



A G E N D A

Farmington Metropolitan Planning Organization Policy Committee Meeting

**Commission Chambers
Aztec City Hall
201 W Chaco St.
Aztec, NM**

**November 10, 2010
3:00 p.m.**

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
November 10, 2010 3:00 P.M.

This meeting will be held in the Commission Chambers, Aztec City Hall, 201 W Chaco St., Aztec, New Mexico.

| ITEM | PAGE |
|---|-------------|
| 1. Call meeting to order | |
| 2. Approve the minutes from the September 9, 2010 Policy Committee meeting. | 1 |
| 3. Approve Amendment #2 to the FY2011-2016 Transportation Improvement Program (TIP). | 15 |
| 4. Adopt PC Resolution 2010-5, establishing the procedures to be followed and notice to be given pursuant to the provisions of the New Mexico Open Meetings Act, providing for the annual determination of reasonable notice of meetings, and establishing the meeting times, dates, and locations for the FMPO Policy Committee during calendar year 2011. | 17 |
| 5. Approve the Memorandum of Agreement between the FMPO and NMDOT. | 22 |
| 6. Receive a presentation on the Red Apple Transit Study (<i>David Krutsinger, LSC</i>). | 41 |
| 7. Receive a report from NMDOT. <ul style="list-style-type: none"> a. District 5 b. Planning Division | |
| 8. Receive a summary of the NMDOT Rail Plan presentation. | 42 |
| 9. Receive a report on Red Apple ridership. | 44 |
| 10. Information Items <ul style="list-style-type: none"> a. Hood Mesa/Northern Route Connection Alternatives b. Other | 47 |
| 11. Business from: <ul style="list-style-type: none"> a. Chairman b. Members c. Staff | |
| 12. Business from the floor | |
| 13. Adjournment | |

ATTENTION PERSONS WITH DISABILITIES: If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the MPO Administrative Aide at the Downtown Center, 100 W Broadway, Farmington, New Mexico or at 505-599-1466 at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the MPO Administrative Aide if a summary or other type of accessible format is needed.

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
SEPTEMBER 9, 2010

Policy Members Present: Pat Lucero, City of Bloomfield
Dr. James Henderson, San Juan County
Dan Darnell, City of Farmington
Gayla McCulloch City of Farmington

Policy Members Absent: Gene Current, City of Aztec

Technical Committee Members Present: Julie Baird, City of Bloomfield
Nica J. Westerling, City of Farmington

Staff Present: Joe Delmagori, MPO Planner
Martin Lucero, MPO Associate Planner
Kathy Bonnell, MPO Admin Aide

Staff Absent Bob Campbell, MPO Officer

Also Present: Dave Martinez, NMDOT District 5
Robert Anaya, NMDOT
Ray Matthew, NMDOT
Larry Hathaway, San Juan County
Mitch Thomas, Citizen
Thomas Jacquez, Citizen

1. CALL TO ORDER

Dr. Henderson called the September 9, 2010 Policy Committee meeting to order at 3:00 pm.

2. APPROVE THE MINUTES FROM THE JUNE 10, 2010 POLICY COMMITTEE MEETING

Mr. Pat Lucero made a motion to approve the minutes from the June 10, 2010 Policy Committee Meeting. Mr. Darnell seconded the motion. Motion was passed.

3. APPROVE THE FY2011-2016 TIP AMENDMENT #1

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item

| | |
|---------------------|------------------------------|
| Subject: | FY2011-2016 TIP Amendment #1 |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | August 31, 2010 |

BACKGROUND

- On August 1, 2010 the Farmington MPO advertised Amendment #1 to the FY2011-FY2016 Transportation Improvement Program.
- The amendment modifies funding to Phase II of the US 64 Farmington to Bloomfield widening project.
- The MPO held a 30-day public comment period from August 1, 2010 to September 3, 2010.
- A public hearing was held on Amendment #1 during the August 26, 2010 Technical Committee meeting.

CURRENT WORK

- The original amount in High Priority Projects funding for Phase II was \$4,987,476; an additional \$3,020,344 has now been authorized for a total of \$8,007,820.
- The TIP now reflects the \$3,000,000 in Local funds being used by the City of Bloomfield for relocation of city utilities.

ANTICIPATED WORK

- Amendment to the FY2010-2013 STIP.

ATTACHMENTS

- Public Notice describing the funding changes in Amendment #1.

RECOMMENDATION

- It is recommended that the Policy Committee approve Amendment #1 to the FY2011-2016 TIP.

Discussion: Mr. Delmagori discussed the Amendment to the FY2011-2016 TIP initiated by the NMDOT. Mr. Delmagori indicated that the US 64 widening from Farmington to Bloomfield was a high priority earmark and that now the entire earmark has been made available for the project. The additional funds represent more than a 15% change in the final funding amount and require a formal amendment to make the change in the TIP.

The MPO published the Amendment for thirty days and had not received any comments. A formal public hearing was held during the Farmington MPO Technical Committee meeting on August 26, 2010. Mr. Delmagori stated in addition to the earmark the amendment included \$3 million dollars of local funding from the City of Bloomfield to relocate city utilities in and near the project. Mr. Delmagori then sought approval of Amendment #1 FY2011-2016 TIP from the Policy Committee.

Action: Mr. Darnell made a motion to approve Amendment #1 to the FY2011-2016 TIP. Mr. Pat Lucero seconded the motion. The FY 2011-2016 TIP Amendment #1 was approved by the Policy Committee.

4. APPROVE THE FY2011UPWP BUDGET AMENDMENT

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

| | |
|---------------------|------------------------------|
| Subject: | FY2011 UPWP Budget Amendment |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | August 31, 2010 |

BACKGROUND or PREVIOUS WORK

- The MPO prepared its FY2011 Budget based on initial funding estimates from NMDOT for FHWA PL and FTA 5303.
- Work Authorizations have been received by the MPO with official amounts for PL and 5303 funding.
- The new statewide PL formula goes into effect in FY2011.

CURRENT WORK

- The MPO is receiving \$175,213 in federal PL for FY2011 as a result of the new formula.
- Federal PL funding for the traffic count program will remain at \$10,680.
- The MPO will have \$45,305 in FY2010 PL carryover.
- The MPO is receiving \$23,151 in federal FTA 5303 funding, which is \$349 less than what was estimated in April.
- Larger federal amounts are reducing the overall local contribution.
- The FY2011 UPWP budget has been updated to reflect final funding amounts.

| ATTACHMENTS |
|---|
| <ul style="list-style-type: none"> ▪ The FY2011 UPWP Budget Amendment. |

| RECOMMENDATION |
|--|
| <ul style="list-style-type: none"> ▪ It is recommended that the Policy Committee approve the amendment to the FY2011 UPWP Budget. |

Discussion: Mr. Delmagori informed the Committee that each March and April the MPO drafts a budget based on the reasonably expected PL and the 5303 funds. Once an official Work Authorization from NMDOT is received the MPO makes any necessary revisions to the UPWP Budget.

Mr. Delmagori indicated that the Federal PL for traffic counts, \$10,680, remained the same. The MPO will have a carryover from the FY2010 PL funds in the amount of \$45,305. The MPO will receive \$23,151 in Federal FTA funding which is \$349 less than what was estimated in April. After Farmington City Council approved the budget for the city, the MPO’s budget was lowered to \$301,623 from \$304,176.

A breakdown of the total MPO Budget is shown by entity, as outlined in the Joint Power Agreement. With the PL carryover and the increase in Federal monies the local required overmatch has been reduced.

Action: Mr. Darnell made a motion to approve the FY2011 UPWP Budget Amendment. Mr. Pat Lucero seconded the motion. The FY2011 UPWP Budget Amendment was approved by the Policy Committee unanimously.

5. ADOPT THE MPO MAJOR THOROUGHFARE PLAN

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| |
|--|
| <p>Subject: MPO Major Thoroughfare Plan Prepared by: Martin Lucero, MPO Associate Planner Date: August 31, 2010</p> |
|--|

| BACKGROUND or PREVIOUS WORK |
|--|
| <ul style="list-style-type: none"> ▪ Staff has met with member entities to discuss the proposed MPO Major Thoroughfare Plan. ▪ Staff identified road classifications that differ between the local agencies and NMDOT. ▪ In the development of the MTP, consideration has been given to all transportation modes including transit alternatives, bicycle, and pedestrian. ▪ Staff reviewed NMDOT criteria for functional classifications. ▪ Staff in conjunction with the Technical Committee members identified differences in road classifications. |

| CURRENT WORK |
|---|
| <ul style="list-style-type: none"> ▪ Work with NMDOT to review the state designation for classified roadways within the MPO. ▪ Completion of a classification table that highlights the various proposed classification changes. ▪ MPO presentations to planning and zoning commissions for each member entity. ▪ MPO presentations to entity councils and commissions. |
| ANTICIPATED WORK |
| <ul style="list-style-type: none"> ▪ The development of a Roadway Classification Map showing all existing and future roadway designations. ▪ NMDOT and FHWA approval of changes to road classifications. |
| BACKUP MATERIAL |
| <ul style="list-style-type: none"> ▪ Classification table showing differences in classifications, proposed changes to the state classified roadway system, and classifications for new roads. (Provided under separate cover to the Policy Committee). |
| RECOMMENDATION |
| <ul style="list-style-type: none"> ▪ It is recommended that the Policy Committee adopt the MPO Major Thoroughfare Plan (PC Resolution 2010-4). |

Discussion: Mr. Martin Lucero discussed changes to the Road Classification chart. He also discussed the reasons the MPO is seeking adoption of the Major Thoroughfare Plan (MTP). The purpose of this MTP for the MPO is to identify future roads for the region as a whole. Staff had the Technical Committee review the plan and provide input throughout the summer.

Staff also went to each Planning and Zoning Commission, County Commission as well as the City Councils to seek opinions from stakeholders in development of the plan. Mr. Lucero discussed recommended changes from the Farmington City Council. It was requested that the MPO take a look at connections made to Hood Mesa Trail. Originally the MPO had Hood Mesa Trail set as a Minor Arterial and connecting to the Northern Route. However, Councilor Sandel is requesting that Staff show the Northern Route going north of the City of Farmington and connecting with Glade Road.

