

- The Public Notice for Amendment #3 to the FFY2022-2027 TIP was published on the MPO's website and in the Daily Times on April 10, 2022.
- The amendment includes the modification of three projects:
 - Aztec Arterial
 - US-550 pavement rehabilitation from MP 168.3 to 174.5
 - Pinon Hills Blvd Extension
- The Technical Committee recommended approval of proposed Amendment #3 and the Self-Certification for Amendment #3 to the Policy Committee on April 13, 2022

AMENDED TIP PROJECT(S)

- Aztec Arterial
 - Reflecting additional funding received to complete project
 - Estimated cost \$17.8 million
- US-550 pavement rehabilitation from MP 168.3-174.5 in federal fiscal year 2026
 - Estimated cost \$20 million
 - New project phase
- Pinon Hills Blvd Extension
 - Reflecting new project phasing and additional funding received to complete project

ANTICIPATED WORK

- Hold a public hearing on TIP Amendment #3 on April 28, 2022.
- Seek approval of Amendment #3 and the Self-Certification at the April 28, 2022 Policy Committee meeting.

ACTION ITEM

- The Technical Committee and Staff recommend that the Policy Committee consider approval of proposed Amendment #3 and the Self-Certification for Amendment #3 to the FFY2022-2027 TIP.

APPLICABLE CITATIONS

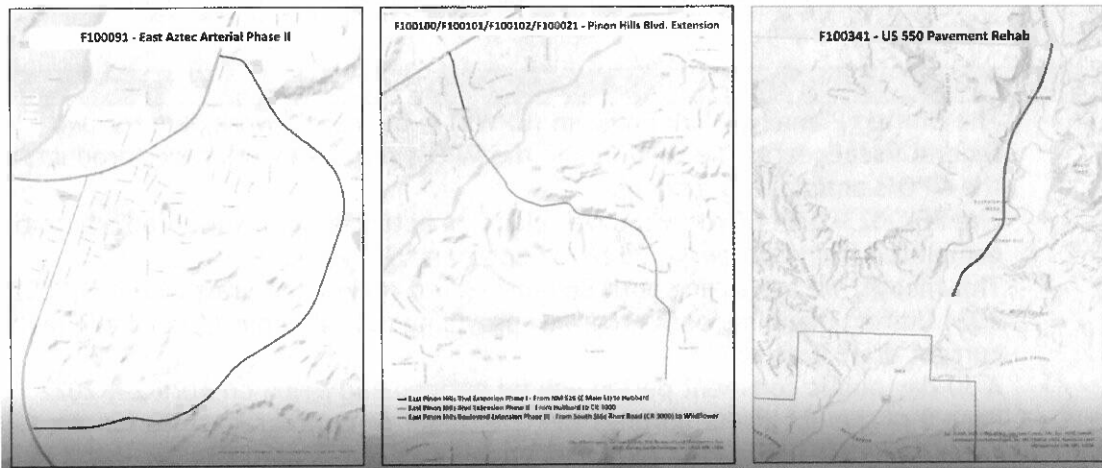
- § 450.328 TIP revisions and relationship to the STIP.
- (a) An MPO(s) may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO(s) and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO(s) shall use public participation procedures consistent with § 450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications.) After approval by the MPO(s) and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, the FHWA and the FTA must make a conformity finding on the TIP before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.

- (c) The State shall notify the MPO(s) and Federal land management agencies when it has included a TIP including projects under the jurisdiction of these agencies in the STIP.

DISCUSSION:

Mr. Koeppel explained the three projects being amended in Amendment #3 to the FFY2022-2027 TIP. He explained that while typically amendments are done on a quarterly basis and the next regular amendment is not scheduled to occur until May. The region, however, is trying to move forward on the three amended projects at a faster speed, and that is why they are being brought to the committee at this meeting as an out-of-schedule amendment.

Mr. Koeppel displayed the following maps of the three projects:



The first project being amended is F10091 - East Aztec Arterial Phase II, the bypass around downtown Aztec. The second project being amended is F100100/F100101/F100102/F100021 - the four phases of the Pinon Hills Boulevard Extension project. The first three are projects from the City of Farmington, the fourth is a project from San Juan County. The third is F100641 - US550 Pavement Rehab, from Cedar to the Colorado State Line. The project amendment will move some money around and moving the project year to FFY2027. The amendments to the East Aztec Arterial and Pinon Hills Boulevard Extension project are to reflect new funding received from NMDOT and to speed up the timelines for both projects.

MPO Staff and the Farmington MPO Technical Committee recommended that the Policy Committee approve Amendment #3 to the 2022-2027 TIP.

