whole. Mr. Morelli added that if an MPO's project list is for more than their apportioned amount but the projects are ready to go, NMDOT is going to try and fund them all since other MPOs or RPOs will have projects they are not able to get to shovel-readiness. Mr. Huber asked if the North Animas Pedestrian Bridge project would be okay. Mr. Morelli said that as long as all the certifications are in order by August 15, the funds can be obligated this year. Ms. Haynes commented that this project will be ready.

Mr. Delmagori asked if the North Animas River Pedestrian Bridge project could be impacted because it spans FY2013 and FY2014. Mr. Morelli said that if a project is already underway, it will move to the top of the list for the next year. This will also be one of the criteria used in distributing funds. However, if a new project is set to begin in FY2014 but has only been programmed in the TIP, this project will have to go back through the TAP competitive process.

For the benefit of the Committee and those in attendance, Mr. Delmagori reviewed the current TIP project list for FY2013:

- The North Animas River Pedestrian Bridge will have \$600,000 in TPE in both FY2012 and FY2013 (\$1,200,000 total) to construct a bridge between the North Main Ave extension and Ruins Rd.
- Sidewalks will be built on Pinon Hills Blvd from Butler to Main and on Farmington Ave from 20th to 30th in FY2013 using \$600,000 in TPE in FY2013.
- Sidewalks will be built on 20th Street from Santiago to East Main St using \$491,000 in TPE in FY2014.
- Sidewalks will be built on Bergin Lane from US 64 to Blanco using \$1,000,000 in TPE in FY2015.

In addition, Farmington is receiving \$250,000 in SRTS funds for sidewalks near Animas and McCormick elementary schools. This new funding will be part of an upcoming TIP amendment. Mr. Delmagori said he did not know the status of the City of Farmington project to construct sidewalks on Pinon Hills Blvd. and Farmington Ave. He noted that this is a \$600,000 project split between two locations. Ms. Haynes stated the Planning Division had

met with the City of Farmington. They are working on the design plans and an informal plan review was held to see what was needed for the certifications. This project is expected to be ready to go.

After some discussion on obligation limitations, current FMPO projects, use of remaining enhancement money, and some discrepancies between the TIP and STIP it was agreed that there needed to be some internal discussions within NMDOT to clarify these issues. Mr. Morelli again asked Staff to submit a simple spreadsheet listing all FMPO FY2013 TPE and SRTS projects. Mr. Morelli reiterated that the Planning Division is overseeing the TAP program and is committed to trying to fund the projects and will work with District 5 to resolve any issues.

Mr. Delmagori explained that the City of Bloomfield has a \$1,000,000 TPE project in FY2015 to construct sidewalks on Bergin Lane. Recently, however, at a Bloomfield City Council meeting, the Council approved a resolution to split the money between the Bergin Lane sidewalks and landscaping of the new US 64 project. The split is \$900,000 for the US 64 landscaping and \$100,000 for the sidewalks on Bergin Lane. Mr. Delmagori said since this resolution just happened and until some guidance on the new TAP requirements was provided, Staff had not yet brought any potential TIP amendment to the attention of the MPO committees. Mr. Gary Giron with the Bloomfield Schools was introduced and spoke to the group.

Mr. Giron is the Finance and Operations Director for Bloomfield Schools. He stated the Bergin Lane project is right next to the junior high school that has approximately 100 students who walk to and from the school every day. This road has significant truck traffic as there is a company that repairs oilfield trucks on the northern portion of the road. Additionally, there are 20-30 school buses that travel this road each day. Mr. Giron said the area has virtually no sidewalks, which means the students are walking in the roadway and there is great concern for their safety. Mr. Giron stated he wanted to ensure that comments from the Bloomfield School District were noted and on record. At the Bloomfield City Council meeting, Mr. Giron said a statement was made that there was only approximately 400 feet of missing sidewalk. He said he actually measured the distance which is 1,285 feet. Mr. Giron said there also seemed to be a lack of planning on the part of the City of Bloomfield in terms of changing this project. He stated that there appeared to be no engineering or plans in place, yet sidewalks were just going to get constructed. Mr. Giron added that this project is not feasible with only \$100,000. He wanted to ensure that this project is recognized as a safety concern for the students and residents in the area and that funding is not moved from a safety project to a beautification project. Mr. Giron asked if this project would survive under the new MAP-21 legislation.