In response to the request, Staff considered possible corridor alignments by reviewing aerials of the proposed alignments. Staff showed the two best alignments on the map currently available to create the alternatives to Hood Mesa Trail as suggested by the City of Farmington. Mr. Lucero explained how the proposed alternatives on the map would tie into existing sub-divisions.

Mr. Lucero discussed ways to evaluate the proposed alternatives such as from a practical stand point, based on cost effectiveness and regionalism. He also stated if any of the alternatives were to be chosen, Glade Road would need a classification change to a Minor Arterial.

After consideration of the proposed alternatives Staff recommended that Hood Mesa Trail be shown as a Collector connecting into the proposed Northern Route, a minor arterial. The proposed corridor would be similar to CR 5290. As CR 5290 enters the residential subdivision

the road changes from a Minor Arterial to Collector. The roadway is choked down and the speeds are lowered. Mr. Lucero also stated that the roads would tie into the Foothills corridor helping to give another point to disperse traffic. Mr. Lucero added that the City would still need to preserve the Hood Mesa corridor within the current City Limits. He stated that Hood Mesa Trail is currently open space along this portion; access control could be used to preserve rights-of-way in case the road needed to be widened in the future.

Mr. Lucero discussed that the City of Bloomfield has identified a road that the MPO has mislabeled and the correction was made.

Mr. Lucero then stated the City of Aztec looked at the MTP and were in agreement with the identified changes to their Major Thoroughfare Plan.

San Juan County was very grateful that the MPO was able to take a look at the County and create a MTP for the urbanized areas.

Mr. Lucero stated that Staff is requesting the MTP be adopted by the MPO and set forth without the two alternate alignments that were presented and that Hood Mesa Trail stay classified as a Collector.

Mr. Darnell questioned leaving Hood Mesa Trail as a collector and the alternative routes on the map. He stated this was the first time these alternatives have been presented to the Policy Committee. He also stated he would like more clarification on the alignment of the Northern route and its connection to Hood Mesa Trail. Mr. Darnell then asked if there was a proposed cost for the alternatives due to the terrain. Mr. Lucero stated the two alternatives were chosen by Staff because of their location along existing roads, which would likely help keep costs reasonable.

Mr. Darnell questioned the reason the MPO was recommending the proposed changes. Mr. Lucero stated due to residential facilities located along Hood Mesa Trail, the land use would dictate the road would be classified as a Collector. Given these existing conditions, Staff is seeking that the right-of-way be protected from further housing development encroachment.

Mr. Darnell stated if we want to protect the corridor that has existing homes, then there is little that can be done about pushing in side roads and relocating driveways. He also questioned why does the MPO want to make Hood Mesa Trail a Collector instead of making it as a Minor Arterial? Mr. Lucero stated that the MPO is suggesting the section from Pinon Hills Blvd to the city limits be classified as a Collector and the section from the city limits to the Northern Route become a Minor Arterial. Mr. Lucero also stated the original thought was that Hood Mesa Trail be classified as a Minor Arterial but built as a Collector, so it would function normally, until the Northern Route is completed.

Mr. Lucero then gave the example from the Action Management Plan in which the plan refers to roads developing into Arterials from Rural Collectors because the right-of-way is preserved. This is what the MPO is currently looking at: if the member entities can adhere to the policies which are currently in place, such as the Access Management polices, the Bike/Pedestrian Plan, and the Metropolitan Transportation Plan, then facilities that front along the road may be limited. Mr. Darnell stated if there were to be additional development then everyone would need to understand that they are building along what someday may become an Arterial.

Mr. Lucero discussed the possibility of Hood Mesa Trail being adopted at the MPO level as a Minor Arterial and then the City of Farmington adopting the plan with an addendum that Hood Mesa Trail be reflected on their plan as a Collector. He also stated if there was future development the MPO would then refer to it as a Minor Arterial.

Mr. Darnell asked what would be the classification we are seeking from the state for Hood Mesa Trail. Mr. Lucero stated it would be a Collector. Mr. Darnell states that he misunderstood the discussion at the City Council meeting regarding possibly upgrading Hood Mesa Trail to a Minor Arterial. Mr. Lucero stated that in the past the MPO ran some models for the Northern Route and came to the conclusion that it would be insufficient and very costly not to have it connect directly into Hood Mesa Trail. He also stated the biggest issue with both alternative alignments is that west of the City there are ridges that would require a drop off the mesa and then possibly multiple arroyo crossings. The road would need to be properly graded for vehicles. Mr. Darnell stated it would also be far out of the way.

Mr. Lucero discussed the model that was run by the MPO showing traffic flows wanting to move along College and Pinon Hills. It did not show the traffic flowing along the alternate alignment unless it was forced it to do so; running the northern route further west did not make an attractive route.

Mr. Darnell asked Ms. Westerling if she had the opportunity to review the Hood Mesa Trail alignment and her thoughts on it. Ms. Westerling discussed the perceived problems with Hood Mesa Trail. Large portions of the land have been sub-divided and are privately owned. Large portions of Hood Mesa Trail from Pinon Hills to the BLM pipeline road do not have right-of-way but are prescriptive easements. Ms. Westerling indicated that there are other alternate routes. Mr. Darnell questioned which route she felt was worth investigating. Ms. Westerling stated that there could be a connection off of Foothills which would connect a collector to a collector.

Mr. Darnell questioned if she was suggesting using Foothills. Ms. Westerling stated she was not stating to use Foothills but that Foothills would be one of the connectors to the alternate route. She also suggested maybe tying into College and Lakewood from the alternative alignment. She demonstrated the possible routes on the map.

Ms. Westerling pointed out to the Committee when using a pipeline road they require the City to cover it with five feet of fill over the top of their pipes and that can become very costly. Mr. Darnell stated he was under the assumption that the recommendation of a road going over to the Glade would simply come out along Hood Mesa Trail to the Pinon Hills alignment. He also asked Ms. Westerling how her opinion would differ from that. Ms. Westerling answered by demonstrating on the map that the route avoids the town.

Mr. Darnell asked Ms. Westerling if she felt the Northern Route, coming from Aztec and County into Farmington, was appropriate. Ms. Westerling answered affirmatively and added that she envisions that road being much like Pinon Hills where there can only be a full intersection every quarter mile.

Mr. Darnell asked Ms. Westerling where she thought the Northern Route should terminate. Ms. Westerling stated there are a couple of places, one being Pinon Hills and the Glade and the other up in the canyons. Mr. Darnell interjected that the arroyos are pretty wide in that

area. Mr. Lucero stated the second alternative crosses along the smallest arroyo and would connect with Foothills. The second alternative could possibly connect into College and Glade. Ms. Westerling added that the project in her opinion would be over 50 years from now.

Mr. Darnell asked would it be preferable to classify Hood Mesa Trail as a Collector verses a Minor Arterial. Ms. Westerling stated if Hood Mesa Trail were classified as a Minor Arterial her opinion would be that the traffic would be coming into the area at 50 mph.

Ms. Westerling stated Hood Mesa Trail will be a very costly route due to the lack of infrastructure and the proximity to homes. Mr. Darnell asked if constructing Hood Mesa Trail would require moving homes. Ms. Westerling answered that would be the case. Mr. Darnell compared constructing Hood Mesa Trail to that of constructing portions of 20th Street for widening. Ms. Westerling stated that if Hood Mesa Trail were built to a 40-50 foot right-of-way, it would be right at the front doors of some existing homes. Mr. Delmagori asked if it was possible to use College Blvd. and Foothills as feeders. Ms. Westerling stated this alignment is necessary but there's going to have to be an alternate solution.

Ms. McCulloch stated she would like to avoid a similar situation to 30th Street. She states with her own personal experience trying to get a bailer through the road is rough and she sees the same situation occurring along Hood Mesa Trail with existing homes.

Ms. McCulloch asked Ms. Westerling to suggest another possible solution to this alignment. Ms. Westerling discussed another way to avoid moving traffic along Hood Mesa Trail would be to connect to NM170. This alignment however is out of the way and would have to be further evaluated. Mr. Darnell stated without capturing some of this now we will have sub-divisions being built haphazardly. Ms. Westerling agreed.

Mr. Darnell questioned what would be the best alignment for the Northern Route that can be preserved. Ms. Westerling stated this should be looked at for the future. In addition, she felt an east-west collector is needed and unfortunately Hood Mesa Trail would be it.

Mr. Darnell questioned if the Major Thoroughfare Plan can be adopted without a decision regarding Hood Mesa Trail and the Northern Route. Mr. Lucero answered the MTP may be adopted without this section in it. Adoption could occur now and this portion would be amended in the future after an alternative was decided on. He suggested with adoption now, it would save time in the future. Mr. Lucero stated he would set an appointment with Ms. Westerling so they can discuss the best possible alignment. However, at this time Staff would suggest adopting it wholesale and coming back to present the best alignment as an amendment.

Mr. Darnell stated he would share with his fellow commissioners his feelings about the Glade and how there are so few open spaces or recreational spaces left. He would hate to be the one that voted to open the Glade to development and possibly encouraging BLM to begin trading land. He stated that is why he prefers the Hood Mesa Trail route. Ms. Westerling stated that if there was a way to get BLM's approval for the alternatives, then everything would be ok. The Glade is not buildable land because of the 100 year flood plain, which is from Pinon Hills down to the Bluffs.

Action: Mr. Darnell made a motion to adopt the Major Thoroughfare Plan without the two alternative alignments and with direction to staff to return with an alternative to the Northern Route/Hood Mesa connection. Mr. Pat Lucero seconded the motion. The motion was passed unanimously.

6. RECEIVE A REPORT NMDOT

Discussion: Mr. Martinez indicated the four ARRA projects are under construction and moving along. He also indicated the US 64 project is out for bid and that the contract must be awarded within two months. It will be a two year project which is in the final stages with right-of-way acquisition. There are a couple of properties that might end in condemnation because of disagreements over price.

Mr. Martinez stated this summer there was an issue that impacted the pavement striping program due to a nationwide shortage of paint which impacted the completion of projects.

Mr. Martinez stated that statewide, 60% of ARRA funds will be expended by October 1 and the State is very close to achieving that goal thanks to local entities in doing their share.