Chair Sharer commented that it was exciting to see the Pinon Hills project advancing and receiving the funding it has received, as it has been in the works for a long time and it was looking unlikely that the City of Farmington would be able to come up with the \$40 million needed to complete the Pinon Hills Extension bridge.

There was no further discussion by the committee.

Chair Sharer opened the public hearing. There was no public comment. The public hearing was closed.

ACTION:

Mayor Duncan motioned to approve the FFY2022-2027 TIP Amendment # 3. Mr. Brasher seconded the motion. The motion was passed with no opposition.

4. FFY2023-2024 DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP)

Subject:	FFY2023-2024 Draft Unified Planning Work Program (UPWP)
Prepared by:	Peter Koepfel MPO Officer
Date:	April 28, 2022

BACKGROUND

- The Unified Planning Work Program (UPWP) is the MPO's work plan for two federal fiscal years. The UPWP pairs the MPO's required work tasks/products with the MPO's anticipated funding.
- The FFY2023-2024 UPWP will cover planning activities and work products to be completed from October 1, 2022 to September 30, 2024.
- This month, we are asking both Committees to review the draft of the FFY2023-2024 Unified Planning Work Program, providing us with input. A copy of the most current draft is attached.
- A 30-day public comment period will be noticed and begin on April 24, 2022
- Page 9 of the document outlines the five major work program tasks for the MPO; these tasks are based on a format provided by NMDOT. Subtasks are listed below. You should be aware that the same numbering system is utilized in the MPO's quarterly invoicing system and in our financial reports, including the Annual Performance & Expenditure Report (APER), which we prepare and submit at the end of every FFY.

CURRENT WORK

- Annual activities in the UPWP include administering the MPO's programs, TIP development and management, development of performance measures, GIS activities, bicycle/pedestrian planning, transit data collection and mapping.
- Major activities for the FFY2023-2024 UPWP will include the implementing the policies of the 2045 Metropolitan Transportation Plan, an update to the MPO bicycle/pedestrian plan, land-use and transportation planning support activities, transportation performance management, and travel demand modeling updates.
- Per NMDOT, staff estimates available FHWA PL funds of \$269,488 and FTA 5303 funds of \$74,386.25 (both including local matches) for each of the two (2) federal fiscal years. Those numbers are subject to change before the final UPWP is presented.

ANTICIPATED WORK

- Meet with NMDOT in late May-early June to discuss and incorporate any changes.
- Hold public hearings on the proposed FFY2023-2024 UPWP in May.

- Seek final approval of the FFY2023-2024 UPWP by the Policy Committee at the May 26, 2022 Policy Committee meeting.

INFORMATION ITEM

- It is recommended that the Policy Committee provide staff with input on the proposed.

DISCUSSION:

Mr. Koeppel briefed the Committee on the Farmington MPO’s Draft 2023-2024 Unified Planning Work Program (UPWP), FMPO’s two-year budget and work program. He explained that the UPWP says what the work the MPO will do, who will do that work, the timeline on which the work will occur, how much the work will cost, and where the money for the work is coming from for the next two years. He summarized the UPWP as a federally required budget document for the MPO. A new UPWP is created every two years.

He went on to explain there are five major categories of work within the UPWP. First, Administration Management. This encompasses the day-to-day running of the organization. The second category is Transportation Improvement Program (TIP). This category of work focuses on maintaining and developing the TIP. Third is Data Collection and Analysis. This includes work like GIS work, the traffic counts program, software platforms used by the MPO, and other similar data related planning activities. The fourth category is general Transportation Planning activities. This includes general transportation planning work activities like the long-range transportation plan, bike and pedestrian plans, coordination with NMDOT and local partners. Lastly is Special Studies and Activities. In the last category there is a new housing coordination subtask, that is in response to the new federal transportation bills requirement that transportation planning is linked more closely to housing. This planning activity will encourage the MPO to work more closely with housing and community development department in local governments that are looking to develop housing.

