



# A G E N D A

## **Farmington Metropolitan Planning Organization Technical Committee Meeting**

**Executive Conference Room  
Farmington Municipal Building  
800 Municipal Drive  
Farmington, NM**

**February 28, 2008  
10:00 a.m.**

**AGENDA**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE MEETING**  
**February 28, 2008      10:00 AM**

This meeting will be held in the Executive Conference Room, Farmington Municipal Building, 800 Municipal Drive, Farmington, New Mexico.

<b>ITEM</b>	<b>PAGE</b>
1. Call meeting to order.	
2. Approve the minutes from the January 14, 2008 Technical Committee Work Session.	<b>1</b>
3. Approve the minutes from the January 31, 2008 Technical Committee Work Session.	<b>7</b>
4. Approve the minutes from the January 31, 2008 Technical Committee meeting.	<b>13</b>
5. FY2009-14 Transportation Improvement Program (TIP). a. Review the draft TIP Introduction. b. Review the draft TIP project lists. c. Rank regionally-significant projects to create the TIP priority list. d. Approve the draft FY2009-2014 TIP to publish for the 30-day public comment period.	<b>24</b>
6. Receive a status report on the Bicycle/Pedestrian Plan. a. Review the BPAG list of walking and biking improvements with voting results. b. Review the draft list and map of MPO regional routes.	<b>60</b>
7. Receive a status report on the Access Management Plan. a. Review the revised urban and rural road sections. b. Review NMDOT intersection spacing standards and guidelines from TRB. c. Develop intersection, driveway, and corner clearance spacing standards.	<b>70</b>
8. Receive a status report on the FY2009 Unified Planning Work Program (UPWP). a. Review the draft activity list for the FY2009 UPWP. b. Suggest revisions/additions/deletions to the UPWP.	<b>89</b>
9. Receive a report on Red Apple Transit.	<b>98</b>
10. Receive a report from NMDOT. a. District 5 ( <i>David Martinez</i> ) b. Planning Division ( <i>Bob Widoe</i> )	

11. Information Items: a. Socioeconomic Data update for Regional Travel Model. b. Year of Expenditures meeting in Santa Fe, February 15, 2008. c. Aztec Transportation Network Study. d. FY2008 UPWP 2 <sup>nd</sup> Quarter Report e. Quarterly Newsletter	<b>101</b>
12. Business from: a. Chairman b. Members c. Staff	
13. Business from the Floor	
14. 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 Officer at the Farmington Community Development Office, 805 Municipal, Farmington, New Mexico, 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 Officer at the Farmington Community Development office if a summary or other type of accessible format is needed.

**M I N U T E S**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE WORK SESSION**  
**January 14, 2008 10:00 A.M.**

Members Present: Chair Steve Christensen, City of Aztec  
Julie Baird, City of Bloomfield  
Martin Lucero, City of Farmington  
Nica J. Westerling, City of Farmington

Members Absent: Dave Keck, San Juan County

Staff present: Mike Sullivan, MPO Officer  
Joe Delmagori, MPO Planner  
Robert Messenger, MPO Associate Planner  
Virginia Turney, Secretary

Staff Absent: None

Also present: Steve Krest, City of Farmington  
Linda Sillers, SJ Center for Independence

1. **CALL TO ORDER**

Mr. Christensen called the meeting to order at 10:16 a.m.

2. **APPROVAL OF THE MINUTES FROM THE NOVEMBER 28, 2007 TECHNICAL COMMITTEE WORK SESSION**

Ms. Westerling made a motion, seconded by Ms. Baird, to approve the minutes from the November 28, 2007, Technical Committee Meeting. Motion passed unanimously.

3. **ACCESS MANAGEMENT**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	Access Management
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	January 4, 2008

<b>BACKGROUND or PREVIOUS WORK</b>
<ul style="list-style-type: none"><li>▪ Access Management policies have been finalized with the Technical Committee.</li><li>▪ Eight road classifications and their respective definitions, functions, and purposes have been completed.</li><li>▪ Ongoing development of standards and objectives to support the policies.</li></ul>

<b>CURRENT WORK</b>
<ul style="list-style-type: none"><li>▪ Staff will review typical road sections that show ROW, travel lanes, medians, and bike/pedestrian facilities with the Technical Committee on January 14.</li><li>▪ Access management policies and standards that relate to bicycle and pedestrian facilities will be reviewed in conjunction with the report on the Bicycle/Pedestrian Plan.</li></ul>

<b>ANTICIPATED WORK</b>
<ul style="list-style-type: none"><li>▪ Development of standard driveway and intersection spacing, corner clearance, and speed limit ranges.</li><li>▪ Access management standards for medians.</li></ul>

<b>BACKUP MATERIAL</b>
<ul style="list-style-type: none"><li>▪ A summary of road section data collected from existing NMDOT and entity documents, which also includes suggested dimensions that were used to develop the road sections.</li><li>▪ Draft diagrams of typical road sections for each classification.</li></ul>

<b>RECOMMENDATION</b>
It is recommended that the Technical Committee review and revise typical road sections for access management.

**Discussion:** Mr. Delmagori presented the staff report and said he would like to review and revise the road sections first. Mr. Lucero said the UDC has some different sidewalk standards than what is been presented in the road sections. Mr. Lucero said that sidewalks for Minor

and Collector roads in Farmington are 5 feet wide but are allowed to be 4 foot at intersections. Ms. Westerling said the UDC allows 4-foot on those roads at intersections, but she would like the AMP to leave them as 5-foot. Mr. Lucero said the 5-foot sidewalks work except for the 4-foot quirk in the UDC, which would only happen ever so often. Ms. Westerling asked if the UDC allowed 4 foot sidewalks on both sides or on one side. Mr. Lucero said he believed the UDC said on both sides. Ms. Westerling said in the UDC it also says all sidewalks are five foot, and she would like to leave sidewalks five feet everywhere.

Mr. Delmagori took the classifications one by one for the committee to make changes or give their blessing to go forward. If there are discrepancies, then these will be pointed out. Urban principal arterials and urban minor arterials were reviewed first. As mentioned in previous meetings the plan would have four-lane urban principal arterials, however the relief route in Aztec is starting out as a two-lane road so a question was raised about defining a two-lane section for the urban principal arterial.

Mr. Lucero asked if it wouldn't be easier to build it as a four lane and stripe it as a two lane road. Ms. Westerling said it would depend on how long it was expected to not be used as a four lane road. Mr. Christensen said there are some thoughts on how much traffic would be using the road, and the right-of-way for the four lane should be bought so it would leave the option to build it out to a four lane if necessary. Ms. Westerling said the other thing that happens is if it is striped two lane with the twelve foot on the side for a huge outside lane then it would cause people to speed. Mr. Christensen said the other issue is if the road would have concrete sidewalks and the City of Aztec is planning on having pedestrian and bicycle facilities on the relief route. Mr. Christensen added that it is important to have walking and biking access for the subdivisions to reach downtown Aztec from the relief route.

Mr. Christensen asked if any pedestrian facilities were put on Piñon Hills Boulevard when it was first complete. Ms. Westerling said it had wide shoulders but that was it. Mr. Christensen asked if only bike lanes were added. Ms. Westerling said yes.

Mr. Christensen said that roads should not only be made for vehicles, so retro fitting would not be needed. Mr. Christensen said that US 64 was an example of a highway without any walking or biking facilities. Mr. Krest said in the City of Bloomfield there are some facilities but most of it does not have such facilities. The upcoming improvements show those facilities in the urban sections of the project but that is all. Ms. Westerling said it was talked about at the meeting with the DOT but it was the highest cost and therefore probably wouldn't get done. Mr. Christensen said at one time the DOT was going to put the bike and pedestrian facilities in and if the cost was too much they would shorten the project and not get rid of the facilities. Mr. Delmagori said the DOT said they would include those facilities for the design of urban sections in Farmington and Bloomfield and it is important to see the whole corridor as an urban corridor since the cities will only be growing towards each other.

Mr. Christensen said in the urban principal the plan calls for 6 foot sidewalks. Mr. Delmagori said figure 1-A and 1-C call for 6 foot sidewalks and a 5 foot buffer, 2 foot curb and gutter, 5 foot bike lanes on each side and driving lanes would be 12 feet with a 16 foot median. And if two more lanes are added it brings the right-of-way to 100 foot. Mr. Christensen asked if the road was two lane. Mr. Delmagori said there are two options for urban principal arterials, one is two lane and one is four lane.

Ms. Baird said there will not be any medians on US64 in City of Bloomfield. Mr. Delmagori said MPO may be able to talk to the DOT about this issue if that is what is wanted. Ms. Baird

said the highway is at a 70% design level and it would be nice to get support from the MPO. Ms. Baird said they are getting a buffer with the sidewalks.

Ms. Westerling said this is what the plan wants not what the roads are now and it won't fit what has been asked for. Right-of-way standards will change how much right-of-way is asked for. Ms. Westerling said the homebuilders and other groups will have a problem, but if this plan is what the Technical Committee wants then it should be implemented.

Mr. Lucero said that most of the recommendations for the plan were all good except Figure 1-D because of the right-of-way issues and ideally there should be four lanes. Mr. Delmagori said that is one of the discrepancies and will need to be determined, but he does not want to see the bicycle and pedestrian facilities cut.

Mr. Christensen asked why the urban minor arterial had 4 lanes if most were 2 lane roads. Ms. Westerling said it was to make sure there is enough right-of-way for the road if it was upgraded to a 4 lane road. Mr. Delmagori agreed and said it would be better to have the right-of-way in the beginning than trying to retro-fit and buy right-of-way later.

Mr. Krest said the footage for signs has been left out of the drawings and added that most signs will take two feet. Mr. Lucero said the sidewalks could be brought back to 5 feet.

Mr. Krest asked if putting bike lanes on urban principal arterials would be a good idea because bike lanes are not usually on heavily trafficked, higher speed roads. Mr. Christensen said the only way that would happen is if a buffer was in between with limited access. Mr. Lucero said even with a buffer only the more experienced hard core bikers would be using a bike lane on a busy road. Mr. Christensen said the plan needs to be correct because it will be dictating multi-modal roads for 20 years. Mr. Lucero said the plan must include every form of multi-modal transportation including pedestrians, equestrians and bicyclists. Mr. Christensen said one of the main concerns should be if the roads will be safe for everyone. Mr. Lucero said many roads are unsafe for biking and the Technical Committee needs to approve a plan that would make it safe for biking and walking.

Mr. Christensen asked how the access management plan would affect US 64 and NM516. Mr. Delmagori said the plan was for new roads and the retro-fitting issues have not been discussed yet. Ms. Westerling said the only thing that could be done to fix both those highways would be to limit access and there will be right-of-way issues that will need to be taken care of before anything can be done.

Mr. Krest said the American Association of State and Highway Transportation Officials (AASHTO) publications and recommendations should be used in this plan. Ms. Westerling said the City Councils and Commissions probably have not heard of AASHTO so the wording needs to be so they can understand it.

Mr. Lucero said he liked the 4-lane urban arterial with the option of having it be 2-lane, but he would like to keep the right-of-way for the 4-lane road. Mr. Krest said he agreed but the drawing needed to have the footage for signs added. Mr. Lucero asked if that would cut the median down by a foot. Mr. Krest said a 14 foot median would be fine.

Mr. Lucero motioned to approve Figures 1-A and 1-C with a 14 foot median. Mr. Christensen seconded the motion. Ms. Westerling said Figure 1-C should be fully built out with all right-of-way included so the entities will not need to buy rights-of-way in a future date. Mr. Krest

said to get rid of Figure 1-A since it only shows two lanes and just go with the 1-C with the option of having 2 or 4 lanes. Ms. Baird agreed and said that 1-C had all the required right-of-way included. Mr. Christensen said there would need to be a way for developers and engineers to request variances and that using 1-C with the exceptions would work in those cases. Ms. Westerling said it was essential to have the full-built as the requested design, but having the ability to have the road two lane is needed.

Mr. Lucero said that Figure 1-D needs to be deleted. Mr. Krest said that the scale of travel lanes in 1-D would need to cut back to get the entire road in the 80 foot right-of-way. Mr. Lucero said the buffer would need to be given up and possibly one bike lane to get down to an 80 foot right-of-way. Mr. Messenger asked if the drive lanes would need to be 14 feet and only consist of two-lanes. Mr. Krest said yes that would be better. Mr. Christensen said that with four-lanes and if a turn lane was added there would be no way anyone would be able to cross the road. Ms. Westerling said the road would need to be at least 80 feet. Mr. Christensen said that at 80 feet the bike lanes would need to be reconsidered. Ms. Westerling said that minor arterials need to be 80 foot and that she did not believe the City Council would approve a 100 foot right-of-way for anything less than a major thoroughfare. Mr. Lucero said 1-D is an arterial not a collector and 1-D needs to be kept as an arterial. Mr. Krest said in Farmington a minor arterial is 5 lanes and principle arterial is 7 lanes.

Mr. Lucero said that it could be required that all collectors have 100 foot rights-of-way to accommodate the necessary lanes. Mr. Christensen said it would be possible and he would like to see the Technical Committee promote multi-modal transportation. Mr. Lucero said multi-modal also needs to include equestrian paths as well as paths for bikers, walkers, runners and it is important to plan for all of these.