Mr. Matthew announced he replaced Dr. Bob Widoe as the Liaison for the Planning Department. He indicated that the Major Thoroughfare Plan is something that the MPO voluntarily undertook as it is not a requirement under Federal regulations. However, it is a good planning practice because it identifies high priority roads that need right-of-way preservation. The MPO through this plan is requesting functional reclassification of roads in the Federal Roadway Registry and classification of existing roads. In the Federal system the roads have to be classified as a Major Collector or above to receive Federal funding. He indicated there will be several reclassifications coming out of this Major Thoroughfare Plan due to the fact it has been awhile since the last update. Mr. Matthew indicated that current transportation funding is still functioning under the continuation of SAFETEA-LU.

Action: The report was received

7. RECEIVE A REPORT ON RED APPLE TRANSIT STUDY

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|----------------------------|
| Subject: | Red Apple Transit Study |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | August 31, 2010 |

BACKGROUND or PREVIOUS WORK

- The MPO and Red Apple Transit are working with LSC Consultants to determine future transit needs and make recommendations for expansion options.
- LSC Consultants developed a Technical Memorandum that determined current transit need and identified future transit demand out to the year 2035.
- The second public meeting on the transit study was held on July 29th.
- Other stakeholder meetings were held to review the Technical Memo.

CURRENT WORK

- The Technical Memo provided transit need based on targeted population groups.
- Data on population densities, major employers, and travel patterns was collected to better identify areas needing transit service.
- Demand estimation was developed for 2020 and 2035 and initial observations for service expansion were made.
- Presentation material outlined overall system concepts and possible options to revising the existing transit system.

ANTICIPATED WORK

- LSC will develop Technical Memorandum #2, which will identify scenarios that reallocate existing resources for system improvements and expansion options based on additional resources.
- Hold the third series of stakeholder and public meetings from October 5-7.

RECOMMENDATION

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

Discussion: Mr. Delmagori discussed the Red Apple Transit Study and the progress LSC Consultants has been making. LSC has issued a Technical Memo which consists of an assessment of the current Red Apple Transit system, an evaluation of possible hub locations, and locations for additional transits stops based on current and future demographics. Mr. Delmagori discussed the public meeting which will be held on October 6, 2010 at the Civic Center.

Mr. Delmagori indicated that data on population densities, major employers, and travel patterns were evaluated to better identify areas needing transit service. Mr. Delmagori stated LSC has developed Technical Memorandum #2 which identifies route scenarios that reutilize existing resources and options based on changing routes and adding routes to better serve the community.

Mr. Darnell posed a question regarding the stimulus money that was received to purchase larger buses and asked if the routes should have changed in order to maximize the capacity of

the trolleys that were purchased. Mr. Matthew stated the stimulus monies received were to purchase larger buses to be more responsive to the public. Mr. Darnell stated that capacity was not the issue but that more stops were needed to better serve the public.

Ms. McCulloch stated she had read a newspaper article regarding terminating the Red Apple service in Bloomfield. Ms. Baird responded that the article misquoted their councilwoman and that the city was not looking to terminate any service. The City of Bloomfield would, if possible, like to see more stops to better serve the public.

Mr. Delmagori stated currently the public does not see the transit system as being convenient. LSC is evaluating the locations of possible stops to make it more convenient for the public.

Mr. Pat Lucero would like to thank Ms. Baird for her commitments and pointed out that the ridership report shows that Bloomfield has the highest ridership among the regional routes.

Action: The report on the Red Apple Transit Study was received.

8. RECEIVE A REPORT ON RED APPLE TRANSIT

FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

| | |
|---------------------|--------------------------------------|
| Subject: | Red Apple Transit Update |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | September 1, 2010 |

RED APPLE UPDATE

- Overall ridership reached 11,167 passengers in July.
- Bloomfield, Kirtland and Farmington saw a decrease in ridership over previous month, with -26%, -21% and -7% respectively.
- Aztec saw increases in ridership over previous months with 37% more riders.
- Aztec, Bloomfield, Kirtland and Farmington had decrease over the same period last year with -23%, -7%, -12%, and -3%, for a system wide drop of -4%.
- The ridership report is attached.

RECOMMENDATION

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

Discussion: Mr. Martin Lucero stated the Red Apple Transit ridership reached 11,167 passengers in July. The Bloomfield, Kirtland and Farmington routes saw a decrease over the previous month. Aztec saw an increase over the previous months with a 37% increase in riders. Over the same period last year the Red Apple Transit experienced an -4% decrease.

Action: The Red Apple Transit Update was reviewed.

9. RECEIVE A REPORT ON MPO ROADWAY INVENTORY

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|--------------------------------------|
| Subject: | Roadway Inventory |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | August 31, 2010 |

| BACKGROUND |
|--|
| <ul style="list-style-type: none">▪ In July 2007, the MPO issued its first Roadway Inventory of federally classified roads.▪ The Road Inventory identified several road characteristics, such as number of lanes, speed limits, and presence of sidewalks and/or bike facilities. |

| CURRENT WORK |
|---|
| <ul style="list-style-type: none">▪ Staff has performed site visits to various intersections and to federally classified roadways.▪ Additional roadways have been recorded in anticipation of them being classified in the near future.▪ The Roadway Inventory list has been updated to reflect current conditions. |

| ANTICIPATED WORK |
|---|
| <ul style="list-style-type: none">▪ The Roadway Inventory will be posted to the Farmington MPO website and issued to member entities. |

| ATTACHMENTS |
|--|
| <ul style="list-style-type: none">▪ The Roadway Inventory has been provided to the members under separate cover. |

RECOMMENDATION

- It is recommended that the Policy Committee receive a report on the MPO Roadway Inventory.

Discussion: Mr. Martin Lucero handed out a spreadsheet indicating the condition of all classified roadways within the MPO. Staff verified improvements that have been made to the road network and noted information for roadways that were under consideration for reclassification.

The original inventory was completed in 2007 and included speed, condition of sidewalks, shoulders, and bike lanes. Mr. Lucero indicated the update was performed and entered into the database for future projects.

Action: The report on the Roadway Inventory was received.

10. INFORMATION ITEMS

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|--------------------------------------|
| Subject: | Information Items |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | September 1, 2010 |

INFORMATION ITEMS

- a. **FY2010 Performance & Expenditure Report.** The yearend report that summarizes major planning accomplishments and the MPO budget for FY2010 has been completed. It has been submitted to FHWA, FTA, NMDOT, and the local entities.
- b. **Safe Routes to School Update.** In Farmington and Bloomfield, parent surveys are being provided in student welcome packets. Student arrival counts for participating schools are scheduled to be taken in mid-September.
- c. **MOA Renewal.** The MOA between the MPO and NMDOT expires at the end of December. Staff has provided comments to NMDOT. The revised MOA will eventually need approval from the Policy Committee.
- d. **MPO Quarterly in Santa Fe.** The next MPO Quarterly is scheduled for September 28 in Santa Fe.

- e. **FHWA Transportation Safety Training.** The MPO will attend training on September 29-30 in Santa Fe. The NMDOT will hold a statewide meeting to give additional training on integrating safety into transportation plans.
- f. **Other.**

Discussion: Mr. Delmagori informed the Committee that the MPO performed student arrival counts at the four participating schools in the City of Farmington and at Central Primary in the City of Bloomfield. The information collected gives an understanding of how the Safe Routes to School program is progressing at each individual school. This is the first set of student arrival counts for the Bloomfield pilot school. The counts will be taken again in the spring to see if the encouragement efforts have increased the number of students to walking to school.

Mr. Delmagori mentioned the MOA between the MPO and the NMDOT will expire at the end of December. Staff will bring the revised MOA to the Policy Committee for approval.

Mr. Delmagori informed the committee that Staff will be attending the MPO Quarterly in September in Santa Fe. He also indicated they will be attending a FHWA Safety Training after the MPO Quarterly.

Mr. Delmagori indicated the November meeting is scheduled for 1:30 pm. He asked the Committee if 3:00pm will work better for them. He stated at November's meeting Staff will present a proposed schedule for the following year.

Action: The report on Information Items was received.

11. BUSINESS FROM

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

12. BUSINESS FROM THE FLOOR

Discussion: There was no business from the floor.

13. ADJOURNMENT

Discussion: Dr. Henderson adjourned the meeting at 4:29 pm.

Dr. James C. Henderson-Chairman

Kathy Bonnell-MPO Admin Aide

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|--------------------------------------|
| Subject: | FY2011-2016 TIP Amendment #2 |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | October 28, 2010 |

BACKGROUND

- On October 3, 2010 the Farmington MPO advertised Amendment #2 to the FY2011-FY2016 Transportation Improvement Program.
- The amendment modifies funding to the Wildflower Parkway Widening project.
- The MPO held a 30-day public comment period from October 3, 2010 to November 3, 2010 and no comments were received.
- A public hearing was held on FY2011-2016 TIP Amendment #2 during the October 28, 2010 Technical Committee meeting.

CURRENT WORK

- The original ARRA amount obligated to the project was \$1,000,000.00.
- An additional \$347,265.70 has now been authorized for a total of \$1,347,265.70.

ANTICIPATED WORK

- Amendment to the FY2010-2013 STIP.

ATTACHMENTS

- Public Notice describing the funding change in Amendment #2.

RECOMMENDATION

- It is recommended that the Policy Committee approve Amendment #2 to the FY2011-2016 TIP.

PUBLIC NOTICE

The Farmington Metropolitan Planning Organization (FMPO) is the transportation planning forum for the cities of Farmington, Aztec and Bloomfield and the surrounding county area. The MPO develops a Transportation Improvement Program (TIP), which is a program of projects reasonably expected to be funded within the next six years. This public comment period meets all of the applicable requirements of the federal transportation bill SAFETEA-LU and the federal transit requirements of Section 5307(c) (1-7).

The Farmington MPO is advertising Amendment #2 to the Farmington Metropolitan Planning Organization FY2011-FY2016 Transportation Improvement Program.