Mr. Koeppel next displayed the following budget number from the 2023-2024 UPWP:

Fund Source	Estimated FFY2023 Budget	Estimated FFY2024 Budget		FFY2023	Estimated Task Costs
FHWA PL - Federal Share	\$230,251	\$230,251		Task 1 Program Admin & Management	\$144,025
FHWA PL - Required Match	\$39,237	\$39,237		Task 2 Transportation Improvement Program	\$15,044
FHWA PL - Total	\$269,488	\$269,488		Task 3 Gen Dev. Data Collection/Analysis	\$86,415
FTA 5303 - Federal Share	\$ 99,509	\$ 99,509		Task 4 Transportation Planning	\$81,415
FTA 5303 - Required Match	\$ 14,877	\$14,877		Task 5 Special Studies & Activities	\$12,787
FTA 5303 - Total	\$74,386	\$74,386		Total	\$339,686
Total MPO Budget	\$343,874	\$343,874		FFY2024	Estimated Task Costs
Local Match PL (Planning)	FFY2023	FFY2024	Local Match 5303 (Transit)	FY2023	FY2024
Aztec (7%)	\$2,747	\$2,747	Aztec (7%)	\$1,041	\$1,041
Bloomfield (8%)	\$3,139	\$3,139	Bloomfield (8%)	\$1,190	\$1,190
Farmington (47%)	\$18,834	\$18,834	Farmington (47%)	\$6,992	\$6,992
Kirtland (1%)	\$392	\$392	Kirtland (1%)	\$148	\$148
SJ County (37%)	\$14,125	\$14,125	SJ County (37%)	\$55,504	\$5,504
Local Match Total PL Planning *	\$39,237	\$39,237	Local Match Total 5303 (Transit)	\$14,877	\$14,877
				Total	\$339,686

He noted that all of these numbers are not final as the MP is still waiting to hear from the federal government on their final dollar amounts. The MPO anticipates the final budget numbers will be very similar or slightly higher than the ones shown above. Mr. Koeppel also added that the MPO has two sources of funding, from FHWA and from FTA. FHWA funds have a local match requirement of 14.56%, which is lower than the usual 80/20 split because of the amount of federal lands within New Mexico, and FTA funds have a local match requirement of 20%. Annually, the MPO has a budget of around \$340,000. Mr. Koeppel hopes the final numbers will be available when the MPO brings the final 2023-2024 UPWP to the Committee in May.

There was no further discussion from the committee.

5. REPORTS FROM NMDOT

Planning Bureau – Rosa Kozub

Ms. Kozub John Neunuebel as the new DOT Planning Liaison for FMPO, however he was unable to attend this meeting due to a scheduling conflict.

Ms. Kozub answered Mr. Koeppel's previous question regarding the final FHWA PL funding number. NMDOT is planning to discuss the FHWA PL funding at the MPO Quarterly in June 2022. The Census has released updated population numbers but has yet to released updated large urbanized areas. The discussion at the Quarterly will bring all the states MPO's to a consensus on how they will move forward regarding funding distributions until the updated large urbanized areas are released. This could potentially affect the amount of funding FMPO receives. Ms. Kozub did note that the funding target FMPO has in the Draft 2023-2024 UPWP is still correct, as far as NMDOT is aware.

Ms. Kozub also noted that the award forms for the TAP/CMAQ project should be going out to recipients within the next week or so.

District 5 – Paul Brasher

Mr. Brasher thanked the committee for the work and patience on the three projects that were amended in Amendment #3 to the FFY2022-2027 TIP. He emphasized the importance of the projects and applauded the speed at which FMPO's entities are moving to complete them. Mr. Brasher had no other updates for the committee.

DISCUSSION:

There was no other discussion by the committee.

6. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	MPO Staff

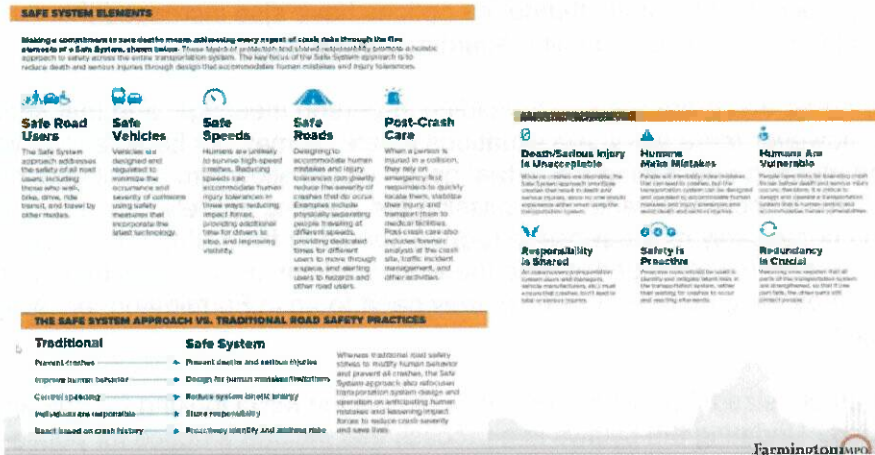
INFORMATION ITEMS

a. Update on Local Road Safety Plan

DISCUSSION:

Mr. Koepfel informed the committee the MPO has been working with USDOT and a consultant to create and implement a Local Road Safety Plan (LRSP) for the region. The plan should help the MPO's and the region's eligibility for multiple federal grants regarding safety, as this is a pre-requisite for most programs.