Mr. Christensen said it would be nice to have the 100 foot rights-of-way for the urban collectors and the Technical Committee should try to keep everything in mind. Ms. Baird said she would like to see some changes and would not like to keep repeating the same mistakes that left out the ability to build a road bigger if necessary. Ms. Baird said that East Blanco was an urban arterial that needed to be re-done to have better access and multi-modal features.

Mr. Sullivan said he would be reluctant to go to the 100 foot right-of-way on urban collectors because it would make collectors bigger in places where they would not need to be larger. Ms. Westerling agreed. Mr. Christensen asked what is the width of 20<sup>th</sup> Street in Farmington. Mr. Sullivan said it is 100 feet. Ms. Westerling said there is no buffer on 20<sup>th</sup> Street. Mr. Krest said there needs to be an 80 foot collector in the 'tool box', so it will give developers options. Mr. Lucero said it's a good idea to have both road sections available.

Mr. Krest said the 100 foot road is good to have but if the road wasn't built out for years or if it is never built out then the developer will be out money and he did not believe the developers will stand for giving up land. Ms. Westerling said they would not agree to give up land unless it was needed and then it was a very hard process to go through. Mr. Lucero agreed. Mr. Krest added if the right-of-way is never going to be used then there is no need to ask for it and some of the urban arterials will never need that much right-of-way.

Mr. Krest asked what the requirement for urban collectors is now. Mr. Sullivan said it was between 60 and 80 feet.

Mr. Christensen asked if Figure 1-B would be representing a two-lane urban minor arterial. Mr. Delmagori said 1-B would be modified to include the changes from 1-D. Mr. Christensen asked if 1-D would have the 100 foot right-of-way. Mr. Messenger said it would be nice to ask for the 100 foot right-of-way now instead of waiting until later. Ms. Westerling said rural sections would have a different right-of-way as compared to the urban sections. Mr. Lucero said that Butler and Dustin are both good examples of urban sections that need more right-of-way.

Mr. Christensen said he would like to see the bike lanes on Figure 1-B kept. Ms. Westerling said she did not want to see the bike lanes sacrificed either. Mr. Delmagori said the Technical Committee seemed to be in agreement that the 100 foot right-of-way needed to be kept for the Urban Arterial. Ms. Westerling said she would like to see all arterials taken to 100 foot right-of-way. Mr. Krest said the collectors need to be 60-80 feet and arterials to be 100 foot.

Ms. Baird said the minor arterials need to be at least 80 foot because of access issues. Mr. Lucero said the access off minor arterials is different. Ms. Baird said the minor arterials need to be 80 foot so the access can be controlled. Ms. Baird added the 80 foot would give the entities better planning options in the future. Mr. Sullivan said that in some cases the 80 foot right-of-way may be taking too much land for roads that won't ever develop out or meet the need of the right-of-way. Mr. Messenger said it would depend on the land use around the road.

Mr. Messenger said the 80 foot right-of-way could be used for non-urban areas and to keep the 100 foot right-of-way for the urban and commercial areas. Ms. Westerling said other routes may need the different right-of-ways. Mr. Christensen said rights-of-way need to be 80 foot for collectors on commercial or large residential roads, build-out should be used, but on an urban collector for residential should be 60 foot. Mr. Christensen said the Urban Principal Arterials need to be 100 foot. Mr. Delmagori said that Figure 1-B will fill the gap between the road sections. Mr. Christensen said he did not want to sacrifice the bike lanes. Ms. Westerling said if the bike lanes and other build-out facilities were wanted the entities should ask for the 100 foot right-of-way now instead of later. Mr. Lucero said that 1-C and 1-B need to be kept. Ms. Baird said collectors are to remain between 60-80 foot right-of-way and minor arterial is to remain at 80 foot right-of-way and be 1-B, while the principal arterial is to be 100 foot right-of-way. Mr. Christensen added that no form of transportation needs to be sacrificed. Ms. Westerling said she would like to keep the five and six foot sidewalks. Mr. Delmagori said that would be good to meet the ADA requirements.

Mr. Krest asked if Figures 2-A and 2-C would be kept. Ms. Westerling said 2-C would be the Urban Collector full build-out with an 80 foot right-of-way. Ms. Westerling asked if there would be parking on the collectors. Mr. Sullivan said there is parking on collectors now. Mr. Krest said it was the new roads and there should not be parking on the new roads. Mr. Christensen said if there was no parking on the Urban Collector on commercial roads the parking would be off street. Ms. Westerling said the requirement is off street parking for roads with an 80 foot right-of-way.

**Action:** Ms. Westerling made a motion and Mr. Lucero seconded the motion to have Figure 1-B be a 2-lane Urban Minor Arterial or 2 lane collector (commercial) with full build-out at an 80 foot right-of-way; 1-C be a 4-lane Urban Principal or Urban Minor Arterial with full build-out at 100 foot right-of-way; 2-A be a 2-lane Urban Collector (residential) with full build-out at a 60 foot right-of-way; and 2-C be a 2-lane Urban Collector (commercial or residential)

with full build-out at a 80 foot right-of-way with the standards as described on the figures. The motion passed unanimously 4-0.

4. **BUSINESS FROM:**

- A. Chairman: None
- B. Business from Members: None
- C. Business from Staff: None

5. **BUSINESS FROM FLOOR: None**

6. **ADJOURNMENT:**

Ms. Westerling motioned and Ms. Baird seconded the motion to adjourn the meeting. Mr. Christensen adjourned the meeting at 11:55 a.m.

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Secretary, Virginia Turney

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Chairman, Steve Christensen

**M I N U T E S**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE WORK SESSION**  
**January 31, 2008 9:00 A.M.**

Members Present:  
Aztec

Chair Steve Christensen, City of

Dave Keck, San Juan County  
Martin Lucero, City of Farmington  
Nica J. Westerling, City of Farmington

Members Absent:

Julie Baird, City of Bloomfield

Staff present:

Joe Delmagori, MPO Planner  
Robert Messenger, MPO Associate Planner  
Virginia Turney, Secretary

Staff Absent:

Mike Sullivan, MPO Officer

Also present:

1. **CALL TO ORDER**

Mr. Christensen called the meeting to order at 10:16 a.m.

2.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	Access Management
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	January 16, 2008

#### **BACKGROUND or PREVIOUS WORK**

- Access Management policies have been finalized with the Technical Committee.
- Eight road classifications and their respective definitions, functions, and purposes have been completed.
- Ongoing development of standards and objectives to support the policies.

#### **CURRENT WORK**

- The Technical Committee developed typical road sections for urban classifications on January 14. Urban road sections show the various components of full build-out.
- Rural road sections will be discussed and developed on January 24.

#### **ANTICIPATED WORK**

- Development of standard driveway and intersection spacing, corner clearance, and speed limit ranges.
- Access management standards for medians.

#### **BACKUP MATERIAL**

- A summary of road section data collected from existing NMDOT and entity documents that also shows revised dimensions for the urban road sections.
- Rural road sections and frontage road section for review.

#### **RECOMMENDATION**

- It is recommended that the Technical Committee review and revise typical road sections for access management.

#### **Discussion:**

Mr. Delmagori said the Technical Committee needed to discuss the road right-of-way, medians, turn lanes and other road section issues. Mr. Delmagori said that it was agreed at the last work session that 1-C is the proposed arterial at basically full build out with a 100 foot total right-of-way. 1-B is the next road section and needs evaluation of sections and will be different versions of a collector. The right-of-way needs to be determined on 1-B, if it will be a minor arterial or an urban collector.

Mr. Christensen said the roads need to be defined by what areas they fall in and if there will be any in-between areas that need different criteria. Some roads will begin in urban areas and have a need for all the multi-modal forms of transportation but then will end in rural areas and the need may not be there at the moment, but should be planned for. Mr. Christensen said that Pinon Hills Boulevard is one of those types of roads. Mr. Keck said the county and city have been working on both sides of Pinon Hills Boulevard including multi-modal transportation. Mr. Delmagori said Ms. Westerling said that bicycle and pedestrian facilities are being planned for Pinon Hills Boulevard. Mr. Lucero said the City of Farmington is but he had not heard about San Juan County's plans. Mr. Keck said the county is planning sidewalks and a bike lane to County Road 3950. Mr. Lucero said everyone needs to remember that GRIP2 is only funding a portion and the funding has been cut. Mr. Christensen asked if anyone had heard anything about GRIP2. Mr. Delmagori said he would contact Dr. Widoe and let the Technical Committee know what was going on with GRIP2.

Mr. Keck said he was not sure if the San Juan County side of Pinon Hills Boulevard would remain 4-lane or return to 2-lane. Mr. Lucero said the City of Farmington was planning on Pinon Hills Boulevard being a major 4-lane through-fare. Mr. Keck said he was working with Mr. Delmagori on the county side of the road. Mr. Delmagori said he was working with the county and URS on a travel model of Pinon Hills Boulevard. Mr. Keck said one of the problems is the diversity between industrial and residential and there is a new sign that is advertising an Industrial Park where Piñon Hills Boulevard would run. Mr. Keck said having an Industrial Park which feeds out to 550 will be a huge problem. Mr. Christensen said the traffic from an Industrial Park would be traveling east and north and having the 100 foot right-of-way in the plan would be a very good idea. Mr. Lucero said the biggest issue is going to be getting the City Council to make sense of why any changes between the county section and the city section in regards to the sidewalks and bike lanes changing. Ms. Westerling said the bridge on Piñon Hills Boulevard will be rather expensive and some of the multi-modal aspects may be lost due to the Fish and Wildlife requirements for the bridge.

Mr. Delmagori said rural roads needed to be discussed and there are different right-of-way options for rural roads and it needs to be decided if bike lanes and sidewalks will be required on all rural roads. Mr. Christensen said that on roads that are not used often should have different bicycle and pedestrian requirements. Mr. Keck said the roads should have the option and if the option is cut off then sloped shoulders should be included. Mr. Keck said that sloped shoulders are now required by the county and he would like to see that option in the plan. Mr. Delmagori asked if the county road requirements could be sent over to the MPO. Mr. Keck said he would get them for the MPO. Mr. Keck said the shoulder should be 3-1 slope edge. Mr. Lucero said if needed the shoulder at some point could be made into another lane with out repaving the road. Mr. Christensen said he has run into the problem of wide shoulders is that people tend to speed on those roads, which may not be conducive to bicyclists.

Mr. Delmagori asked if the Rural Principal Arterial with two options, one with the curb and gutter requirements and one with the sloped shoulders requirement. And which

requirement will be used will be determined by the distance from the incorporated cities. Ms. Westerling said that curb and gutter should be required. Mr. Keck said the option to have sloped shoulders needed to be added because the county commission would probably not support requiring curb and gutter for roads that will not be used except for driving.

Mr. Christensen asked if Piñon Hills Boulevard connected to Wildflower. Mr. Keck said it will connect to County Road 3950 then drop off to Wildflower to CR 390. Mr. Keck said the county has plenty of right-of-way to expand the road at that point. Ms. Westerling said it would probably be easier for the county to have separate trails off of the road. Mr. Christensen suggested that sandstone mix be used because it was much cheaper for the City of Aztec to pave one of their trails with it. Ms. Westerling added she would rather see a separate side trail. Mr. Messenger said it would be better to have a separate side trail and a side trail would be used more. Mr. Christensen said he would like to see separate side trails applied to the highways.

Mr. Lucero said the 2-lane rural principal arterial should be killed and the 4-lane should be used and the option of sloped shoulders could be added to the county side of the plan, that way the councils and commissions would be willing to adopt the plan if the 100' right-of-way is kept.

Ms. Westerling said one reason people don't ride bikes in the area is because there are no safe routes. Mr. Christensen agreed. Mr. Lucero said in Denver a person can ride around 65 miles without getting on any roads. Ms. Westerling said that Albuquerque said separate side paths. Ms. Westerling said that separate side paths would be safer and at night it is hard to see people either walking or biking.

Mr. Lucero said that 3-B needed to be kept with the three different build-out options, one with a 2-lane full build out option, one with a 4-lane full build out option and one with the sloped shoulders option. Mr. Delmagori said that 3-B would be keeping the right-of-way requirements but will have the three options. Mr. Keck said that would work for the County. Ms. Westerling said that all the build-out options need to be specifically spelled out and shown on the drawings to avoid confusion. Ms. Westerling said the requirements for the sloped shoulders needs to be specific as possible including where sloped shoulders could be used, because if not the developers will use the cheapest requirements.

Mr. Christensen said he liked keeping the 100 foot right-of-way because it leaves the option to build a four lane road open. Ms. Westerling said there maybe problems with the City Council because of the right-of-way asking maybe too much for roads that won't be built out for years. Mr. Christensen said that perhaps if an example of bad planning could be used to sell the right-of-way issues.