Amendment #2 to the FY2011-2016 Transportation Improvement Program (TIP) provides additional funding to the Wildflower Parkway Widening project. Improvements to Wildflower Parkway from Browning Parkway (NM 516) and heading east for 0.8 miles include traffic signal upgrade, additional lanes, pedestrian facilities, bike lanes, and additional intersection upgrades at Wildflower Parkway and Wildflower Mesa Drive.

| | |
|------------------------------|---|
| Project Name: | Wildflower Parkway Widening Project |
| Funding Source: | AMERICAN RECOVERY AND REINVESTMENT ACT |
| Funding Amount Total: | \$1,347,265.70 |
| Fiscal Year: | FY2010 |
| Description: | Construction |
| Notes: | TIP originally had an amount of \$1,000,000.00 ; an additional \$347,265.70 has now been authorized for a total of \$1,347,265.70 |

As required by federal law and the Farmington MPO Public Participation Plan, the FMPO is holding a 30-day Public Comment period and Public Hearing on Amendment #2. The 30-day comment period is from Sunday, October 3, 2010 to Wednesday, November 3, 2010. The public may also make comments on the proposed amendment at the following meeting:

Public Hearing: During the Farmington MPO Technical Committee meeting at 10:00 a.m. on **Thursday, October 28, 2010** in the Executive Conference Room, Farmington City Hall, 800 Municipal Dr., Farmington, New Mexico.

Written comments may be sent to the Farmington MPO at:

Fax: (505) 599-1299

Mail: Farmington MPO, 800 Municipal Drive, Farmington, New Mexico, 87401

Email: jdelmagori@fmtn.org

The public may view the FY2011-2016 TIP Amendment at www.farmingtonmpo.org. For more information contact Joe Delmagori, MPO Planner, at (505) 599-1392.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|----------------------------|
| Subject: | Annual Meeting Resolution |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | November 3, 2010 |

BACKGROUND

- The attached PC Resolution 2010-5 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 Policy Committee meetings during calendar year 2011.

CURRENT WORK

- The Policy Committee will hold six regular meetings during 2011.
- Meetings will be held in January, March, April, June, September, and November.
- The attached PC Resolution 2010-5 will implement the following meeting schedule: meetings occur on the third Thursday at 1:30pm, except in November when it will occur on the second Thursday.
- Policy 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 Policy Committee adopt PC Resolution 2010-5.

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE RESOLUTION NO. 2010-5

A RESOLUTION ESTABLISHING THE PROCEDURES TO BE FOLLOWED AND NOTICE TO BE GIVEN PURSUANT TO THE PROVISIONS OF THE NEW MEXICO OPEN MEETINGS ACT, PROVIDING FOR THE ANNUAL DETERMINATION OF REASONABLE NOTICE OF MEETINGS, AND ESTABLISHING THE MEETING TIMES, DAYS AND LOCATIONS FOR THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DURING THE CALENDAR YEAR 2011

WHEREAS, the Policy Committee of the Farmington Metropolitan Planning Organization (FMPO) met in regular session in the Commission Chambers, Aztec City Hall, 201 W Chaco St., Aztec, NM on November 10, 2010, at 3:00 p.m., in accordance with the law; and

WHEREAS, Sections 10-15-1 (B) of the Open Meetings Act (NMSA 1978, Section 10-14-1 to 10-15-4) states that, except as may be otherwise provided in the Constitution or the provisions of the Open Meetings Act, all meetings of a quorum of members of any board, council, commission, administrative adjudicatory body or other policymaking body of any state or local public agency held for the purpose of formulating public policy, discussing public business or for the purpose of taking any action within the authority of or the delegated authority of such body, are declared to be public meetings open to the public at all times; and

WHEREAS, any meetings subject to the Open Meetings Act at which discussion or adoption of any proposed resolution, rule, regulation or formal action occurs shall be held only after reasonable notice to the public; and

WHEREAS, Section 10-15-1(D) of the Open Meetings Act requires the Policy Committee of the FMPO to determine annually what constitutes reasonable notice of its public meetings;

NOW, THEREFORE, BE IT RESOLVED BY THE Farmington Metropolitan Planning Organization Policy Committee that:

1. For calendar year 2011, the regular meeting of the FMPO's Policy Committee will be held at the times, dates, and places as shown on the attached Exhibit "A" hereto.
2. An agenda for such meetings will be available at least twenty-four hours prior to the meeting from the office of the Farmington Metropolitan Planning Organization, Downtown Center Building, 100 W Broadway, Farmington, New Mexico.
3. Notice of regular meetings will be given by publishing a list of regular meetings to be held in each calendar year in the *Farmington Daily Times* or another newspaper of general circulation in San Juan County in January of each year. The notice shall indicate when and where a copy of the agenda for each meeting may be obtained. A copy of this notice and the list of regular meetings will also be posted in the foyer of the Farmington City Hall, 800 Municipal Drive, Farmington, New Mexico and in

similar public places in the San Juan County Administrative Building and in the city hall buildings for the cities of Aztec and Bloomfield, New Mexico. This notice shall be posted in January of each year and shall remain posted throughout the calendar year. Copies shall also be sent via regular mail or fax to any local television stations and radio broadcast stations at their request.

4. Special meetings may be called by the Committee Chair or by a majority of Committee members upon three (3) days notice. If time exists for a notice of such meeting to be published in the legal notices of the *Farmington Daily Times* or another newspaper of general circulation in San Juan County prior to the meeting, such notice shall be published. If not, notice shall be given by e-mail, fax or some other instantaneous method to a newspaper of general circulation, any local television station and at least one local radio broadcasting station. The notice shall include an agenda for the meeting or information on how members of the public may obtain a copy of the agenda. The agenda shall be available to the public at least twenty-four hours before any special meeting.
5. Emergency meetings will be called only under unforeseen circumstances that demand immediate action to protect the health, safety and property of citizens or to protect the FMPO or its participating governmental agencies from substantial financial loss. The Committee will avoid emergency meetings whenever possible. Emergency meetings may be called by the Committee Chair or a majority of the members of the Committee upon twenty-four (24) hours' notice, unless threat of personal injury or property damage require less notice. The notice for all emergency meetings shall be given, except as to the amount of time required, in the manner provided above for special meetings.
6. In addition to other information as specified above, all notices and agendas shall include the following language: "If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the MPO Administrative Aide at the Downtown Center, 100 W Broadway, Farmington, New Mexico or at 505-599-1466 at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the MPO Administrative Aide if a summary or other type of accessible format is needed."
7. The Policy Committee of the FMPO may close a meeting to the public only if the subject matter of such discussion or action is excepted from the open meeting requirement under Section 10-15-1(H) of the Open Meetings Act.
 - (a) If any meeting is closed during an open meeting, such closure shall be approved by a majority vote of a quorum of the Committee taken during the open meeting. The authority for the closed meeting and the subjects to be discussed shall be stated with reasonable specificity in the motion to close and the vote of each individual member on the motion to close

shall be recorded in the minutes. Only those subjects specified in the motion may be discussed in the closed meeting.

(b) If the decision to hold a closed meeting is made when the committee is not in an open meeting, the closed meeting shall not be held until public notice, appropriate under the circumstances, stating the specified provision of law authorizing the closed meeting and the subject to be discussed with reasonable specificity, is given to the members and to the general public.

(c) Following completion of any closed meeting, the minutes of the open meeting that was closed, or the minutes of the next open meeting if the closed meeting was separately scheduled, shall state whether the matters discussed in the closed meeting were limited only to those specified in the motion or notice for closure.

(d) Except as provided in Section 10-15-1(H) of the Open Meetings Act, any action taken as a result of discussion in a closed meeting shall be made by vote of the Committee in an open public meeting.

PASSED AND ADOPTED this 10th day of November, 2010.

Dr. James C. Henderson, MPO Policy Committee Chairman

Kathy Bonnell, MPO Administrative Aide

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
 2011 Regular Meeting Schedule**

| POLICY COMMITTEE | | |
|---|--|------------------------|
| All meetings will be held at 1:30pm at the locations listed below | | |
| Date | Location and City | |
| January 20, 2011 | Executive Conference Room Farmington Municipal Building 800 Municipal Drive | Farmington, New Mexico |
| March 17, 2011 | City Council Chambers Bloomfield City Hall 915 N. First St. | Bloomfield, New Mexico |
| April 21, 2011 | Commission Chambers San Juan County Administrative Building 100 S. Oliver | Aztec, New Mexico |
| June 16, 2011 | Executive Conference Room Farmington Municipal Building 800 Municipal Drive | Farmington, New Mexico |
| September 15, 2011 | City Council Chambers Bloomfield City Hall 915 N. First St. | Bloomfield, New Mexico |
| November 10, 2011 | Commission Room Aztec City Hall 201 W. Chaco St. | Aztec, New Mexico |

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|--------------------------------------|
| Subject: | Memorandum of Agreement |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | November 3, 2010 |

BACKGROUND or PREVIOUS WORK

- It is the purpose of the Memorandum of Agreement to serve as a planning contract between the MPO and NMDOT.
- It makes provisions that determine the responsibilities for carrying out the metropolitan transportation planning process.
- These responsibilities are identified in the MOA and are between the MPO, NMDOT, and the fiscal agent serving the metropolitan planning area.
- NMDOT and the MPO also enter into a contractual agreement to establish the terms and conditions for performance and payment.
- The current MOA is set to expire at the end of December 2010.

CURRENT WORK

- NMDOT is currently developing a Final MOA that covers a five year period (through June 30, 2015).
- MPO staff, the City of Farmington, and the Technical Committee have reviewed the MOA.
- Staff will present the Final MOA to the Policy Committee at their November meeting.

ANTICIPATED WORK

- The City of Farmington, acting as the fiscal agent, will execute the contract with NMDOT.

ATTACHMENTS

- Final draft MOA between the Farmington MPO and NMDOT.

RECOMMENDATION

- It is recommended that the Policy Committee approve the MOA between the FMPO and NMDOT.

Contract No. _____

Vendor No. _____

Control No. _____

**MEMORANDUM OF AGREEMENT
BETWEEN THE
NEW MEXICO DEPARTMENT OF TRANSPORTATION
AND THE
FARMINGTON METROPOLITAN PLANNING ORGANIZATION**

This Memorandum of Agreement, hereinafter referred to as "MOA" is made and entered into this _____ day of _____, 2010, by and between the New Mexico Department of Transportation, hereinafter referred to as the "Department," and the Farmington Metropolitan Planning Organization hereinafter referred to as the "MPO."