Mr. Morelli said if the project was reapplied for under TAP, funding could not be spent on landscaping. If the project remains under TPE funding it would be governed by the old rules. He noted, however, that FHWA would most likely have concerns with using this money for beautification even under the old TPE rules, since the new TAP rules would prohibit such use. It was clarified that this project was not scheduled until FY2015 and Mr. Morelli said that, in that case, the money absolutely could not be used for landscaping.

Mr. Delmagori will convey this information to City of Bloomfield staff and their representatives on the two MPO Committees.

**ACTION:** The report was received.

# 7. RECEIVE A REPORT ON THE 2012 TRAFFIC COUNT PROGRAM

**Subject:** 2012 Traffic Count Program

Prepared by: Duane Wakan, MPO Associate Planner

Date: December 13th, 2012

#### **BACKGROUND**

- For the 2012 traffic count program, there were 88 locations that were taken in October
- Speed and class data was scheduled at 30 of those locations.
- The traffic count data was recently provided to the NMDOT after review from MPO Staff.
- After preliminary reviews and feedback from NMDOT, 11 locations required recounting.

#### CURRENT WORK

- Consultant team conducted recounts at 11 locations during the week of December 9<sup>th</sup>, 2012
- 2 locations on the original list were not taken due to the repaving project on E.
   Main.
- 5 locations were recounted that were experiencing higher volumes due to reroutes from the E. Main repaying project.
- 3 locations were recounted to verify unusual high or low count volumes.
- 1 location was recounted due to insufficient hours logged at its location (36 hours instead of 48 hours).

# **RECOMMENDATION**

It is recommended that the Technical Committee receive a report on the 2012
 Traffic Count Program.

**DISCUSSION:** Mr. Wakan reported that for the 2012 traffic count program, there were 88 locations taken in October. Speed and class data was also collected at 30 of those locations.

Mr. Wakan stated that the traffic count data was recently provided to the NMDOT and after preliminary reviews and feedback from NMDOT, 11 locations required recounting. These recounts were completed in mid-December. Mr. Wakan referred the Committee to Pages 11-13 of the Agenda and explained some of the sections that were recounted.

Oliver Avenue (AZ\_123) 278% increase in volumes due to traffic rerouting. Oliver Ave./NM 282 (AZ\_124) tube failure resulted in only 36 hours of data; 48 hours needed.

Main St.(FM\_85) 27% decrease in volume; recounted to verify volume decrease. Browning Pkwy. (FM\_215) 31% increase; recounted to verify volume increase. Twin Peaks Rd./CR 6480 (SJ\_154) 41% decrease; recounted to verify volume decrease.

A few locations on East Main were under construction and unable to be counted during the initial counts; these were then recounted. Due to the East Main construction and rerouting, other locations saw significant increases; these locations were recounted as well.

Mr. Wakan reported that Staff is working with the consultant to format the data appropriately before it is submitted to NMDOT. Once completed, this information will be uploaded into the traffic count data base (TCDS) program and onto the MPO website for public viewing.

**ACTION:** The report was received.

# 8. RECEIVE A REPORT ON THE FY2014-2019 TIP UPDATE

**Subject:** FY2014-2019 Transportation Improvement

Program (TIP)

Prepared by: Duane Wakan MPO Associate Planner

Date: December 13, 2012

# BACKGROUND

- The TIP is a short-term program of projects expected to be completed in the next six years.
- The MPO has been updating the TIP on an annual basis.
- The TIP update process includes revising existing project information, adding new projects, and developing TIP priority projects.

# **CURRENT WORK**

- A Call for Projects is being issued in December.
- NMDOT will be updating the STIP to cover FY2014-2017.
- The TIP update will proceed based on the following schedule.

TIP SCHEDULE		
MONTH	ACTION	
December 2012	Call for Projects made & issue Project Identification	
	Forms	
January 2013	Staff will meet individually with the entities,	
	NMDOT, and Red Apple Transit to review project	
	information; priorities are developed	
February 2013	Cooperative efforts to develop the draft TIP and	
	priority lists	
February - March 2013	Entities finalize project information and priorities	
	and an agreed-to list of projects for the first year of	
	the TIP.	
Early March - early April 2013	30-day Public Comment period is advertised and	
	opened	
March 28, 2013	Technical Committee holds public hearing on and	
	recommends adoption of TIP	
April 18, 2013	Policy Committee adopts the FY2014-2019 TIP	

RECOMMENDATION		
•	It is recommended that the Technical Committee receive a report on the	
FY2014-2019 Transportation Improvement Program schedule.		