Mr. Delmagori gave a recap of the rural principal arterial which will have either a 13 foot drive lane with curb and gutter, or a 12 foot drive lane with a 1-3 sloped shoulder and both will end up with a normal 100 foot right-of-way. Mr. Lucero said the sloped shoulder road should have the prevision to have an offsite

bicycle/pedestrian trail. Ms. Westerling said the trail could be in the middle of the road if proper barriers are installed. Mr. Lucero added that the path could be located on one side of the road only. Ms. Westerling agreed and the 6-foot wide shoulder could be maintained on the other side of the road. Mr. Christensen said the shoulder needs to serve as a buffer between the trail and the road. Mr. Delmagori agreed.

Mr. Lucero said the dimensions of the road should remain at a 100 foot right-of-way and show both 2-lane and 4-lane build outs. Mr. Delmagori asked if 3-A should be dropped and incorporated into 3-B. Mr. Lucero said that is what should happen with no major changes. Mr. Keck said the only significant change would be the sloped shoulder option. Mr. Lucero said a couple of illustrations should be included showing the wide and sloped shoulders.

Mr. Lucero asked if the rural local road in figure 4-C was acceptable. Mr. Keck said it was acceptable for some of the county subdivisions, but for summary subdivision the requirement should vary from 50 to 60 foot rights-of-way. Mr. Keck said it would be hard to sell a larger right-of-way to the County Commission for a Summary Subdivision. Mr. Keck said he would like to see the county regulations used for the 2-lane rural local roads. Mr. Delmagori said it could be substituted for the current 4-C. Mr. Christensen said the regulations should take into account which tier the subdivision would fall into and added if a summary subdivision fell into the 1<sup>st</sup> tier of the entities planning and platting jurisdiction the full build out should be required, but if the subdivision fell out passed a certain point then the county requirements should be in effect.

Mr. Lucero said the division should be along the tiers, 1<sup>st</sup> tier should be to the full-build out standards, the 2<sup>nd</sup> tier should require the right-of-way needed but maybe not to full build out and 3<sup>rd</sup> tier should be to what the county adopts. Mr. Lucero added that each subdivision should be looked at individually to determine the impact to the roads. Mr. Christensen asked if the cities are going to implement the new standards why shouldn't the county implement them all as well. Mr. Lucero said there are places in the county that the standards would be too much to ask for, and that in some places curb and gutter with a bike/pedestrian path would be useless. Mr. Christensen said the county should still prepare for the need of bicycle/pedestrian paths and full build out because in the future the right-of-way will be needed. Mr. Christensen said it would be easier to get right-of-way from developers before the subdivision is put in instead of trying to retro-fit later. Ms. Westerling said that getting the right-of-way as a minimum now would be a good idea, even if the road was not to full build-out. Ms. Westerling added the developers need to be building the bicycle/pedestrian paths instead of the entities when a new subdivision goes in.

Mr. Keck said the designs standards won't work for the entire county and the cities will need to determine what road standards will be required in their planning and platting jurisdiction. Ms. Westerling said the plan will give each city the same standards so developers will know what to expect. Mr. Keck said he will have a hard time changing the road standards in the county simply because it will require the

subdivision regulations to change, and the County Commission does not like changing those regulations. Ms. Westerling said it will always stir up the developers.

Ms. Westerling said the Farmington City Council will probably also have some issues with the plan, but there are too many roads in the city that are not paved and people complain all the time about them. Mr. Christensen said having a consistent standard will help developers. Ms. Westerling said the process starts with this plan and the bicycle/pedestrian plan and will help with right-of-way issues in the future. Ms. Westerling added the right-of-way issues maybe the way to sell the plan to the city councils and commissions. Mr. Keck said he agreed with having standards since there are so many non-county maintained roads in the area. Mr. Keck said that the non-county maintained roads are some of the counties biggest problems and he receives many complaints about them. Mr. Keck added the changing of the subdivision regulations to include the new road standards will take a long time to process.

Mr. Christensen said he would like to see some balance for the county area, but would hate to not have standards in place. Mr. Christensen added that if this plan is not done correctly it will have a bad impact on the area for the next 30 years and he would hate to see a road approved in 2008 be unable to expand in 2050 because the standards were not required. Mr. Christensen said the only way the standards would work is if they were applied in the tier fashion.

Ms. Westerling said that all the multi-modal aspects of transportation are like a piece of the puzzle, and are needed to get people from point A to point B and the councils and commissions need to be on board with the entire system. Mr. Keck said the plan is a good idea, but the County Commission is going to have issues with the requirements in out-lying areas of the county. Mr. Lucero said that maybe the county could adopt two standards, one for the areas within the planning and platting jurisdiction of the cities and one for the areas further out in the county. Mr. Christensen said it is important to have the county on board with the plan. Ms. Westerling said the entire road section does not need to be built and the county could determine at which point the full-build out is required.

Mr. Delmagori said the frontage roads would parallel the arterial routes and would be used to access business in the area. The bicycle lanes would not be included, but the buffer zone and sidewalks would be kept. Mr. Messenger asked if sidewalks and buffer should only be kept on the business side of the roads. Ms. Westerling and Mr. Christensen said they should be kept on both sides of the road.

Mr. Delmagori said there were changes to the frontage roads and it is accepted as is. Mr. Delmagori said that would close out the work session.

**Action:** Mr. Keck made motion and Mr. Lucero seconded the motion to adjourn the work session. The motion passed unanimously. The work session adjourned at 10:00 a.m.

**MINUTES**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COMMITTEE WORK SESSION**  
**January 31, 2008 10:00 A.M.**

Members Present: Chair Steve Christensen, City of Aztec  
Dave Keck, San Juan County  
Martin Lucero, City of Farmington  
Nica J. Westerling, City of Farmington

Members Absent: Julie Baird, City of Bloomfield

Staff present: Joe Delmagori, MPO Planner  
Robert Messenger, MPO Associate Planner  
Virginia Turney, Secretary

Staff Absent: Mike Sullivan, MPO Officer

Also present: Phyllis Gilkey, Citizen

**1. CALL TO ORDER**

Mr. Christensen called the meeting to order at 10:16 a.m.

**2. APPROVAL OF THE MINUTES FROM THE DECEMBER 13, 2007 TECHNICAL COMMITTEE MEETING**

Mr. Keck made a motion, seconded by Mr. Lucero, to approve the minutes from the December 13, 2007, Technical Committee Meeting. Motion passed unanimously.

**3. ANNUAL ELECTION OF OFFICERS**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	Annual Election of Officers
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	January 15, 2008

**BACKGROUND**

- At the first meeting of the new year, the Technical Committee selects the Chair and Vice-Chair from their membership who will serve until the next annual election.
- The Chair presides over the meetings and is responsible for the other duties outlined in the Committee Bylaws and Operating Procedures document.
- The Vice-Chair presides over the meetings in the absence of the Chair.

**ELECTION**

- Elections will take place to select a Chair and Vice-Chair to serve on the

Technical Committee for 2008.

**RECOMMENDATION**

- It is recommended that the Technical Committee accept nominations and vote to elect the Chair and Vice-Chair.

**Discussion:** Mr. Delmagori explained that new officers needed to be elected.

**Action:** Mr. Christensen nominated Ms. Westerling to be the Chair. Mr. Keck seconded the nomination. Ms. Westerling was voted in to be the Technical Committee Chair unanimously.

**Action:** Ms. Westerling nominated Ms. Baird as Vice-Chair. Mr. Christensen nominated Mr. Keck as Vice-Chair. Ms. Westerling seconded the nomination. Mr. Keck was voted in to be the Technical Committee Vice-Chair unanimously.

**4. AZTEC TRANSPORTATION NETWORK STUDY**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	Aztec Transportation Network Study
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	January 15, 2008

**BACKGROUND or PREVIOUS WORK**

- NMDOT and its consultants started a network study to help determine potential alternatives to the widening of NM 516 in Aztec.
- Traffic counts were taken at several locations in and around Aztec in September.
- An origin-destination study was conducted in October to determine where traffic begins and ends in the Aztec area.

**CURRENT WORK**

- Wilson & Company issued a draft report on existing conditions based on results of the traffic counts and the O-D study.
- The comment period is open from January 10 through January 24.
- The consultants will provide a status report to the Committee and address any comments on January 24.

**ANTICIPATED WORK**

- A design team meeting organized by the consultants will be held in Aztec at 1:30pm on January 24 to further evaluate the network study report.
- The MPO will work with the entities and NMDOT to determine upcoming courses of action based on the results of the network study.

**RECOMMENDATION**

- It is recommended that the Technical Committee receive a status report on the Aztec Network Study.

**Discussion:** Mr. Delmagori said there was a design team meeting scheduled for last week but due to the weather it had been cancelled. However, Mr. Meier provided a recap for today's meeting.

Mr. Delmagori said the Origin and Destination Study had been done in six different locations and it was found that 76% of the traffic in Aztec originated in Aztec and 24% of traffic was drive through traffic. Mr. Christensen said he felt those numbers were not accurate and the hours use for the study were not the best hours to make the study show the actual traffic flow in Aztec. Ms. Westerling agreed and said the 24% seemed really low for the two highways. Mr. Christensen added the study was done when there were very few oil-field trucks driving on the roads. Ms. Westerling said it might have a different outcome if the study had been done between 7 - 9 a.m. Mr. Christensen said he had asked for a different time, including around 3 p.m. Ms. Westerling asked if the O&D was only done at one time of day. Mr. Christensen said it was and then had asked that it be done more than one time of day.

Mr. Christensen said he would have liked to have more than just the one time O&D done. Mr. Lucero said he would like to see more than just one time also because it would help with the justification of a relief route and help with getting a City of Farmington/City of Aztec beltway established. Mr. Christensen said Aztec would like to see something besides a 6-lane highway running through Aztec.

**Action:** Report was received.

**5. BICYCLE/PEDESTRIAN PLAN**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

**Subject:** Bicycle/Pedestrian Plan  
**Prepared by:** Robert Messenger, MPO Associate Planner  
**Date:** January 14, 2008

**BACKGROUND or PREVIOUS WORK**

- The Technical and Policy Committees have reviewed evaluation criteria and policies.
- A list of proposed walking and biking improvements has been developed. The Bicycle/Pedestrian Advisory Group (BPAG) selected an initial list of 27 priority projects at the December 3 meeting.

**CURRENT WORK**

- Develop a process for prioritizing walking and biking projects.
- Finalize evaluation criteria to rank and prioritize proposed projects.
- Access management policies and standards that relate to bicycle and pedestrian facilities will be reviewed in conjunction with this report.

- Refinement of cost estimates for proposed projects.

#### ANTICIPATED WORK

- Development of bicycle/pedestrian standards for all road classifications as well as for new commercial and residential developments.
- Work with entity staff to evaluate and prioritize projects into short, medium, and long range lists.

#### BACKUP MATERIAL

- List of proposed walking and biking projects.
- Maps of pedestrian and bicycle networks for the MPO and the entities (will be available at the meeting).
- Draft evaluation criteria
- Draft policies:
  - a. Policies that apply to Bicycle/Pedestrian Plan and Access Management Plan.
  - b. Policies that only apply to Bicycle/Pedestrian Plan.

#### RECOMMENDATION

- It is recommended that the Technical Committee:
  - a. Review the list of proposed walking and biking improvements and determine a process for prioritizing projects.
  - b. Review the criteria to be used to rank and prioritize bicycle and pedestrian improvements.
  - c. Review policies that apply to access management and bicycle/pedestrian plan development.

**Discussion:** Mr. Messenger presented the staff report. Ms. Westerling asked if the criteria was going to be weighted. Mr. Messenger said it was decided that the criteria would not be weighted. Mr. Christensen said he would like to see if the criteria had been presented to the BPAG group or if they would need to see it. Mr. Messenger said the criteria had been provided at BPAG meetings, but the Technical Committee and Policy Committee would be deciding on which criteria would be used.

**Action:** Ms. Westerling motioned and Mr. Lucero seconded the motion to recommend adoption of the criteria to the Policy Committee. The vote passed unanimously 4-0.

**Discussion:** Mr. Christensen then said the policies need to be evaluated. Mr. Messenger reminded the Technical Committee the policies will tie into the Access Management Plan. Mr. Christensen asked if the wording should be bicycle facilities and pedestrian facilities instead of sidewalks. Mr. Messenger said on the second policy it says in rural areas or in low density areas sidewalks are not required but reasonable efforts should be made to obtain right-of-way for future sidewalks, which could be changed to say bicycle and pedestrian facilities. Ms. Westerling said that all of the policies should be changed to say bicycle and pedestrian facilities and not spell out sidewalks. Mr. Christensen said this document can be changed. Mr. Delmagori agreed. Ms. Westerling said the commissioners and councils will probably change it also.

**Action:** Mr. Lucero motioned and Ms. Westerling seconded the motion to approve the policies as amended with condition that sidewalk be removed and bicycle and pedestrian facilities be added. The motion passed unanimously 4-0.

**Discussion:** Mr. Messenger said the BPAG and ATOS groups met on Tuesday where each person was given 24 votes to determine the ranking of the 80 projects. Mr. Messenger said the MPO is planning on meeting two more times, once in Bloomfield and once in Kirtland, to get public feedback from those areas regarding the projects. Mr. Delmagori said the MPO wants a comprehensive list of the regional projects. Ms. Westerling said it was a good idea the MPO is going out to the different areas to get input because the plan will be a regional plan and it is important to get the most regional routes developed. Mr. Lucero said it is like a hub and spokes to a wheel, the MPO will be concerned with the regional routes and the cities will take care of the local routes, and that both routes will need to work together.