RECITALS

Whereas, each is a public agency and empowered to enter into this MOA; and,

Whereas, 23 U.S.C. §134, and 49 U.S.C. §5303, authorize federal assistance for the development of transportation plans and programs by way of a reimbursement program to be administered by each state; and,

Whereas, the Governor of New Mexico has designated the Department to receive and administer the federal funds under these programs; and,

Whereas, the Department, under the authority granted by NMSA 1978, §67-3-1 et seq., or as amended, and the MPO desire to enter into and execute an Agreement for the purpose of implementing 23 U.S.C. §134 and 49 U.S.C. §5303, or as amended, a Project for federal reimbursement; and,

Whereas, both Parties are in agreement, the MPO in cooperation with the Department, will engage in a comprehensive, continuing and cooperative transportation planning process under the provisions of 23 U.S.C. §134, 49 U.S.C §5303, 23 CFR 450, or as amended, and other subsequent federal laws and applicable regulations issued and its modal administrations; and,

Whereas, the Department is of the understanding that the MPO has both expertise and capability to develop and implement an annual or biennial Unified Planning Work Program (“UPWP”) that will serve as the framework for development of transportation plans and programs under this MOA and said work programs have been approved by the Department and the Federal Highway Administration (“FHWA”); and,

Whereas, the UPWP includes specific scopes of work herein referred to as “Tasks” undertaken by the MPO, as well as estimates of the funding amounts required to complete each identified Task in the UPWP; and,

Whereas, it is necessary to execute this MOA to assign each party’s responsibilities and the terms agreed upon by the parties to this MOA.

Now therefore, in consideration of the mutual promises and representations in this MOA, the parties agree as follows:

SECTION ONE: ACRONYMS AND DEFINITIONS

- ❑ **CMS** - Congestion Management System. A system for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.
- ❑ **Consultation** - Means that one party confers with another identified party and prior to taking action(s) considers that party’s views.
- ❑ **Cooperation** - Means that the parties involved in carrying out the planning, programming, and management systems processes work together to achieve a common goal or objective.
- ❑ **Coordination** - Means the comparison of the transportation plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies or entities with legal standing, and adjustment of plans, programs, and schedules to achieve general consistency.
- ❑ **DOT** - Department of Transportation. In the context of this MOA, is the federal Department of Transportation, an agency of the Executive Branch of the United States Government.
- ❑ **FHWA** - Federal Highway Administration. Created in 1967 and authorized under Title 23 of United States Code to administer programs involving federal-aid,

federal lands, research and development, international outreach, and National Highway Institute programs.

- **FTA** - Federal Transit Administration. Created in 1991 and authorized under Title 49 of United States Code to administer programs to provide financial assistance to develop new transit systems and improve, maintain, and operate existing systems.
- **HPMS** – Highway Performance Monitoring System. Reporting required of state DOTs by the FHWA.
- **ITS** - Intelligent Transportation Systems is the program established within TEA – 21 to accelerate integration, interoperability and deployment of commercial vehicle technologies and technology infrastructures that facilitate transportation.
- **LRTP** - The Department’s Long Range Transportation Plan, having a minimum twenty year forecast period that provides for the development and improvement of the Department’s inter-modal transportation system.
- **MPO** - Metropolitan Planning Organization, created under 23 USC §134 for the purpose of transportation planning in metropolitan areas above 50,000 in population.
- **MTP** - Metropolitan Transportation Plan, having a minimum twenty year forecast period that provides for the development and improvement of the metropolitan inter-modal transportation system.
- **RPO** - Regional Planning Organization. An organization created by the State Transportation Commission that identifies highway and transportation needs, then reviews, rates, and prioritizes projects for recommendation to the Department. Municipal, county and tribal entities form RPOs and use a continuous, comprehensive, and cooperative planning process to accomplish their purpose. Their component counties geographically define RPOs.
- **SAFETEA-LU** – The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, enacted as Public Law 109-59, covered a six-year time span that expired as of October 1, 2009. Since that time, transportation planning has been funded through a series of Continuing Resolutions adopted by the U.S. Congress.
- **STIP** - State Transportation Improvement Program. A four year planning document, of which the first year represents the agreed to list of projects for subsequent scheduling and implementation required under 23 USC §135.

- **TIP** - Transportation Improvement Program. The approved four year listing of prioritized projects, within the MPO, detailed by funding categories and included in the STIP.
- **UPWP** - Unified Planning Work Program is an annual or biennial listing of activities that will be undertaken by the MPO.

SECTION TWO: BOTH PARTIES AGREE

The Department and the MPO agree to cooperatively develop emphasis areas for the UPWP to be consistent with the Statewide Long Range Plan, the Metropolitan Transportation Plan, and the Planning Division's Annual Work Plan and to include sufficient descriptions of all Tasks for which the MPO will seek reimbursement. The Department and the MPO agree to negotiate and execute the terms and conditions, which include compensation, in the individual Tasks by written Work Authorizations, without the necessity of having to amend this MOA.

SECTION THREE: PURPOSE OF MOA

The purpose of this MOA is to facilitate cooperation, collaboration, coordination, and communication between local governments and tribal entities, to provide funding, and effectuate the encumbering of each individual program fund for the UPWP Tasks. This MOA is a joint and coordinated effort for which the Department and MPO each have authority or jurisdiction. This MOA shall specify and delineate the rights and duties of the parties hereto.

SECTION FOUR: SCOPE OF THE PROJECT

The MPO through this MOA agrees to continue, perform, and complete the Tasks identified in the UPWP which will be incorporated by reference in subsequent Work Authorizations to this MOA. The MPO will submit quarterly reports to the Department describing progress on each of the Tasks. Quarterly performance of each Task will be reported relative to the annual requirements as specified in each individual Task. Major work elements in each UPWP are hereby adopted by reference and made part of this MOA. The parties agree that the UPWP for the term identified in Section Twenty Five of this MOA will be incorporated herein by reference and made part of this MOA.

SECTION FIVE: MPO DUTIES

1. Act in the capacity as the designated lead agency for each individual Task identified in the UPWP.

2. Assure the development of the UPWP and each supporting and individual Task.
3. Abide by the resolution passed by the MPO Transportation Policy Board approving the UPWP in support of each Task for the Santa Fe Metropolitan Planning Area.
4. Coordinate the planning processes with the appropriate District Offices and RPOs/MPOs impacted by Tasks of the MPO through the UPWP.
5. Coordinate MPO activities and planning with appropriate local/regional organizations and/or agencies involved with land use planning, environmental planning, economic development planning, and transportation planning and services, including Regional Transit Districts, potentially impacted by, or having an impact on, the MPO and its numerous supportive programs.
6. Designate a point of contact for the transportation planning program.
7. Assure all data collected under this MOA is made available to the Department upon request by the Department.
8. Comply at all times with the New Mexico Open Meetings Act, NMSA 1978, §10-15-1, et. seq., and other notice requirements as appropriate. Notification to the Department shall be transmitted by E-Mail. Provide for distribution of regular MPO meeting agendas and packets to member entities and to the designated Department liaison not later than seven days prior to each meeting.
9. Develop and implement a Public Participation Plan (PPP) in consultation with the Department, evaluate and report to the Department on the effectiveness of the PPP in contributing to transportation investment and policy decisions on an annual basis and refine as needed.
10. Designate a point of contact, develop and implement a plan and policies to assure Title VI compliance, maintain required documentation.
11. Submit annual Performance and Expenditure (P&E) and annual Obligation Reports according to the schedule described in Section Nine.
12. Develop and assure consistency between the Metropolitan Transportation Plan (MTP), the Transportation Improvement Plan (TIP), the UPWP and annual P&E Reports.
13. In cooperation and coordination with the Department, jointly certify to the FHWA and FTA, compliance with federal requirements.
14. The MPO shall take action on all written requests to the MPO for all Department changes affecting the TIP.
15. Assure that local entities submit detailed and accurate Project Information Forms (PIFs) to the Department with a copy to the MPO, updated as needed to maintain

consistency with the current TIP and STIP, to facilitate the timely preparation and execution of Local Government Agreements.

16. Develop and implement a traffic count program in consultation with the Department and in accordance with the New Mexico State Traffic Monitoring Standards. Provide traffic count data to the Department in an agreed upon format and on a monthly basis. Provide a traffic flow map to the Department on an annual basis.

SECTION SIX: DEPARTMENT DUTIES

1. Provide for the reimbursement of funding in support of the Tasks identified in the MPO'S UPWP.
2. Designate staff to maintain liaison with the MPO.
3. Provide technical assistance concerning the development of the MTP, TIP, PPP, and UPWP.
4. Monitor work progress of the MPO.
5. Coordinate Department reviews and approvals of MPO products.
6. Approve the MPO'S UPWP when compliant
7. Annually review and approve MPO's Indirect Cost Allocation Plan when the Department serves as the Cognizant Agency.
8. In cooperation and coordination with the MPO, jointly certify to the FHWA and FTA, compliance with federal requirements.
9. Ensure State Transportation Commission Policy is followed.
10. Work collaboratively with the MPO to establish District funding targets, and re-allocations, and timely notification of changes to funding levels.
11. Assure participation by the District Engineer in the project prioritization process and that regional recommendations effectively address both design and fiscal constraints while maximizing transportation system function and efficiency.
12. Provide a written request to the MPO for all Department changes and modifications affecting the TIP. Unless otherwise agreed to, requests for such action shall be provided in writing not later than sixty days prior to the MPO Policy Board meeting for action expected on the request, to accommodate the thirty-day public comment period.
13. Following the approval of the TIP by the MPO, include the TIP without modification in the STIP.
14. Provide an annual Notice Letter or Email notification estimating anticipated transportation planning funding level, and written notification estimating

transportation improvements program funding levels/targets within thirty calendar days following the federal register publication by the FHWA of the state's annual appropriations. Provide timely notification of changes in funding levels.