**DISCUSSION:** Mr. Wakan stated that 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.

Mr. Wakan said the MPO would issue a call for projects in December and then in January will meet with each entity to review their lists. Beginning in February the MPO Committees will establish their draft TIP priority list. Once this is finalized, a 30-day public comment period will be opened, followed by the public hearing and recommended adoption by the Technical Committee in March and adoption by the Policy Committee in April. Mr. Wakan noted that Staff will work with NMDOT to coordinate the TIP update with the STIP update which will also be occurring this year.

Mr. Keck asked if the Project Information Form (PIF) was still being used. Mr. Morelli said it was and he had just been assigned to getting the form updated. Mr. Delmagori said the MPO would distribute the new forms once they were available.

**ACTION:** The report was received.

# 9. INFORMATION ITEMS

**Subject:** Information Items

**Prepared by:** Joe Delmagori, MPO Planner

Date: December 13, 2012

# **INFORMATION ITEMS**

- a. Complete Streets. At the direction of the Advisory Group, MPO staff has given overview presentations on Complete Streets to the four local councils/commissions, the Home Builders Association, the San Juan County Bar Association, and the Farmington Planning and Zoning Commission. Other presentations are being scheduled for January.
- **b. VISUM Training.** Duane Wakan attended a two-day training class on the VISUM modeling program in Orlando, FL on December 3-4. A summary of the training will be provided at the meeting.
- c. MPO Quarterly. Staff attended the MPO Quarterly in Las Cruces on December 11. Topics included development of UPWP policies and guidelines, the statewide distribution of TAP funds, and district targets based on MAP-21 funding programs.
- **d.** FY2012 Annual List of Federally Obligated Projects. This list shows details of transportation projects that received federal funding between October 1, 2011 and September 30, 2012.
- e. Other.

**DISCUSSION:** Mr. Delmagori reported that Staff had provided Complete Streets overview presentations to the councils/commissions of the four local governments and other groups in the area. Working with local planners, several more presentations are scheduled for January and February. Mr. Delmagori said the presentation is a good overview of Complete Streets and the role of the MPO. He commented that reception to the presentations has been very favorable.

Mr. Wakan attended VISUM training in early December. This training provided an introduction to the traffic modeling program which will assist with the population/employment data update Staff is currently working on. This training will also help with the eventual update to the traffic model that Staff hopes to begin working on in 2013.

Mr. Delmagori and Mr. Wakan attended the MPO Quarterly Meeting in Las Cruces on December 11. Along with the discussion of the TAP program, the development of UPWP policies and guidelines was reviewed. Mr. Delmagori noted that the current UPWP will need to be amended by extending it an additional three months to include July, August, and September to align with the federal fiscal year calendar. This coordinates with how the PL funds are distributed. Currently with the state's fiscal year, three months are using money from the previous fiscal year and nine months are using the current year's money. This amendment on the UPWP will be brought to the Committees for approval in January or February 2013.

Mr. Delmagori noted that the FY2012 Annual List of Federally Obligated Projects is shown on Pages 16 and 17 of the Agenda. The list consists of six projects and was submitted to FHWA and NMDOT Planning. This information is also available on the MPO website.

Mr. Delmagori stated that at the MPO Quarterly, Rebecca Maes with the STIP Unit provided information about the new District 5 targets under MAP-21. Although the numbers are preliminary, Mr. Delmagori reported that District 5 is looking at \$26,000,000 for FFY2013 for the core programs mentioned in Mr. Morelli's presentation.

# 9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Keck complimented NMDOT on the roadside safety audit process. San Juan County is wrapping up this process on one of their projects and has received valuable information. This process may also assist in getting a project funded for that year or provide the needed information for the next application process.

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

# 10. BUSINESS FROM THE FLOOR

There was no business from the floor.

# 11. ADJOURNMENT

Ms. Lopez moved to adjourn the meeting. Mr. Keck seconded the motion. Mr. Huber adjourned the meeting at 11:35 a.m.		
Mike Huber, Chair	June Markle, MPO Administrative Aide	