Ms. Westerling suggested that the map be color coordinated and have each entities and regional routes projects different colors to differentiate between proposed plans. Mr. Lucero said it would be much easier for the public, councils and commissions to understand the difference between regional plans and local plans. Ms. Westerling added it might help with the county projects that might be small but will be a big piece of a regional plan. Mr. Messenger asked if all the projects need to be on the maps or if the top five for each would be what is wanted. Ms. Westerling suggested that each mode have the top five shown, so there would be a separate map for bicycle routes and walking routes. Ms. Westerling added that one color for the existing routes would be needed. Mr. Delmagori said the MPO can put the map together for the next Technical Committee meeting.

Ms. Westerling said the budget for each project needs to be plainly shown in the plan also. Mr. Delmagori said the intention is that regional routes could receive federal funding and it is possible two or more entities could split the required local match.

Ms Gilkey asked who the MPO is working with in Bloomfield. Mr. Messenger said he was working with Ms. Baird and Mr. Workman, however they were in a meeting in Albuquerque and could not attend this meeting.

Mr. Messenger said the maps would be ready for the next meeting and after the meetings in Bloomfield and Kirtland the MPO will have a firmer consensus on which projects will be the top regional projects. The Technical Committee and Policy Committee can then begin the process of ranking the projects and finalizing the standards to be in the Bicycle-Pedestrian Plan.

**Action:** Report was received.

**6. SOCIOECONOMIC DATA**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	Socioeconomic Data
<b>Prepared by:</b>	Robert Messenger, MPO Associate Planner
<b>Date:</b>	January 15, 2008

**BACKGROUND or PREVIOUS WORK**

- The MPO is finalizing the process of collecting and assigning socioeconomic data to update the base (from 2003 to 2005) and forecast (2030) years in the Regional Travel Model.
- Staff has assigned data on new residential and commercial permits for 2004 and 2005 from San Juan County (includes Aztec and Bloomfield) and Farmington to their TAZ.
- School enrollment and employment numbers have been assigned to TAZ.

**CURRENT WORK**

- Collecting, analyzing, and assigning employment data from the oil and gas industry
  1. Determine amount and typical ratios of shop/office employees and field employees
  2. Estimate typical well service/maintenance requirements
  3. Determine means to assign employees to active well locations within the Farmington MPO (this will give a better understanding of the number of vehicle trips and routes used by field/service employees)
- Collecting and assigning data from major employers and New Mexico One Stop (which is a clearinghouse for San Juan County labor data).
- Meeting with entities to review the data collection and assignment.

**ANTICIPATED WORK**

- Complete the update to the base and forecast years.
- Hire PTV to update the travel model, which will include calibration/validation and expanding the model to have AM Peak Hour and Daily capabilities.

**BACKUP MATERIAL**

- New developments in 2004-2005
- A table showing additional tasks and timeframes associated with this activity is attached.

**RECOMMENDATION**

- It is recommended that the Technical Committee receive a report on the update to the socioeconomic data.

**Discussion:** Mr. Messenger said he has been updating the data and has found there will be many changes to the updated information. Mr. Messenger said that a good deal of oil and gas information is missing from the old socioeconomic data which will be added. Mr. Messenger added he is meeting with several oil and gas companies to get that information. Ms. Westerling suggested he contact Mr. Jason Sandel and Mr. T. Greg Merrion as both will be able give the MPO a great deal of information. Mr. Messenger said the typical oil field company has 80% of its employees out in the field which means the daily trips are much higher than thought.

Mr. Christensen asked what the date was the information was going to be updated to. Mr. Messenger said the MPO was going to update to 2005. Mr. Christensen asked what the data could be used for. Ms. Westerling said it could be used to update travel models, bicycle/pedestrian plans and other transportation information. Mr. Delmagori said the Socioeconomic data needs to be updated to make the model more accurately reflect traffic conditions.

Mr. Christensen asked if the information will be available to the Policy Committee. Mr. Messenger said it would be available for review by all of the committees.

Mr. Lucero asked why the information was not being updated to 2007. Mr. Delmagori said the socioeconomic data is on a five year cycle and the end of the cycle is 2005.

Mr. Delmagori said the MPO is working with PTV to update the model in VISUM in order to have a better understanding of traffic patterns and economic patterns. Mr. Christensen said transit modeling should be done also. Mr. Delmagori said that could be put into the UPWP if wanted, but the MPO would need to do preliminary work with the transit system first.

Mr. Christensen said integrating the information would be a good thing and it will be easier to decided transportation issues in the future. Mr. Christensen said it would be good for elected officials to see this report also and he would like to see the bicycle/pedestrian and transit aspects available. Ms. Westerling said it would be good to know what is really happening in the area regarding socioeconomic growth and where subdivisions and major employers are actually planning growth. Mr. Christensen said it would help the entities get ahead of the curve.

Ms. Westerling said the socioeconomic plan would help with buy-in to multi-modal forms of transportation also from the elected officials. Mr. Keck said that the elected officials don't know about the MPO. Ms. Westerling said the Policy Committee needs to get excited about the multi-modal forms of transportation and talk to the other elected officials about those forms of transportation. Ms. Westerling said the entities need to meet together to make sure everyone is on the same page. Mr. Keck said it would be nice if there was a county wide planning and zoning board that would need to approve or at least be in the loop of all the new employers and subdivisions in the areas. Ms. Westerling suggested that one of the current P&Z members should try to attend the MPO meetings.

Ms. Westerling asked if there was an electronic format for the socioeconomic data. Mr. Delmagori said Mr. Messenger is putting the information in GIS format.

**Action:** Report was received.

**7. FY2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item****

<b>Subject:</b>	FY2009-2014 Transportation Improvement Program (TIP)
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	January 15, 2008

**BACKGROUND**

- The TIP is a short-term program of projects expected to be completed in the next six years.
- The MPO updates the TIP on an annual basis.
- The TIP update process includes revising existing project information, adding new projects, and developing a TIP priority list and financial plan.
- The current TIP is available on the MPO website.

**CURRENT WORK**

- A Call for Projects was issued in December.
- Staff will meet individually with the entities, NMDOT, and Red Apple Transit to review project information.

**TIP SCHEDULE**

MONTH	ACTION
December 13, 2007	Call for Projects & Project Identification Forms issued
January 16, 2008	Project ID Forms submitted to MPO
January - February 2008	Entities review project lists and develop priorities
Early March - early April 2008	30-day Public Comment period is advertised and opened
March 27, 2008	Technical Committee recommends adoption of TIP
April 10, 2008	Policy Committee adopts the FY2009-2014 TIP

**RECOMMENDATION**

- It is recommended that the Technical Committee receive a status report on the FY2009-2014 Transportation Improvement Program.

**Discussion:** Mr. Delmagori presented the staff report and said the MPO will be meeting with the entities to get new projects and follow up on the current projects. Once the MPO meets with the entities and updates the information the TIP will be updated. Mr. Delmagori asked if the MPO should continue its priority list process for this TIP update. The Technical Committee agreed. Once the TIP information is gathered and reviewed, a 30-day public comment period will be held.

Mr. Keck asked if Pinon Hills Boulevard was on the TIP. Ms. Westerling said it is on the unfunded part of the TIP. Mr. Keck said the projects needs to be moved up on the TIP. Ms. Westerling agreed and said some of the unfunded projects probably need to move up also.

**Action:** Report was received.

**8. FY2009 UPWP CALL FOR PROJECTS**  
**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**  
**Agenda Item**

<b>Subject:</b>	FY2009 UPWP Call for Projects
<b>Prepared by:</b>	Robert Messenger, MPO Associate Planner
<b>Date:</b>	January 14, 2008

**BACKGROUND**

- Over the next few months, the MPO will develop its annual work plan for fiscal year 2009 (July 1, 2008 through June 30, 2009).
- The FY2009 UPWP is anticipated to be adopted in April.
- Entities are asked to submit new projects and other planning tasks to be accomplished by the MPO by February 20.
- The most important project in FY2009 will be the update to the Metropolitan Transportation Plan.

**FY2009 UPWP INITIAL TASKS**

- Yearly Activities
  - Quarterly Reports and Budget Preparation
  - Traffic Counting program
  - Intelligent Transportation Systems (ITS)
  - Traffic studies and model runs requested by the entities
  - Transportation Improvement Program
- Completion of ongoing policies described in the MTP
  - Access Management Plan
  - Bicycle/Pedestrian Plan
- Specific studies and activities
  - Line Route analysis study for Red Apple Transit
  - Aztec Transportation Network Study (TNS)
  - Traffic forecasts for Piñon Hills Boulevard Extension Study
  - Assist entities in applying for Safe Routes to School (SR2S) grants
- Update to the Metropolitan Transportation Plan
  - Hire a consultant
  - Update plans for roadway, transit, bicycle, pedestrian, air and freight projects
  - Revise population and employment statistics
  - Revise regional priorities and the financial plan for the MPO

**RECOMMENDATION**

- It is recommended that the Technical Committee receive the Call for Projects for the FY2009 UPWP.

**Discussion:** Mr. Messenger presented the staff report and said the MTP update will need to begin in FY2009.

Ms. Westerling asked the MPO to send a list of ongoing projects. Mr. Delmagori said he would do that.

Ms. Westerling said the transit study needs to be done also. Mr. Delmagori said it was on the UPWP to do.

**Action:** Report was received.

**9. RED APPLE TRANSIT REPORT**

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION**

**Agenda Item**

<b>Subject:</b>	Red Apple Transit Report
<b>Prepared by:</b>	Robert Messenger, MPO Associate Planner
<b>Date:</b>	January 16, 2008

**RED APPLE TRANSIT**

- The January report is expected to be provided at the Technical Committee meeting.

**RECOMMENDATION**

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

**Discussion:** No statistics were provided by Red Apple so no report was received by the Technical Committee.

**10. NMDOT REPORT**

**Discussion:** No report

**11. BUSINESS FROM:**

- A. Chairman: None
- B. Business from Members: None
- C. Business from Staff: None

12. **BUSINESS FROM FLOOR:** None

13. **ADJOURNMENT:**

Mr. Christensen adjourned the meeting at 12:00 p.m.

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Secretary, Virginia Turney

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Chair, Steve Christensen

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

<b>Subject:</b>	FY2009-2014 Transportation Improvement Program (TIP)
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	January 15, 2008

**BACKGROUND**

- The TIP is a short-term program of projects expected to be completed in the next six years.
- The MPO updates the TIP on an annual basis.
- The TIP update process includes revising existing project information, adding new projects, and developing a TIP priority list and financial plan.
- The current TIP is available on the MPO website.

**CURRENT WORK**

- A Call for Projects was issued in December.
- Staff will meet individually with the entities, NMDOT, and Red Apple Transit to review project information.

**TIP SCHEDULE**

<b>MONTH</b>	<b>ACTION</b>
December 13, 2007	Call for Projects & Project Identification Forms issued
January 16, 2008	Project ID Forms submitted to MPO
January - February 2008	Entities review project lists and develop priorities
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March 27, 2008	Technical Committee recommends adoption of TIP
April 10, 2008	Policy Committee adopts the FY2009-2014 TIP

**RECOMMENDATION**

- It is recommended that the Technical Committee receive a status report on the FY2009-2014 Transportation Improvement Program.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

**Subject:** Bicycle/Pedestrian Plan  
**Prepared by:** Robert Messenger, MPO Associate Planner  
**Date:** February 14, 2008

**BACKGROUND or PREVIOUS WORK**

- The Technical and Policy Committees have reviewed the list of proposed walking and biking projects, evaluation criteria and policies.
- The Technical Committee has recommended Policy Committee approval of the walking and biking policies and evaluation criteria for prioritizing projects.
- The Bicycle/Pedestrian Advisory Group (BPAG) has gone through the second and third iterations of selecting draft lists of the top 20-30 priority projects at the January 29 and February 19 meetings, respectively.

**CURRENT WORK**

- Develop draft lists and maps of walking and biking projects for the MPO region and for local projects in Aztec, Bloomfield, and Farmington.
- Refinement of cost estimates for proposed projects.

**ANTICIPATED WORK**

- Development of bicycle/pedestrian standards for all road classifications as well as for new commercial and residential developments.
- Work with entity staff to evaluate and prioritize projects:
  1. Into short, medium, and long range lists; and,
  2. Into MPO region and entity-specific lists

**BACKUP MATERIAL**

- BPAG list of walking and biking improvements with voting results.
- Draft of MPO regional list of walking and biking projects.
- Draft map of pedestrian and bicycle networks for the MPO region. Large maps will be available at the meeting for review.

**RECOMMENDATION**

- It is recommended that the Technical Committee review the draft list and maps of MPO regional walking and biking improvements and suggest

revisions/deletions/additions to the list.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

**Subject:** Access Management  
**Prepared by:** Joe Delmagori, MPO Planner  
**Date:** February 19, 2008

**BACKGROUND or PREVIOUS WORK**

- Access Management policies have been finalized with the Technical Committee.
- Definitions and functions for eight road classifications and their respective typical road sections have been completed.
- Standards and objectives to support the policies have been identified.