15. The Department shall issue Work Authorizations as necessary for Tasks identified in the UPWP, specifying both the amount awarded to the MPO and the federal, state and local match ratios required. Work Authorizations shall be issued within ten working days of FHWA approval of the Planning Division's AWP and incorporated UPWPs.
16. Prepare and execute Local Government Agreements in a timely manner, predicated on the local entity having submitted detailed and accurate documentation in their PIFs, and consistency with the current TIP and STIP.
17. Provide technical assistance and coordination to MPO with respect to federal and state laws and regulations, and Department policies and directives with respect to transportation plans and programs.
18. Provide traffic count reports for any traffic data acquired within the MPO Boundary that has been submitted to the NMDOT Planning Division or District Office.

SECTION SEVEN: COMPENSATION

1. Compensation will be negotiated separately for each individual Task identified in the UPWP and identified in a Work Authorization. The Department shall provide its costs on a reimbursable and individual basis as warranted per Task identified in the UPWP. The MPO shall provide for its matching funds to cover the expenses of each identified Task in the UPWP and the project budget. Each project budget will be included in the UPWP. The Department shall not be responsible for any costs not identified in the Work Authorization. The MPO shall initiate and complete all actions necessary to fulfill its obligation for the UPWP.
2. Reimbursement to the MPO shall be made upon submittal of invoices by the MPO to the Planning Office for each Work Authorization.
3. The parties agree that estimated funding for each individual Task shall be dedicated to each individual Task and shall not be used for a different Task identified in the UPWP unless agreed to by both parties.

SECTION EIGHT: METHOD OF PAYMENT

The Department shall reimburse the MPO for the federal and/or state share of the eligible expenses upon receipt of invoices, with sufficient supporting documentation as determined and/or approved by the Department, indicating that expenses have been paid. Such invoices shall be submitted quarterly, to be received by the Department by the 25th day of the month following close of the invoice period. Invoices shall have a certification by the MPO that the invoices accurately reflect work completed, amount due, Work Authorization number, remaining work authorization balance, control and/or contract number. All expenses must be actual rather than estimated and must be listed on the invoices as charged. Only those expenses properly documented and deemed eligible will be reimbursed.

SECTION NINE: REPORTING

The MPO shall submit quarterly status reports for each Task identified in the UPWP to the Department on or before October 25, January 25, April 25, and July 25. At a minimum, the quarterly status report shall indicate the current and cumulative status of the work program elements with respect to the activities undertaken and funds expended. The MPO shall submit the annual year-end Obligation Report and Performance and Expenditure Report on or before September 30, if the MPO's UPWP runs concurrently with the state fiscal year; or on or before December 30th if the MPO's UPWP runs currently with the federal fiscal year.

SECTION TEN: ELIGIBLE COSTS

Eligible costs are those costs attributable to each Work Authorization and which are allowable under the approved UPWP Budget and the provisions of:

1. OMB Circular A-87, "Cost Principles for State, Local and Indian Tribal Governments," and any amendments thereto.
2. OMB Circular A-102, "Grants and Cooperative Agreements with State and Local Governments," and any amendments thereto.
3. OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," and any amendments thereto.

All costs must be supported by properly executed invoices, vouchers, warrants, and any other documentation required by the above regulations, including an Indirect Cost Plan submitted to and approved by the cognizant agency, evidencing that those costs were specifically incurred in the performance of this MOA. This documentation shall be clearly identified and readily accessible.

SECTION ELEVEN: STATE GENERAL APPROPRIATION FUNDS NOT TO BE OBLIGATED

Nothing herein shall be construed as obligating state general appropriation funds for payment of any debt or liability of any nature arising hereunder. The parties expressly recognize that all payments will be made by the Department solely from federal funds made available to the Department for said purpose(s) unless otherwise stipulated.

SECTION TWELVE: APPROPRIATIONS AND AUTHORIZATIONS

The terms of this MOA are contingent upon sufficient appropriations and authorizations being made by the Legislature of New Mexico, or the Congress of the United States, if federal funds are involved, for performance of this MOA. If sufficient appropriations and authorizations are not made by the Legislature, or the Congress of the United States, if federal funds are involved, this MOA shall terminate upon written notice given by the Department to the MPO. The Department is expressly not committed to expenditure of any funds until such time as they are programmed, budgeted, encumbered, and approved for expenditure by the Department. The Department will notify the MPO by a written Work Authorization when the appropriate funds have been encumbered. The Department's decision as to whether its funds are available shall be accepted by the MPO and shall be final.

SECTION THIRTEEN: ACCOUNTABILITY OF RECEIPTS AND DISBURSEMENTS - RECORDS AND AUDIT

The MPO agrees to maintain all books, papers, documents, accounting records, and other evidence pertaining to costs incurred for each individual Task identified in the UPWP and to make such materials available at their respective offices at all reasonable times during each UPWP period and for five years from the date of final payment under each Work Authorization for inspection by the State.

SECTION FOURTEEN: AUDIT EXCEPTIONS

If federal or state audit exceptions relating to this MOA or any Work Authorization are confirmed, the MPO shall reimburse the amount of the audit exception directly to the grantor or the Department as specified by the Department in the notification.

SECTION FIFTEEN: ALLOWABLE COSTS, IF TERMINATED

In the event this MOA is terminated, or any individual Work Authorization is terminated, the Department or its duly authorized representative shall pay the MPO for all the allowable costs incurred prior to the date of termination, subject to audit verification. In the event of termination for cause, the MPO will not be paid for any costs for performance that did not satisfactorily meet the terms and conditions of this MOA.

SECTION SIXTEEN: PRINCIPAL CONTACTS

The principal contacts for this MOA:

Department

Strategic Planning Bureau Chief (SB-1, S)
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504-1149
505-827-5508

Farmington Metropolitan Planning Organization

Joe Delmagori, MPO Planner
Farmington Metropolitan Planning Organization
City of Farmington
800 Municipal Drive
Farmington, NM 87401

SECTION SEVENTEEN: LEGAL COMPLIANCE

The MPO shall comply with all applicable federal, state and local laws and regulations, and applicable Department policies in the performance of this Agreement. These laws include, but are not limited to: FHWA Memorandums; 23 CFR Part 630.106 Authorization to proceed and project monitoring; 23 CFR Part 630.112 Agreement Provisions; 23 U.S.C. 106 Project approval and oversight [as amended by SAFETEA-LU section 1904]; Single Audit Act Amendments of 1996 (P.L. 104-156)/OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations; 49 CFR Part 18 Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments; Titles VI and VII of the Civil Rights Act of 1964 and related statutes; the Disadvantaged Business Enterprise Program (49 CFR 26); the External Equal Opportunity/Contractor Compliance Program, including On-the-Job training requirements (23 CFR 230); and the

Americans with Disabilities Act (42 USC 12101-12213, 28 CFR 35 and 36) as amended. Additionally, the MPO shall comply with all applicable federal, state and local laws and regulations governing environmental issues, workplace safety, employer-employee relations and all other laws governing operation of the workplace, including laws and regulations hereafter enacted. The MPO shall ensure that the requirements of this compliance are made a part of each contract and subcontract on this Project at all tiers.

SECTION EIGHTEEN: DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM OBLIGATIONS

In accordance with Title 49 Code of Federal Regulations Part 26 (49 CFR 26) or as may be amended, the MPO shall agree to abide by and take all necessary and reasonable steps to comply with the following:

(1) DBE Policy: It is the policy of the Department to implement the provisions of 49 CFR 26, other pertinent regulations, and source legislation. The objectives are:

A. To ensure nondiscrimination in the award and administration of United States Department of Transportation (DOT) assisted contracts in the DOT's highway, transit, and airport financial assistance programs;

B. To create a level playing field on which DBEs can fairly compete for DOT-assisted contracts:

C. To ensure that DOT's DBE Program is narrowly tailored in accordance with applicable law;

D. To ensure that only firms that fully meet the eligibility standards specified in 49 CFR 26 are permitted to participate as DBEs;

E. To help remove barriers to the participation of DBEs in DOT-assisted contracts; and

F. To assist the development of firms that can complete successfully in the marketplace outside the DBE Program.

(2) DBE Obligations: The Department will establish the state DBE goal on an annual basis. The approved FY 2008 state DBE goal is established at 9.32% for all federally assisted projects.

A. Means of Attaining the State Goal: The Department will meet the state DBE goal on federally assisted projects through race neutral measures. There will be no individual project goals on federally assisted projects unless an analysis of DBE utilization indicates that the goal falls substantially short of the annual goal and that good faith efforts have not been fulfilled. In the event the Department adopts race

conscious measures to attain the state DBE goal, the MPO shall be required to implement the individual project goal established by the Department.

B. **Record Keeping Responsibilities:** The MPO is responsible to assure that its DBE liaison officer completes and submits the appropriate forms required by the DBE Program to the Department's project manager or to the Department's Office of Equal Opportunity Program Bureau (OEOPB) at the following address:

New Mexico Department of Transportation
OEOPB
Aspen Plaza, Suite 107
1596 Pacheco Street
Santa Fe, New Mexico 87505

(3) Department's DBE Program: The Department's DBE Program, 18 NMAC 28.2 as required by 49 CFR 26 and as approved by DOT, is incorporated herein by reference and made part of this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out the terms and conditions of the DBE Program, the Department may impose sanctions as provided for under 49 CFR 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 USC 3801 et seq.).

(4) Recipient/MPO Assurances: Each contract the MPO enters into with a planning consultant or recipient on a DOT-assisted project shall ensure that such contract and subcontracts shall include the following assurances:

A. Recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE Program or the requirements of 49 CFR 26. The Department shall take all necessary and reasonable steps under 49 CFR 26 to ensure nondiscrimination in the award and the administration of DOT-assisted contracts. The Department's DBE Program, as required by 49 CFR 26 and as approved by DOT, is incorporated herein by reference and made part of this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the DOT may impose sanctions as provided for under 49 CFR 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 USC 3801 et seq.).

B. The recipient shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The recipient shall carry out applicable requirements of 49 CFR 26 in the award and administration of DOT-assisted contracts. Failure by the recipient to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy, as the Department deems appropriate.

SECTION NINETEEN: NOTICE

The New Mexico criminal statutes impose felony penalties for bribes, gratuities, or kickbacks in the procurement of this Agreement. In addition, the New Mexico Procurement Code, NMSA 1978, Sections 13-1-28 through 13-1-199, as amended, imposes civil and criminal penalties for its violation.

SECTION TWENTY: APPLICABLE LAW

The Laws of the State of New Mexico shall govern this Agreement.