The LRSP uses the Safe Systems Approach to look at safety in our region. This is a holistic approach to looking at road safety and focuses on mitigating the worst outcomes, which are death and serious injuries, assuming there will always be some human error in the transportation system that we won't be able to eliminate. The following graphic was shown to help understand the Safe Systems Approach:



The MPO has been working with local stakeholders, the FWHA, and a consulting team to complete the LRSP. In the development process, shown below, the plan is currently at Step 4.

LRSP Development Process

- Step 1: Establish Leadership
- Step 2: Analyze the Safety Data (includes Review of Documents)
- Step 3: Determine Emphasis Areas (Stakeholder Workshop 1)
 - Road Departure
 - Vulnerable Users (Pedestrians, Bicyclists, School Children)
 - Intersections and Access Management
 - Motorcyclists
 - Impaired Driving
 - Behavioral (Speed/Aggressive Driving, Unrestrained Occupants, Older Drivers)
- Step 4: Identify Strategies (Stakeholder Workshop 2)
- Step 5: Prioritize and Incorporate Strategies
- Step 6: Evaluate and Update the LRSP

The consulting team is visiting the region two weeks after the meeting.

Mr. Koeppel went on to describe the remaining timeline. The draft LSRP is expecting the next week and the final document is expected to be released in the summer of 2022. He emphasized that this will put the region in a better position to receive more grants from the new federal infrastructure bill, which has a lot of money available for roadway safety.

There was no further discussion by the Committee.

7. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Mr. Koeppel informed the committee that the MPO is currently allowing for virtual participation in committee meetings due to public health reasons, however, if this option is to remain permanent, it would require an update to the bylaws. Mr. Koeppel asked the committee if this was something they would have interest in continuing. Mr. Koeppel also emphasized that the MPO will continue to hold in-person meetings and continue to rotate between entities to host those in-person meetings, this potential change would simply allow for a virtual option when attending the meetings. He used the example of NMDOT as a reason to keep this option, as they would need to drive 3+ hours to attend our meeting in-person and virtual attendance options have also increased the attendance at the meetings, specifically regarding having a quorum.

Chair Sharer noted that there is value to holding in-person meetings, and that should be encouraged, however there are some situations where he may not be able to physically make it to the meeting and having the virtual option would allow him to still attend the meeting, and this is more favorable than missing the meeting entirely. He also added that it doesn't necessarily make sense to require someone from NMDOT in Santa Fe to drive 3 hours for a 15 minute meeting, and the virtual options would allow them to attend the meeting if they have no other business they need to be in Farmington for. Mayor Duncan agreed.

Mr. Koeppel emphasized that his discussion was only the MPO looking for guidance on how to proceed. Updating the bylaws is a process that includes a notice for public comments and a legal review. Ms. Baird clarified that FMPO will draft these changes and legal will review these changes and then it would be brought back to the Committee. Mr. Koeppel confirmed this was the process and the current discussion was to determine if the MPO should even begin that process.

Mr. Brasher added that he will make an effort to attend meeting in Farmington, as there is always work for him to do when he is in the region. He would prefer to attend the meeting in person.

Chair Sharer asked the committee if anyone had any issue with allowing virtual attendance to the committee meetings. There were no members who expressed this opinion.

Mr. Koeppel summarized that the MPO will work with legal to start this process and that the MPO appreciates the input of the committee. It will take a couple of months, but the MPO expects to bring this back to the committee later in the year.

Lastly, Mr. Sharer asked when are where is the next Policy Committee Meeting. Ms. Leys informed the committee the next meeting will be held May 26th at the Commission Chambers at San Juan County Administrative Building in Aztec. There is a Policy Committee in May and June and there is no meeting in July. Chair Sharer asked how many Policy Committee meetings per year are there. Ms. Leys confirmed there were 8 meetings each year.

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

8. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

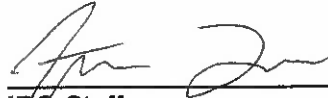
There was no public comment on any issues not on the agenda

9. ADJOURNMENT

Mayor Duncan moved to adjourn the meeting. Commissioner Todacheene seconded the motion. The motion passed with no opposition. Chair Sharer adjourned the meeting at 10:51 a.m.



Sean Sharer, Policy Committee Chair



MPO Staff