**CURRENT WORK**

- Typical urban and rural road sections are provided for review.
- Spacing standards will be discussed by the Technical Committee.

**ANTICIPATED WORK**

- Continue development of standard driveway and intersection spacing and corner clearance.
- Access management standards for medians.

**BACKUP MATERIAL**

- Policies and supporting standards.
- Draft urban and rural road section diagrams.
- NMDOT intersection spacing standards
- Intersection spacing guidelines from TRB.
- Comparison of intersection spacing standards from other MPOs and DOTs.

**RECOMMENDATION**

- It is recommended that the Technical Committee develop intersection, driveway, and corner clearance spacing standards for access management.

*DRAFT POLICIES & STANDARDS  
FOR FMPO ACCESS MANAGEMENT*

*POLICY #1* – Road classifications for arterials and collectors shall have specific definitions, functions, and purposes.

	<b>DEFINITION</b>	<b>FUNCTION</b>	<b>PURPOSE</b>	<b>CLASSIFICATION EXAMPLE</b>
<i>Urban Principal Arterial (UPA)</i>	The Urban Principal Arterial provides the greatest mobility for through movements and forms an integrated network without stub connections for long distance, intercity/cross town travel. It shall have designated access points.	Mobility with limited access points	Serves the major centers of activity in a metropolitan area and serves intra- and inter-regional trips. Provides access to major traffic generators.	Piñon Hills Blvd
<i>Urban Minor Arterial (UMA)</i>	The Urban Minor Arterial interconnects with and augments the urban principal arterial system. It is intended for trips of moderate lengths. It shall have designated access points with a reduced spacing requirement.	Maintain mobility while providing access points	Provide intra-community connectivity but ideally should not penetrate identifiable neighborhoods.	20 <sup>th</sup> Street (F) Chaco St (A) E Blanco (B)
<i>Urban Collector (UCol)</i>	The Urban Collector distributes trips between the arterial system and the local road network.	Access & Mobility for connecting all types of roads	Provide land access & traffic circulation for residential and commercial neighborhoods	Farmington Ave (F) Mesa Verde (A) W Blanco (B)
<i>Rural Principal Arterial (RPA)</i>	The Rural Principal Arterial provides minimal interference to through movements for long distance trips. It handles a high percentage of heavy commercial vehicles and forms an integrated network without stub endings except where unusual geographic conditions exist. It is part of the critical transportation infrastructure.	Mobility with limited access points	Provides access to important traffic generators and major cities not served by the Interstate; provides access to inter-modal facilities.	CR 350

<i>Rural Minor Arterial (RMA)</i>	The Rural Minor Arterial provides a high level of mobility and minimizes interference to through movements. It forms an integrated network without stub endings except where unusual geographic conditions exist.	Maintain mobility	Provide inter-county access; used for long distance trips.	CR 390 CR 3000
<i>Rural Major Collector (RCol)</i>	The Rural Major Collector connects urban areas with populations over 5,000 and tends to collect traffic from local roads to rural minor arterials.	Maintain mobility while providing access points	Serve traffic generators typically of intra-county importance and serves trips between low density residential & commercial areas.	CR 3950 CR 6100 CR 5500
<i>Rural Local (RLoc)</i>	The Rural Local collects traffic from local roads to rural major collectors and has the lowest traffic volumes.	Dual function of maintaining mobility and providing access	Serves small population centers and provides access to residences and businesses	
<i>Frontage Road</i>	A road that provides access to local properties from an arterial.	Direct access to properties	Separation of mobility and through movement on the main line from accessing property	

*POLICY #2* – Each road classification shall have a typical road section, standard driveway width and spacing, intersection spacing, corner clearance dimensions, sidewalk buffer zone, speed limit range, and be in compliance with ADA requirements.

#### Urban Sections

	NUM. LANES	ROW	SIDEWALK	BUFFER ZONE	BIKE LANE	TRAVEL LANE	CURB/GUTTER	MEDIAN/TURN LN	PARK/EMER. LN
<i>Urban Principal Arterial (UPA)</i>	4	100'	6'	5'	5'	12'	2'	14'	None
<i>Urban Minor Arterial (UMA)*</i>	4	100'	6'	5'	5'	12'	2'	14'	None
	2	80'	6'	4'	5'	12'	2'	14'	None

<i>Urban Collector (UCol)**</i>	2	80'	6'	4'	5'	12'	2'	14'	None
	2	60'	5'	4'	5'	12'	2'	None	None
	2	80'	5'	None	5'	12'	2'	None	11'

\* - The Urban Minor Arterial has two variations: one at 100' ROW and one at 80' ROW

\*\* - The Urban Collector has three variations: one for Commercial areas, one for Residential areas, and one for either type of area

### Rural Sections & Frontage Road

	NUM. LANES	ROW	SIDEWALK	BUFFER ZONE	BIKE LANE	TRAVEL LANE	CURB/GUTTER	MEDIAN/TURN LN	PARK/EMER. LANE	SLOPE
<i>Rural Principal Arterial (RPA)*</i>	4	100'	5'	None	None	12'	2'	14'	11'	None
	2	100'	10' (Bike/Ped Trail)	3' (adjacent to bike/ped trail)	10' (Bike/Ped Trail)	12'	None	16'	6' (paved shoulder)	12'
	2	100'	Part of shoulder	None	Part of shldr	12'	None	16'	13' (paved shoulder)	12'
<i>Rural Minor Arterial (RMA)**</i>	2	80'	5'	4'	5'	12'	2'	14'	None	None
	2	80'	Part of shoulder	None	Part of shldr	12'	None	14'	12'	12'
<i>Rural Major Collector (RCol)**</i>	2	80'	5'	4'	5'	12'	2'	None	10'	None
	2	80'	Part of shoulder	None	Part of shldr	12'	None	None	12' (paved shoulder)	12'
<i>Rural Local (RLoc)***</i>	2	60'	None	None	None	12'	None	None	5' (paved shoulder)	12'
	2	60'	5'	4'	None	Varies	2'	None	Varies	None
<i>Frontage Road</i>	2	60'	5'	4'	None	11'	2'	14'	None	None

\* - The Rural Principal Arterial has three variations: one adjacent to urban areas, one with a bicycle/pedestrian sidepath, and one for outlying, rural areas

\*\* - These rural road sections have variations: one adjacent to urban areas and one for outlying, rural areas

\*\*\* - The Rural Local is based on San Juan County road sections. A variation is provided to include sidewalks, parking, and bike lanes.

**Intersection Access Spacing  
(Centerline to Centerline)**

<b>ROAD CLASS</b>	<b>SPEED RANGES*</b>	<b>SIGNAL SPACING</b>	<b>INTERSECTION SPACING (Unsignalized)</b>	<b>ROAD CLASS</b>	<b>SPEED RANGES*</b>	<b>SIGNAL SPACING</b>	<b>INTERSECTION SPACING (Unsignalized)</b>
UPA				RPA			
				RMA			
UMA							
				RCol			
UCol							
				RLoc			


\* - *Should speed ranges determine spacing requirements?*

NOTE: Possibly combine unsignalized intersection spacing with driveway-to-driveway and call it “connection” spacing as described in Corpus Christi MPO AM manual, p 60-61.

### Driveway Spacing & Corner Clearance

<b>ROAD CLASS</b>	<b>SPEED RANGES*</b>	<b>DRIVEWAY TO DRIVEWAY DISTANCE**</b>	<b>CORNER CLEARANCE (Dist. from Driveway to Intersection)**</b>	<b>ROAD CLASS</b>	<b>SPEED RANGES*</b>	<b>DRIVEWAY TO DRIVEWAY DISTANCE**</b>	<b>CORNER CLEARANCE (Dist. from Driveway to Intersection)**</b>
UPA		NMDOT Access (Table 18.C-1)	Corner clearances should be consistent with the access spacing standards defined Table 18.C-1)	RPA		NMDOT Access (Table 18.C-1)	Corner clearances should be consistent with the access spacing standards defined Table 18.C-1)
UMA				RMA			

UCol				RCol			
				RLoc			

\* - Should speed ranges determine spacing requirements?

\*\* - need to determine where distance is measure – from edge to edge? Or from centerline to centerline?

	<b>ACCELERATION/ DECELERATION LANES CRITERIA</b>	<b>DRIVEWAY WIDTH</b>
<i>Urban Principal Arterial</i>		
<i>Urban Minor Arterial</i>		
<i>Urban Collector</i>		
<i>Continue with Other Road Classifications</i>		

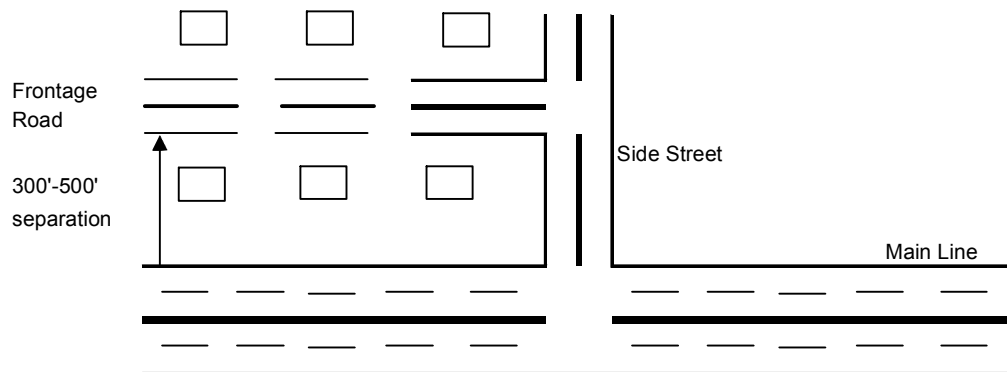
**POLICY #3** – Establish access management standards to maintain capacity of roadways, improve safety, and minimize the number of access points on arterials and collectors.

Objectives

- Ensure coordination and consistency across local planning and development functions and among jurisdictions with regard to access management.
- Support access management through land use planning and organize land uses into activity centers to support local street network development and alternative access.
- Establish and apply a traffic impact analysis process to help ensure access management principles are applied in the planning of new developments.
- In situations where proposed development would not comply with the access management plan, the developer and the city would work together to mitigate off-site impacts.

Standards

- Adjacent developments along arterials should have interconnected parking lots that encourage internal circulation.
- Consolidate or share driveways where possible.
- Businesses along rural principal arterials should have access via frontage roads.
- No driveways for residential properties shall have direct access to arterial roads.
- Residential driveways are permitted to access local and collector roads only.
- Promote interior roads that access property (subdivisions and businesses) from collectors rather than from the arterial.
- Locate frontage roads 300’ to 500’ from the intersection of the main street it is accessing (diagram below).



**POLICY #4** – All arterial roadways shall have access control using medians.

	<b>REQUIRED WHEN?</b>	<b>MEDIAN WIDTH</b>	<b>DIST. BETWEEN MEDIANS OPENINGS</b>	<b>SPACING BETW. MEDIANS</b>
<i>Urban Principal Arterial</i>				
<i>Urban Minor Arterial</i>				

<i>Urban Collector</i>				
<i>Continue with Other Road Classifications</i>				

**POLICY #5** - Locate applicable bicycle and pedestrian facilities in a safe and efficient manner on all arterial and collector streets.

Standards

- Require development of median refuge islands on all arterials 4 lanes or more. *(are more details required?)*
- Require bicycle and pedestrian access (e.g. by way of an easement) at the end of cul-de-sacs. *(this requires more discussion)*
- Require a buffer zone (detached sidewalks) on all arterials. *(See table under Policy #2 for dimensions)*
- Encourage, but do not require, detached sidewalks on all collectors.
- Require facilities to meet ADA requirements, especially where pedestrian use may be expected across an access point. The vertical and horizontal design characteristics of the access shall be designed in accordance with the *Americans with Disabilities Act* (see Sub-Section 9.J) and applicable NMDOT standards (see Paragraph 18.P.3).

**TRB Access Management Manual Guidelines**

- Long and uniform signal spacing are an essential access management standard (p. 144).
- Studies have shown ½ mile signal spacing can reduce vehicle hours of delay by 60% and vehicle hours of travel by 50% compared to ¼ mile signal spacing in corridors with full median openings (p. 144).
- Studies indicate a four lane divided arterial with uniform ½ mile signal spacing could carry the same volume of traffic as a 6-lane divided arterial with ¼ mile signal spacing (p. 144).
- The following tables (p. 153 & 156) provide guidance on driveway and unsignalized access spacing:

- Corner clearance is determined by the functional area of the intersection, stopping sight distance, expected queue, distance related to perception-reaction time, and other factors (p. 156).