SECTION TWENTY-ONE: EQUAL EMPLOYMENT OPPORTUNITY (EEO) PROGRAM OBLIGATIONS

1. MPO Assurances – Each contract the MPO enters into with a planning consultant or recipient on a DOT-assisted planning project, and any subcontract thereto, shall include the following assurances:
 - a. The MPO shall not discriminate on the basis of race, age, color, religion national origin, sex, disability, veteran status, or sexual orientation in the performance of this Agreement. The MPO shall comply with all applicable civil rights requirements in the award and administration of NMDOT-assisted contracts. Failure by the MPO to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy, as the Department deems appropriate. Further, the Department may impose sanctions and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801, et seq.).
 - b. The MPO hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (herein referred to as the Act), and all requirements imposed by

or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the MPO received Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and hereby gives assurance that it will promptly take any measures necessary to effectuate this Agreement. This assurance is required by subsection 21.7 (a)(1) of the Regulations.

SECTION TWENTY-TWO: TORT CLAIMS ACT

No provision of this MOA establishes any waiver of immunity from liability for tortious conduct of any employee of the Department or MPO arising from the performance of this MOA apart from that set forth in New Mexico Tort Claims Act, NMSA 1978, Section 41-4-1, et Seq. (1976).

SECTION TWENTY-THREE: THIRD PARTY BENEFICIARY CLAUSE

No provision of this MOA creates in the public, or any member thereof, a third party beneficiary nor authorizes anyone not a party to the MOA to maintain a suit for wrongful death, bodily and/or personal injury to person, damage to property, and/or any other claim(s) whatsoever pursuant to the provisions of this MOA.

SECTION TWENTY-FOUR: OFFICE OF INSPECTOR GENERAL REVIEWS

The MPO shall provide information to ensure all consultants are aware of the reporting and oversight required and are bound by the conditions from the time of proposal submission. The following contract provisions must be included in all MPO prime contracts, subcontracts, and other contracts for services for a Federally funded project, plan or study.

- 1) Inspector General Reviews. Any inspector general of a federal department or executive agency shall review, as appropriate, any concerns raised by the public

about specific investments using federal funds. Any findings of such reviews not related to an ongoing criminal proceeding shall be relayed immediately to the head of the department or agency concerned.

- 2) Access of Offices of Inspector General to Certain Records and Employees. With respect to each contract or grant awarded using federal funds, any representative of an appropriate inspector general appointed under Section 3 or 8G of the Inspector General Act of 1978 (5 U.S.C. App.), is authorized to examine any records of the consultant or grantee, any of its subcontractors or sub grantees, or any state or local agency administering such professional services contract, that pertain to, and involve transactions relating to, the contract, subcontract, grant, or sub grant; and to interview any officer or employee of the consultant, grantee, sub grantee, or agency regarding such transactions.
 - a) Allow access by the Government Accountability Office Comptroller General and his representatives to examine any records of the MPO or any of MPO's subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract.
 - b) Allow the Comptroller General and his representatives to interview any officer or employee of the Contractor or any of MPO's subcontractors, or of any State or local government agency administering the contract, regarding such transactions.
 - c) Nothing in this section shall be interpreted to limit or restrict in any way any existing authority of an inspector general.
- 3) New Mexico Department of Transportation/Office of Inspector General. As specified in New Mexico State Transportation Commission Policy Number 30 (CP-30), dated June 2006, the Department's Office of Inspector General (OIG) has the authority to carry out all duties required to collect information, conduct audits, special studies and investigations. The duties are the same as those specified in federal law: Office of Inspector General, 23 USC §302 (the capability to carry out the duties required by law); 23 USC §112 (contracting for engineering and design services); 23 USC §106 (project approval); 23 USC 112 - Sec. 112, (letting of contracts); 23 USC 113 - Sec. 113 (prevailing rate of wage); 23 USC 114 - Sec. 114 (construction); 23 CFR 635 & 23 CFR 636 (design build); 23 CFR 637 (construction inspection approval). The duties of the Department's OIG also arise from the responsibility all state Departments of Transportation have for ensuring that all federal-aid projects are carried out in accordance with federal requirements. This responsibility was specifically clarified in 23 U .S.C. 106, as amended by Section 1904(a) of the Safe,

Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59).

SECTION TWENTY-FIVE: SEVERABILITY

In the event that any portion of this MOA is determined to be void, unconstitutional or otherwise unenforceable, the remainder of this MOA shall remain in full force and effect.

SECTION TWENTY-SIX: EFFECTIVE DATE AND TERM

This MOA shall not be effective until executed by the Secretary of the Department or his/her designee. If there is an MOA or outstanding work authorization when the Secretary of the Department executes this Agreement, the parties will not take any action to implement the terms of this Agreement until the previous MOA and Work Authorization expire. The term of this MOA is from the date the Secretary of the Department executes this Agreement and shall terminate on June 30, 2015, unless terminated pursuant to the terms and conditions of this MOA.

SECTION TWENTY-SEVEN: TERMINATION

The Department has the option of canceling this MOA by giving thirty (30) days written notice to the MPO. Upon receipt of the "Notice of Cancellation", the MPO shall immediately suspend any further work unless otherwise directed by the Department in writing and terminate for its convenience any subcontracts, which the MPO may have awarded hereunder. Notwithstanding such termination both parties shall honor obligations already incurred for performance of the work rendered prior to the date of termination of this MOA. However, neither party shall have any obligation to perform services or make payment for services rendered after such date of termination.

Either party may terminate the MOA for cause based upon any material breach of this MOA by the other party, provided that the non-breaching party shall give the breaching party written notice specifying the breach and shall afford the breaching party a reasonable opportunity to correct the breach. If within thirty (30) days after receipt of a written notice, the breaching party has not corrected the breach or, in the case of a breach which cannot be corrected in thirty (30) days, the breaching party has not begun and proceeded in good faith to correct the breach, the non-breaching party may declare the breaching party in default and terminate the MOA effectively immediately. The non-breaching party shall retain any and all other remedies available to it under law.

SECTION TWENTY-EIGHT: TERMS OF THE MOA

This MOA incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements, and understandings have been merged into this written MOA. No prior agreements or understandings, verbal or otherwise, of the parties or their agents shall become valid or enforceable unless embodied in this MOA.

SECTION TWENTY- NINE: CONTROLLING TERMS AND CONDITIONS

In the event of any conflict, inconsistency, or incongruity between the provisions of this MOA and each Work Authorization, the provisions and terms of this MOA shall govern and control.

SECTION THIRTY: AMENDMENT

This MOA shall not be altered, changed, or amended except by an instrument in writing and executed by the parties hereto.

In witness whereof, the parties have executed this MOA on the dates specified below.

NEW MEXICO DEPARTMENT OF TRANSPORTATION

By: _____
Cabinet Secretary or Designee

Date: _____

APPROVED AS TO FORM AND LEGAL SUFFICIENCY BY THE DEPARTMENT'S
OFFICE OF GENERAL COUNSEL

By: _____
General Counsel or Designee

Date: _____

APPROVED AS TO CONTENT BY THE MPO

By: _____
Chair, FMPO Transportation Policy Board

Date: _____

APPROVED AS TO FORM BY THE OFFICE OF THE MPO'S LEGAL COUNSEL

By: _____
City Attorney, City of Farmington

Date: _____

APPROVED BY THE OFFICE OF THE MPO'S FINANCE DIRECTOR

By: _____
Finance Director, City of Farmington

Date: _____

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|----------------------------|
| Subject: | Red Apple Transit Study |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | November 3, 2010 |

BACKGROUND or PREVIOUS WORK

- The MPO and Red Apple Transit are working with LSC Consultants to determine future transit needs and make recommendations for expansion options.
- LSC Consultants has developed two Technical Memorandums that determine transit need and identify several options for modifying and expanding the system.
- A series of public and stakeholder meetings on the transit study have been held in June, July, and October.
- The Technical Committee received a presentation on the Transit Study on October 7, 2010.

CURRENT WORK

- LSC outlined overall system concepts and possible options to revising the existing transit system.
- LSC developed Technical Memorandum #2, which identified scenarios that reallocate existing resources for system improvements and expansion options based on additional resources.
- The public and various stakeholder groups have assisted in determining a preferred option that recommends changes to the Red Apple system.
- LSC is currently preparing the final draft report, which is analyzing the preferred option in order to identify future bus stops, estimate ridership and costs, and develop an implementation schedule.

ANTICIPATED WORK

- Hold the fourth series of stakeholder and public meetings from November 9-11.
- Review and provide feedback on the final draft report.
- Make final recommendations on the Transit Study to the City of Farmington.

RECOMMENDATION

- It is recommended that the Policy Committee receive a presentation from LSC on the Red Apple Transit Study.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|----------------------------|
| Subject: | New Mexico State Rail Plan |
| Prepared by: | Joe Delmagori, MPO Planner |
| Date: | November 3, 2010 |

BACKGROUND or PREVIOUS WORK

- The Transit and Rail Division of the NMDOT is developing the New Mexico State Rail Plan to address current and future rail needs throughout the state.
- The new rail plan will replace the 1996 Rail Plan Update developed by the Intermodal Management Bureau of the New Mexico Highway and Transportation Department.
- This plan is being developed in cooperation with various stakeholders such as rail carriers, transit providers, tribal and local governments.

CURRENT WORK

- Bill Craven, from the Transit and Rail Division of NMDOT, gave an overview presentation of the upcoming New Mexico State Rail Plan to the Technical Committee on October 28.
- Staff will recap the presentation and summarize comments made at that meeting.

ATTACHMENTS

- Summary notes of the presentation.

RECOMMENDATION

- It is recommended that the Policy Committee receive a summary of the NMDOT Rail Plan presentation.