## Access Spacing Comparison from other Access Management Plans

Plan	Road Class	Signal Spacing	Unsignalized Spacing	Driveway Spacing	Corner Clearance
Minnesota DOT	Principal Arterial	1/4 mi in Urban 1 mile in Rural	300-660' in Urban 1/2 to 1 mi in Rural	N/A	N/A
	Minor Arterial	1/4 mi in Urban 1/2 mi in Rural	300-660' in Urban 1/4 to 1/2 mi in Rural	N/A	N/A
	Collectors	1/8 mi in Urban 1/2 mi in Rural	300-660' in Urban 1/4 to 1/2 mi in Rural	N/A	N/A
Corpus Christi MPO	Principal Arterial	1,320 - 2,640 (1/4 – 1/2 mi)	200-425	N/A	200 - 425 (TxDOT)
	Minor Arterial	1,320 - 2,640 (1/4 – 1/2 mi)	200-425	450	125
	Collector	1,320 - 2,640 (1/4 – 1/2 mi)	200-425	325	75
Waco TX MPO	Principal Arterial	2,640 (1/2 mi)	N/A	≥ 45 mph = 660 ≤ 45 mph = 440	Based on Median Type, intersection approach or departure, and allowed access. Corner clearance ranges from 75-230'
	Minor Arterial	≥ 45 mph = 2,640 ≤ 45 mph = 1,320	N/A	≥ 45 mph = 440 ≤ 45 mph = 245	
	Collector	1,320 (1/4 mi)	N/A	125	
Richmond MPO	Principal Arterial (45-55 mph)	2,540 (1/2 mi)	N/A	660	660
	Minor Arterial (45-55 mph)	1,320 (1/4 mi)	N/A	440	440
	Collector	1,320 (1/4 mi)	N/A	245	245

		mi)			
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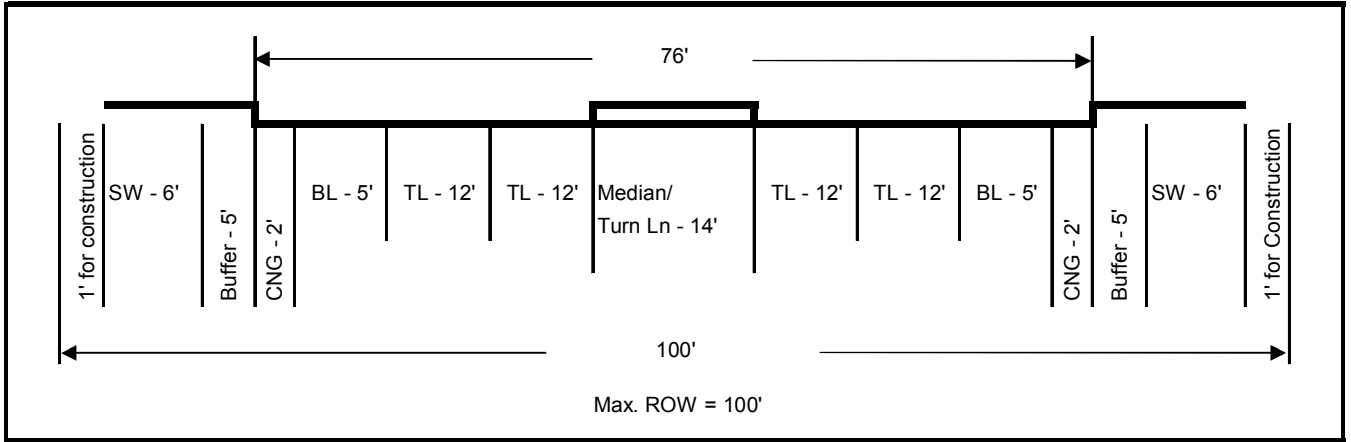
## DRAFT FMPO TYPICAL ROAD SECTIONS February 2008

A note regarding the Rural sections: the Technical Committee decided to have at least two variations of these sections. Rural roads close to urban areas will tend to look similar to the urban sections under the assumption that the cities will continue to expand and eventually annex these rural areas. For new roads in outlying areas, they would likely maintain a rural status for several years. Furthermore, having bicycle and pedestrian facilities is not as critical given the low density of these areas.

Staff would like to suggest a change to Figure 2-C: 2 Ln Urban Collector (Commercial or Residential). Staff asks the reviewers to consider replacing the parking lane on each side of the road with a median/turn lane. Having a turn lane separates through and turn movements, which would help a collector maintain its function of providing both mobility and access.

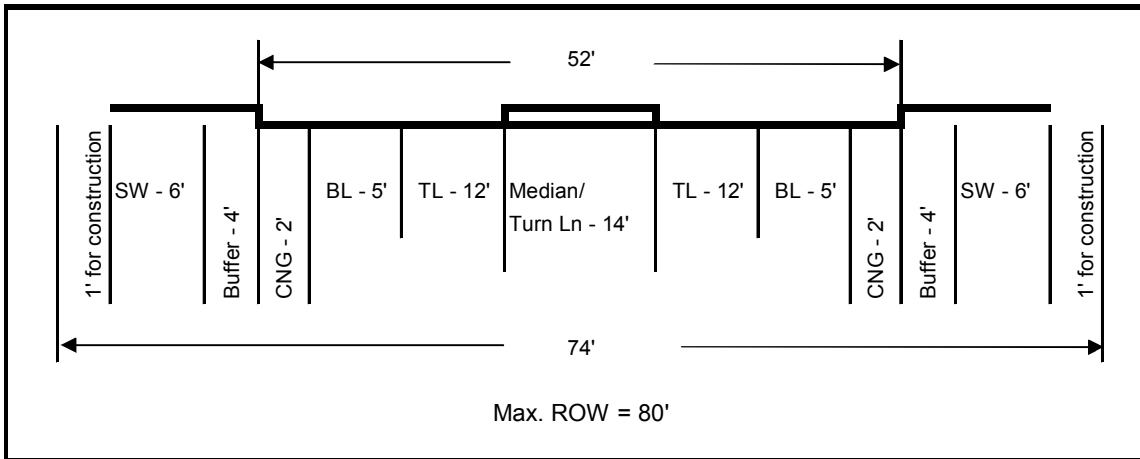
Please review and provide comments or changes by Friday, February 15. A final review will occur at the February 28 Tech meeting.

**Figure 1: 4 Ln Urban Principal Arterial or Urban Minor Arterial  
Full Buildout at 100' ROW**



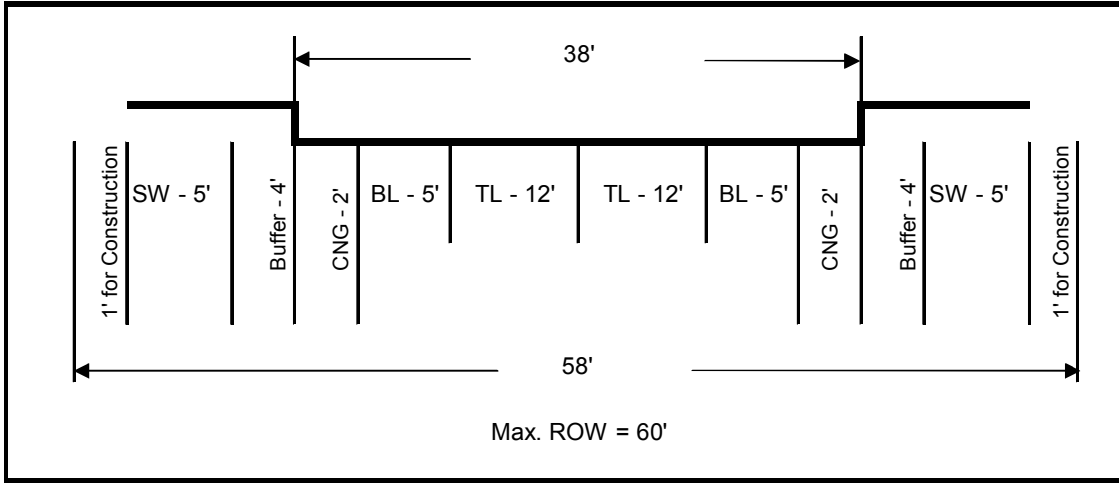
SW - Sidewalk  
CNG - Curb & Gutter  
BL - Bike Lane  
TL - Travel Lane

**Figure 2-A: 2 Ln Urban Minor Arterial or 2 Ln Collector  
Commercial - Full Buildout at 80' ROW**



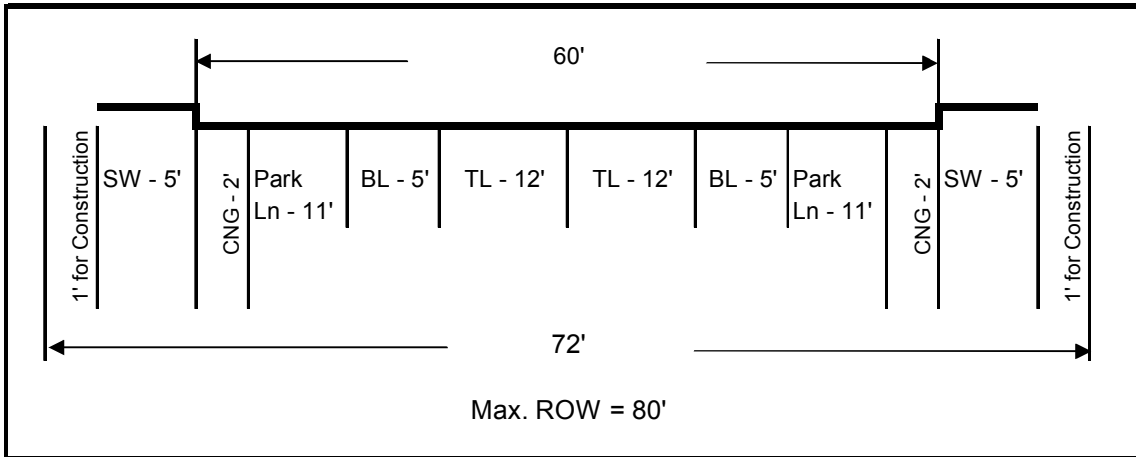
SW - Sidewalk  
CNG - Curb & Gutter  
BL - Bike Lane  
TL - Travel Lane

**Figure 2-B: 2 Ln Urban Collector  
Residential - Full Buildout at 60' ROW**



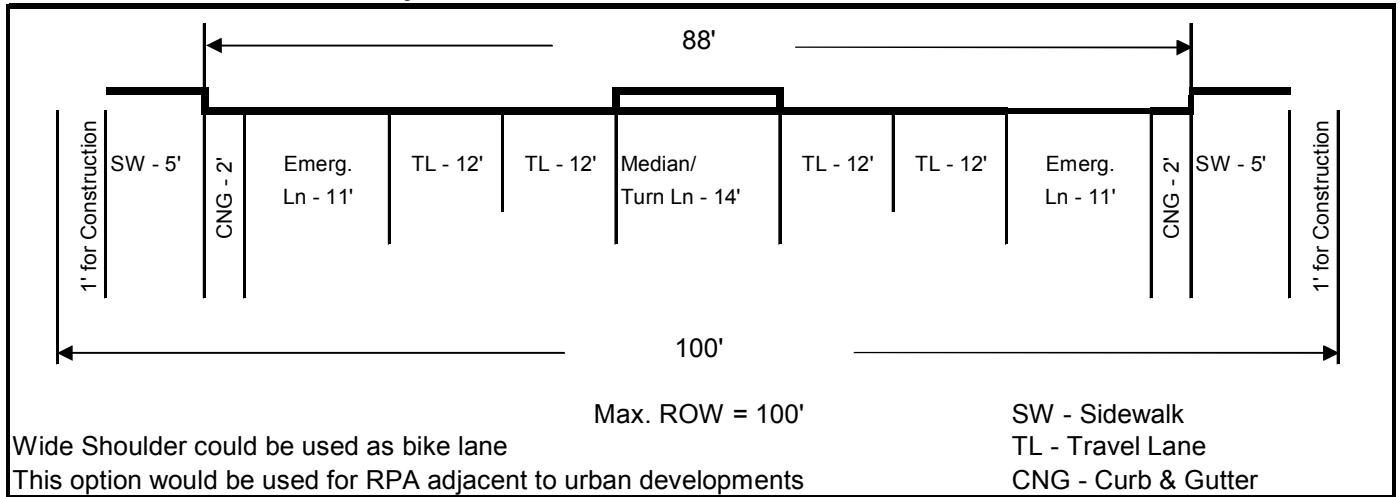
SW - Sidewalk  
CNG - Curb & Gutter  
BL - Bike Lane  
TL - Travel Lane

**Figure 2-C: 2 Ln Urban Collector  
Commercial or Residential - Full Buildout at 80' ROW**

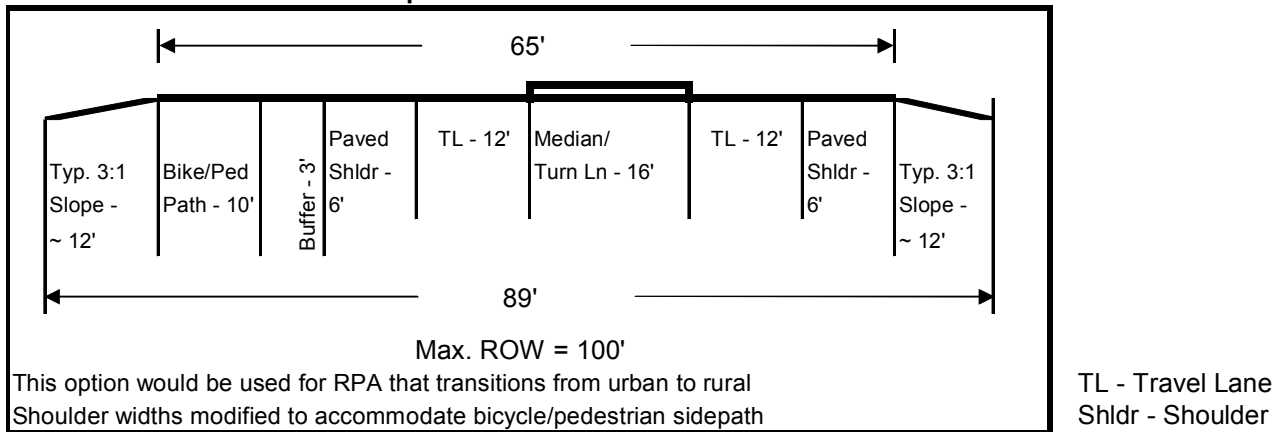


SW - Sidewalk  
CNG - Curb & Gutter  
BL - Bike Lane  
TL - Travel Lane

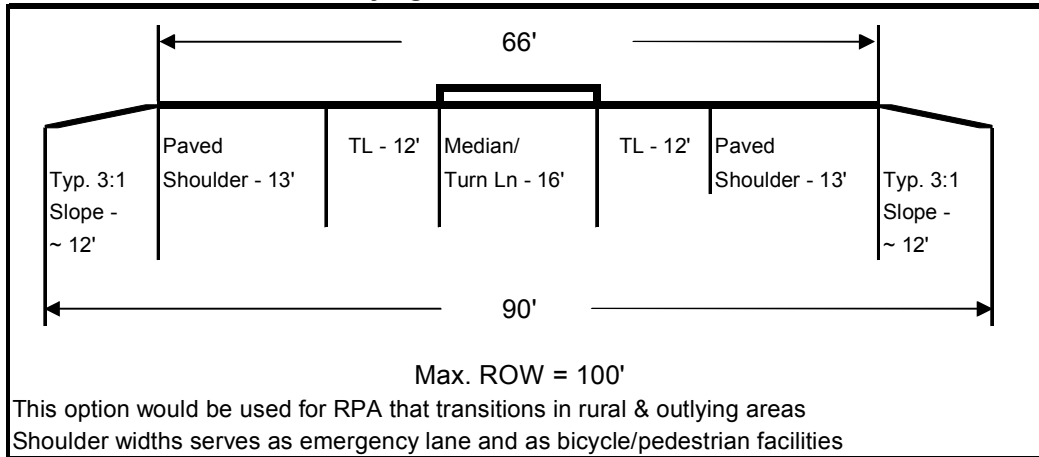
**Figure 3-A: 4 Lane Rural Principal Arterial  
Adjacent to Urban Areas - Full Buildout at 100' ROW**



**Figure 3-B: 2 Lane Rural Principal Arterial  
Bike/Ped Sidepath - Full Buildout at 100' ROW**

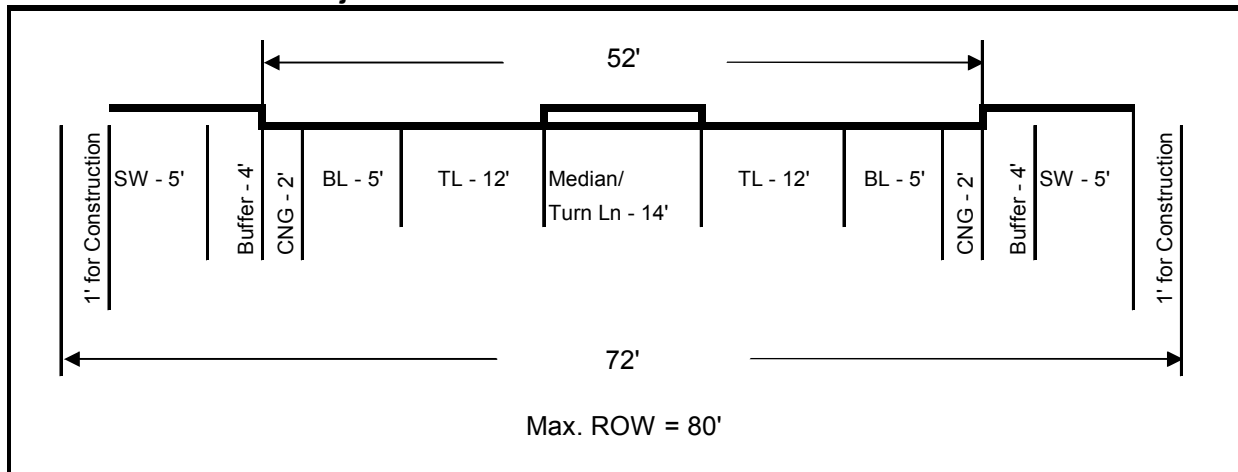


**Figure 3-C: 2 Lane Rural Principal Arterial  
Rural and Outlying Areas - Full Buildout at 100' ROW**



TL - Travel Lane  
Shldr - Shoulder

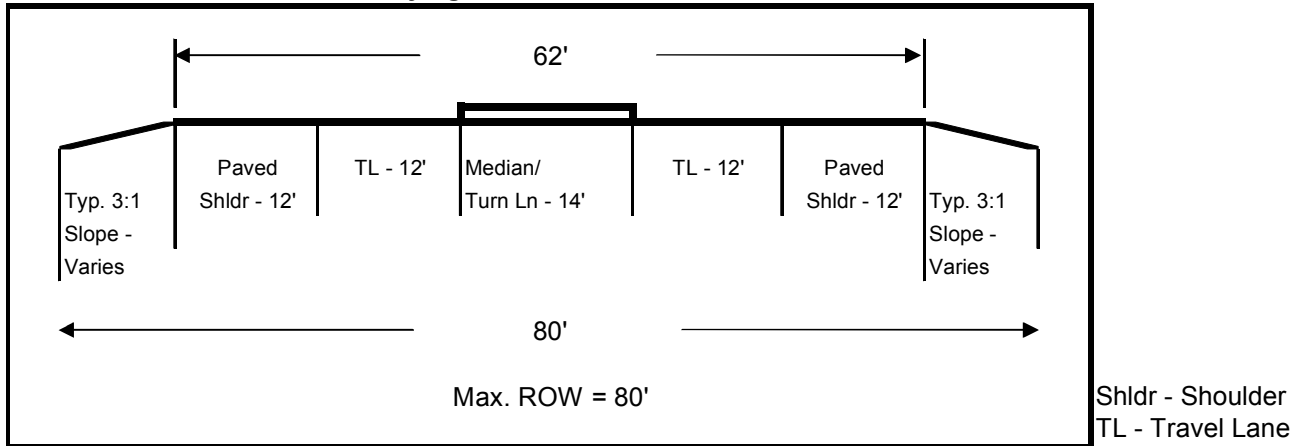
**Figure 4-A: 2 Lane Rural Minor Arterial  
Adjacent to Urban Areas - Full Buildout at 80' ROW**



SW - Sidewalk  
BL - Bike Lane

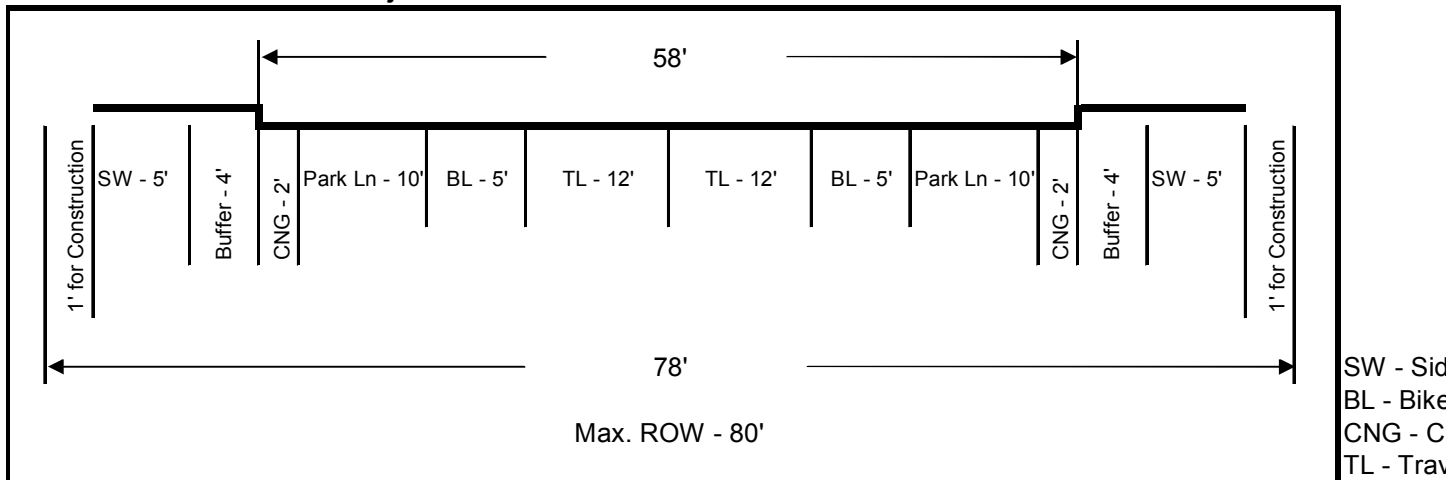
CNG - Curb & Gutter  
TL - Travel Lane

**Figure 4-B: 2 Lane Rural Minor Arterial  
Rural and Outlying Areas - Full Buildout at 80' ROW**

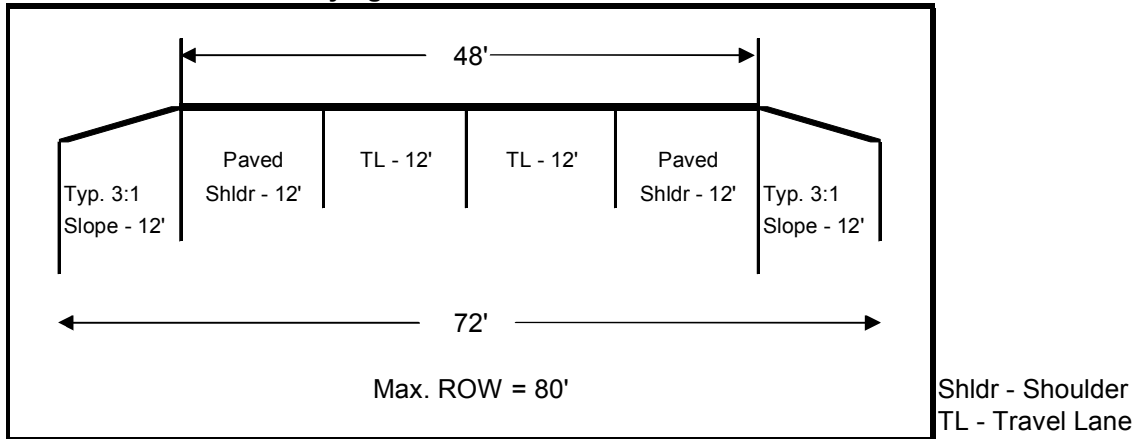


Wide Shoulder can be used for used as a bike lane and as a pedestrian facility

**Figure 5-A: 2 Lane Rural Major Collector  
Adjacent to Urban Areas - Full Buildout at 80' ROW**

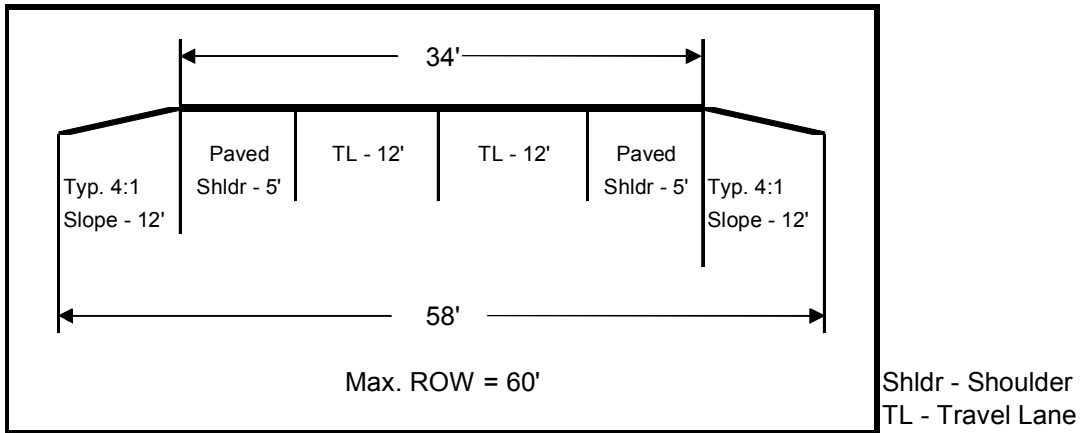


**Figure 5-B: 2 Lane Rural Major Collector  
Rural and Outlying Areas - Full Buildout at 80' ROW**



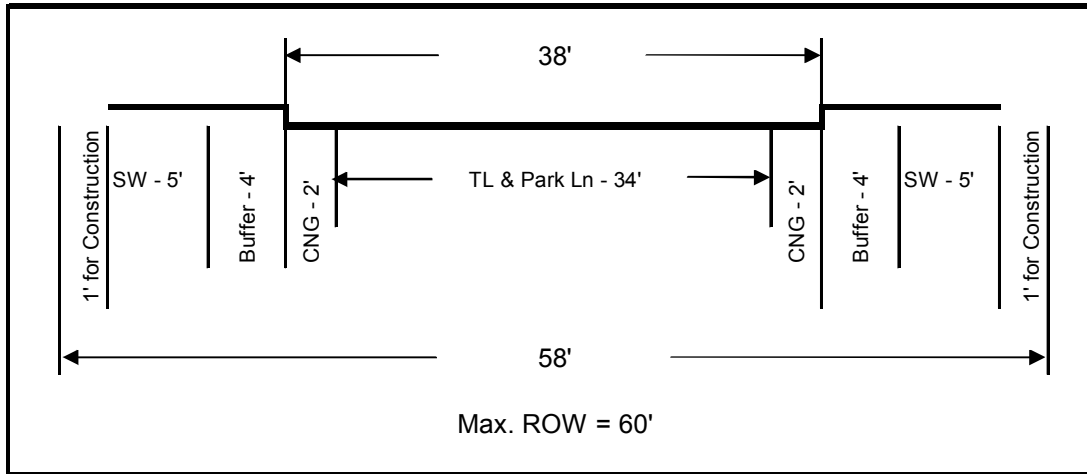
Wide Shoulder can be used for used as a bike lane and as a pedestrian facility