NMDOT Rail Plan Summary

- Purposes of Rail Plan Study
 - Set forth State policy involving passenger and freight rail transportation
 - Present priorities and strategies to enhance rail service that benefits the public
 - Serve as the basis for Federal and State rail investment
- Why Develop a Rail Plan?
 - Required to receive future funding from Federal Railroad Administration
 - Refocus state rail planning efforts
- Contents of Plan (under development)
 - Vision, goals and objectives
 - Rail systems inventory and assessment
 - Prioritization of investments and implementation plan
- Schedule and Process
 - Stakeholder outreach and public input throughout process
 - Draft plan development (first half of 2011)
 - Final plan development (second half of 2011)
 - FRA review and approval (early 2012)

Comments Made at the October 28, 2010 Technical Committee Meeting

- Research rail ROW that may still exist in San Juan County
- San Juan County has lost large industries in the past due to not having a low cost option for transporting goods and materials
- Freight rail will have a significant impact on economic development in this region
- This area is limited because there are no interstates, large airports, or seaports; there is still an opportunity for rail
- SJEDS has performed a previous rail study and NMDOT should review it for a better understanding of the history of rail in San Juan County
- Rail could be very beneficial to NAPI and Navajo industries
- There are a number of economic groups within the region that are looking into the possibility of utilizing rail in the future
- More extensive public outreach needs to be place to ensure proper stakeholders are involved in this process
- Consider branching spur lines from the RailRunner to all parts of New Mexico so that all regions are served by passenger rail
- Consider rail connections to neighboring states and how those connections can improve rail service in New Mexico

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|--------------------------------------|
| Subject: | Red Apple Transit Update |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | October 28, 2010 |

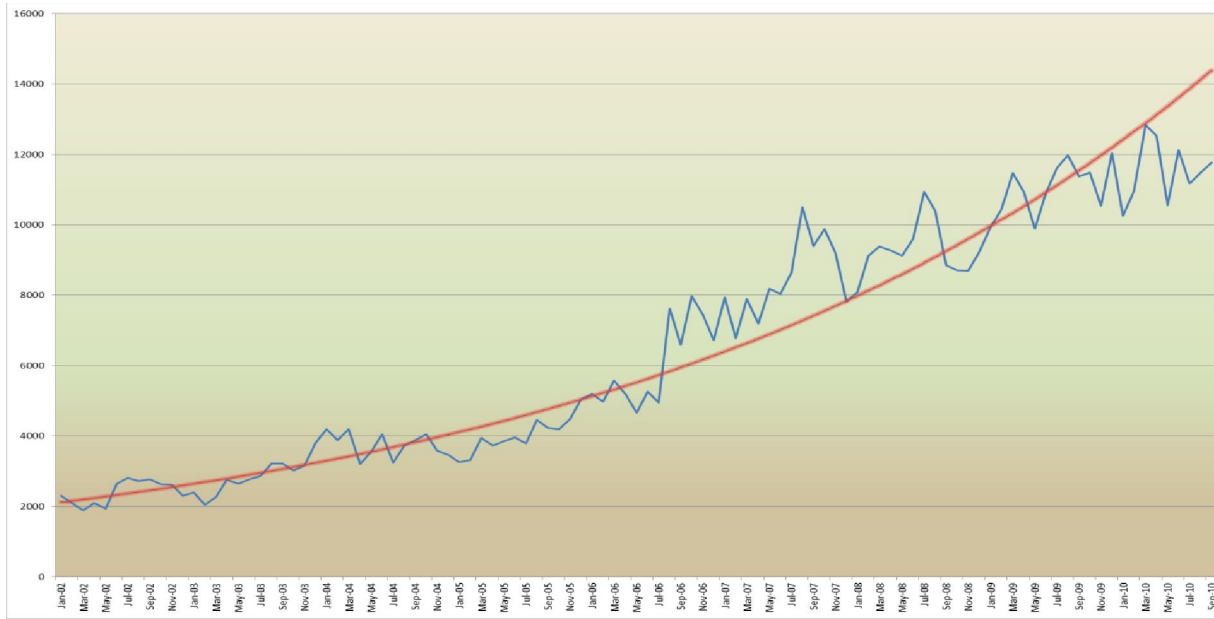
RED APPLE UPDATE

- Overall ridership peaked in March 2010 reaching a high of 12,835 passengers.
- The combined Farmington Routes have seen an average annual growth of 2%
- Bloomfield's highest ridership occurred in August of 2008 with 617 passengers.
- Bloomfield's peaks occur during late summer and early fall.
- Bloomfield's rise in ridership outpaces the lulls creating a positive seasonal trend.
- Kirtland's seasonal cycle is much shorter than that of the other regional routes with six month highs and lows.
- Kirtland's overall ridership trend is positive with a steady annual growth of 4%.
- Aztec's highest ridership occurred in July of 2007 with 289 riders.
- Aztec has had various peaks and valleys over the lifespan of the route, but has had an average annual growth rate of 4%.
- The ridership report is attached.

RECOMMENDATION

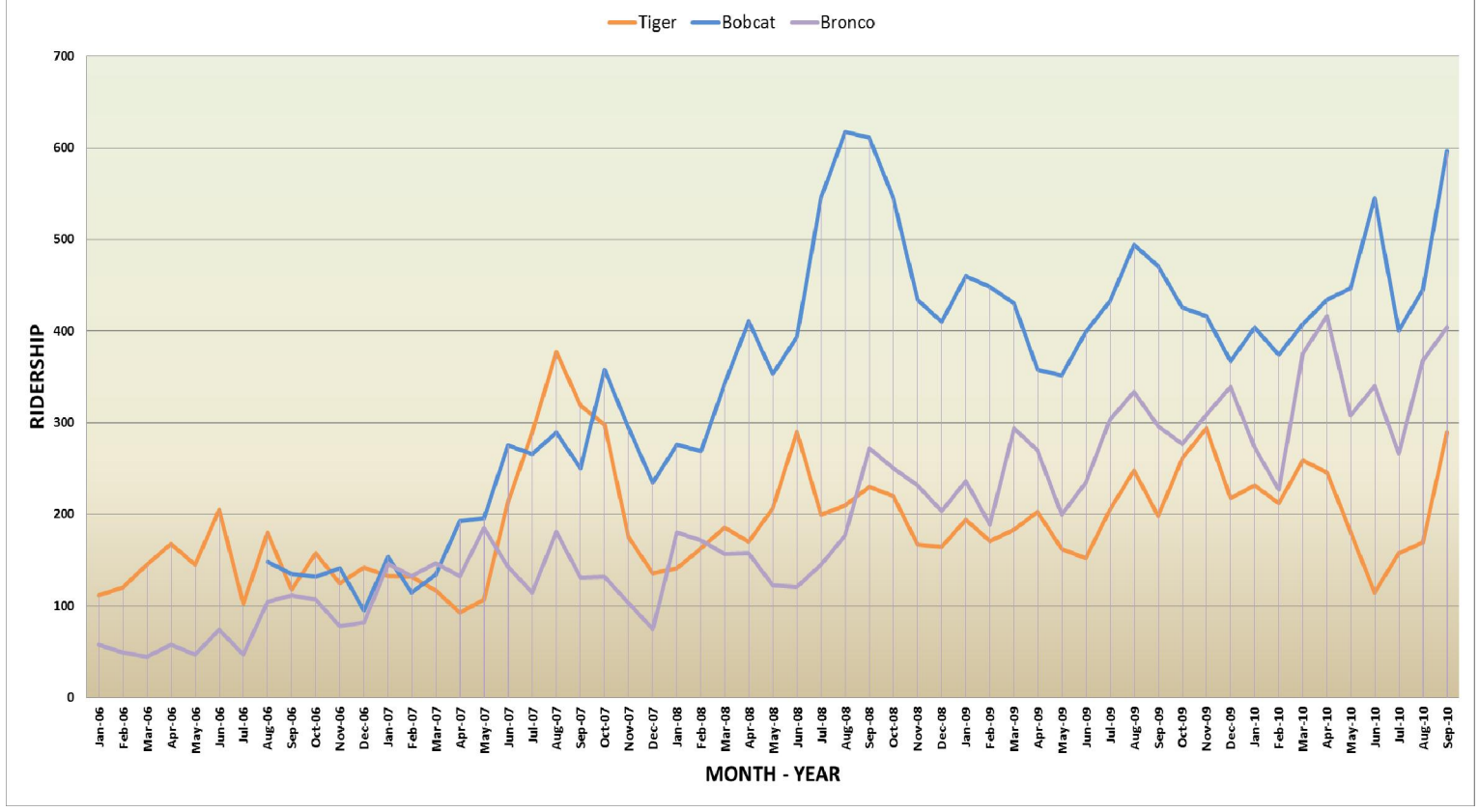
- It is recommended that the Policy Committee receive a report on Red Apple Transit.

RED APPLE TRANSIT SUMMARY



| | 9-Sep | 9-Oct | 9-Nov | 9-Dec | 10-Jan | 10-Feb | 10-Mar | 10-Apr | 10-May | 10-Jun | 10-Jul | Aug-10 | Sep-10 |
|----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Tiger (Aztec) | 198 | 261 | 294 | 218 | 232 | 212 | 259 | 246 | 181 | 115 | 158 | 169 | 289 |
| Bobcat (Bloomfield) | 471 | 426 | 416 | 367 | 404 | 374 | 408 | 434 | 447 | 545 | 401 | 445 | 596 |
| Bronco (Kirtland) | 296 | 277 | 309 | 339 | 273 | 227 | 376 | 416 | 308 | 340 | 267 | 368 | 404 |
| Farmington Routes | 10,409 | 10,519 | 9,527 | 11,108 | 9,339 | 10,141 | 11,792 | 11,421 | 9,612 | 11,119 | 10,341 | 10,492 | 10,482 |
| Total | 11,374 | 11,483 | 10,546 | 12,032 | 10,248 | 10,954 | 12,835 | 12,517 | 10,548 | 12,119 | 11,167 | 11,474 | 11,771 |

COMPREHENSIVE RIDERSHIP HISTORY - AZTEC, BLOOMFIELD, KIRTLAND



**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item**

| | |
|---------------------|--------------------------------------|
| Subject: | Information Items |
| Prepared by: | Martin Lucero, MPO Associate Planner |
| Date: | November 3, 2010 |

INFORMATION ITEMS

- a. **Hood Mesa/Northern Route Connection Alternatives.** Staff is currently working with the City of Farmington and community stakeholders to develop an alternative to the Hood Mesa Trail- Northern Route Connection. Staff will bring the preferred alternative to the Technical Committee for review in November and to the Policy Committee in January.
- b. **Other.**