**Figure 6-A: 2 Lane Rural Local  
Full Buildout at 60' ROW**



Wide Shoulder can be used for used as a bike lane and as a pedestrian facility  
Based on Standard Paved Road Section for San Juan County

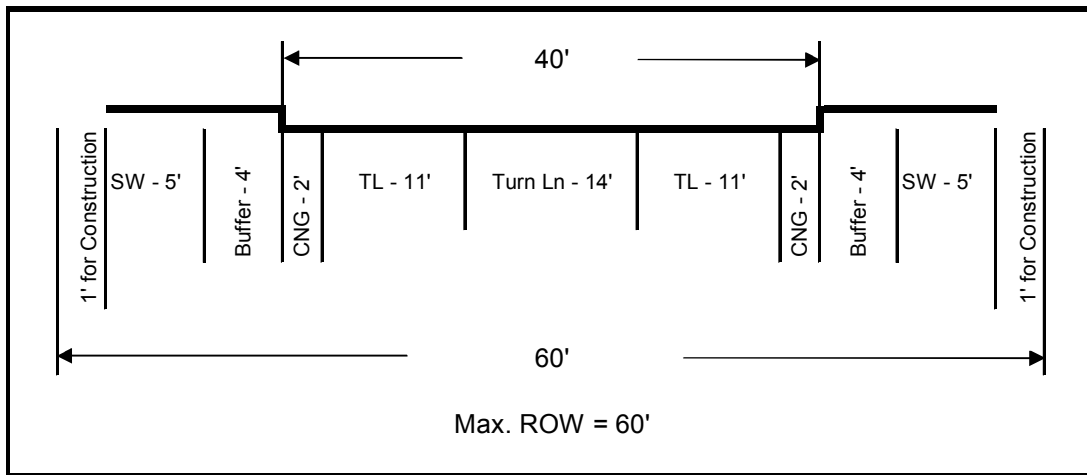
**Figure 6-B: 2 Lane Rural Local  
Full Buildout at 60' ROW**



SW - Sidewalk  
TL - Travel Lane  
CNG - Curb & Gutter

Variation of Standard Paved Road Section for San Juan County to include sidewalks

**Figure 7: Frontage Road  
Full Buildout at 60' ROW**



SW - Sidewalk  
CNG - Curb & Gutter  
TL - Travel Lane

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
Agenda Item**

**Subject:** FY2009 UPWP  
**Prepared by:** Robert Messenger, MPO Associate Planner  
**Date:** February 19, 2008

### BACKGROUND

- The Unified Planning Work Program (UPWP) is the fiscal year work plan for the MPO.
- The FY2009 UPWP is anticipated to be adopted in April.
- Entities are asked to submit new projects and other planning tasks to be accomplished by the MPO by March 7.
- The most important project in FY2009 will be the update to the Metropolitan Transportation Plan.

### CURRENT and ANTICIPATED WORK

- Staff has developed a list of activities that are expected to be included in the FY2009 UPWP.
- Staff will review and modify the list with the Technical Committee on February 28
- The MPO will develop its annual work plan for fiscal year 2009 (July 1, 2008 through June 30, 2009) in preparation for approval in April.

### ATTACHMENTS

- FY08 UPWP Work List that provides a status of FY2008 UPWP activities.
- Draft FY2009 UPWP activity list.

### UPWP SCHEDULE

MONTH	ACTION
January-February 2008	Issue the Call for Projects
February - March 2008	Develop UPWP program areas
March 27, 2008	Technical Committee recommends approval of UPWP
April 10, 2008	Policy Committee approves the FY2009 UPWP

### RECOMMENDATION

- It is recommended that the Technical Committee review the draft activity list for the FY2009 UPWP and suggest revisions/additions/deletions to the UPWP.

## FY2008 Unified Planning Work Program Status Report February 14, 2008

Work Activities for July 1, 2007 through June 30, 2008

Project	Started	On Going	Finished	Not Started Yet	Notes
Develop FY09 UPWP	X	X			Approve in April 2009
Bylaws			X		Reviewed in September
Quarterly Reports	X	X			3 <sup>rd</sup> Qtr Report in April; 4 <sup>th</sup> Qtr in July

Year End Report			X		Completed in August 2007
Policy Committee Meetings	X	X	X		
Technical Committee Meetings	X	X	X		
<b>Adopted Resolutions:</b>					
2007-8 Policy Committee Schedule			X		
2008-1 Policy Committee HM 35			X		
2007-1 Technical Committee Schedule			X		
Annual Certification				X	Complete in April 2008
FY2007 Annual List of Obligated Projects			X		Completed & published in Jan 2008
Quarterly Billing	X	X			3 <sup>rd</sup> Qtr Billing in April; 4 <sup>th</sup> Qtr in July
Bi-Annual Billing of Entities	X	X			Last Half will be billed after April 15.
Quarterly Newsletters	X	X			3 <sup>rd</sup> Qtr in April; 4 <sup>th</sup> Qtr in July
Public Notices	X	X	X		

Project	Started	On Going	Finished	Not Started Yet	Notes
<b>Access Management Plan</b>					
Public meetings	X	X	X		
Committee meeting and discussion	X	X	X		

Policy Development			X		
Standards Development	X	X			
Present to Commission/Council				X	Have presented to P&Z Boards for all three cities
Adoption of plan				X	
<b>Bicycle Pedestrian Plan</b>					
Public Meetings	X	X			BPAG meets through duration of plan
Committee Meetings	X	X			
Purpose/Need			X		
Goals & Objectives			X		
Proposed walk & bike networks			X		
Approve evaluation criteria			X		
Approve policies			X		
Approve prioritized projects				X	Begin in March
Develop standards	X				March-May
Funding strategies				X	April-June
Implementation Strategies					April-June
Present to Commission/Council				X	
Adopt Plan				X	

<b>Project</b>	<b>Started</b>	<b>On Going</b>	<b>Finished</b>	<b>Not Started Yet</b>	<b>Notes</b>
2007 Traffic Count Data			X		Data approved and available on MPO website
Speed and Vehicle Classification	X	X			Need to enter data into TCDS
Aztec Network Study	X	X			MPO work still to be

					determined
ITS			X		
ITS Priority List				X	May carry over into FY2009
Safe Routes to School (funding, pilot school, documentation, and coordination efforts)				X	No school or entity applied for most recent funding cycle
Scenic Byway Program				X	No work has been done
<b>Travel Model</b>					
Socioeconomic Data Collection	X	X			Expect to complete in February 2008
Hire Consultant to update/expand model	X				RFQ issued in February; work expected to occur March-May
GIS Activities	X	X	X		Data collection from entities; develop maps for website & public meetings
Functional Classification System				X	May update road map based on access management development
US 64 Final Design				X	Work contingent on NMDOT schedule
Pinon Hills Boulevard Study	X	X			Work contingent on travel model update
Transit Line Route Analysis				X	Likely will carry over into FY2009
Capital Improvement Program	X	X			Collected for TIP update process

Project	Started	On Going	Finished	Not Started Yet	Notes
<b>FY09-14 TIP</b>					
Annual Update	X	X			
Entity Meetings to revise project information	X	X			

Priority List Development	X	X			
Financial Plan	X	X			
Public Comment Periods				X	30-day comment period: March-April 2008
Public Hearing on TIP				X	March Tech meeting
Adoption of TIP				X	April Policy meeting
Budget Development for FY2009	X	X			Approved in April 2008

## FY 2009 UPWP WORK PLAN – July 1, 2008 to June 30, 2009

### **PROGRAM ADMINISTRATION (41.11.00)**

#### **Project**

Develop the FY 2010 UPWP  
Review Bylaws in September  
Annual & Quarterly UPWP Reports  
MPO Quarterly Newsletter  
Website Maintenance/Updates

Policy Committee Meetings  
Technical Committee Meetings

#### Budget Maintenance

- Invoices
- Semi-annual billing
- Budget amendment

MPO Annual Certification  
Annual List of Federally Obligated Projects

#### Public Participation Plan/Community Involvement

- Involve citizens with policy development; determine status of BPAG after BPP is adopted
- Investigate new ways to respond to citizen's demands that promote participation and market our MPO.
- Develop pro-active ways to engage the public with MPO activities.
- Investigate the re-creation of the Citizen's Advisory Committee during MTP development
- **Public/Legal Notices**

Mailing/Contact List Updates on semi-annual basis

Meetings, Trainings, Conferences (National and Local)

- ITE
- ITS trainings
- AMPO
- MPO Quarterly
- Others

Joint Powers Agreement

## **GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING (41.12.00)**

### **Project**

MTP Update

- Develop scope of work
- Hire consultant
- Updates to existing and future conditions
- Development of plan elements

Access Management

- Entity adoption
- Review subdivisions and commercial developments for adherence to standards

Bicycle/Pedestrian Plan

- Entity Adoption
- Investigate creation of Bike/Ped Committee?
- Funding and implementation strategies

2007 Traffic Counts

- Count approximately 65 locations
- Data processing using the TCDS software
- Traffic Counts posted
- Traffic flow maps

Traffic Studies/Forecasts and Development Review

Aztec Transportation Vision

- Define MPO role

Intelligent Transportation Systems

- Update architecture

- Create ITS project priority list

#### Safe Routes to School

- Identify pilot school for further SR2S activities
- Apply for SR2S funding through SAFETEA-LU

### **LONG RANGE PLANNING (41.13.00)**

#### **Project**

##### Traffic Demand Modeling

- Investigate mode split component for model
- Road network updates
- Run scenarios as requested by entities
- Modeling activities related to the MTP update

##### GIS Activities

- Collect data from entities
- Update maps
- Take GIS training courses
- A role for the MPO may be to serve as a clearinghouse for data collected from various sources. This would enable the MPO and other agencies to access all data in a single location. This may be particularly useful for GIS data coordination and would allow for consistent information for the entities to share.

##### Pinon Hills Extension Study

##### Freight and Air studies?

##### Safety & Security Analysis (as referenced in SAFETEA-LU)

### **SHORT RANGE PLANNING (41.14.00)**

#### **Project**

##### Transit Programs

- Line Route Analysis Study
- Transit activities for MTP

- Park-N-Ride studies

## Capital Improvement Program

### **TRANSPORTATION IMPROVEMENT PROGRAM (41.15.00)**

#### **Project**

TIP Amendments and Adjustments

TIP update

- Call for Projects (Nov-Jan)
- Update project information, develop priority list & financial plan (Jan-Feb)
- 30-day public comment period and finalize TIP, (Mar)
- Recommendation and adoption from Committees (Mar-Apr)

#### **FY2009 BUDGET**

Determine PL funding amounts with NMDOT assistance

Local Matches

Costs breakdown by entity

Budget summaries for Quarterly/Annual Reports

### **FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item**

<b>Subject:</b>	Red Apple Transit
<b>Prepared by:</b>	Joe Delmagori, MPO Planner
<b>Date:</b>	February 19, 2008

#### **BACKGROUND or PREVIOUS WORK**

- Farmington routes surpassed 101,300 riders in 2007.
- Riders on regional routes from Farmington totaled nearly 6,800.
- Ridership increased in January after small decreases in previous months.

#### RECOMMENDATION

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

#### FARMINGTON METROPOLITAN PLANNING ORGANIZATION Agenda Item

<b>Subject:</b>	Information Items
<b>Prepared by:</b>	Robert Messenger, MPO Associate Planner
<b>Date:</b>	February 19, 2008

#### INFORMATION ITEMS

- Socioeconomic Data for Regional Travel Model.** Data collection is nearly complete and final preparations are being made to hire a consultant to update and expand the model.
- Year of Expenditure Meeting.** According to SAFETEA-LU, revenue and cost estimates for the MTP need to use inflation rates for 'year of expenditure dollars'. The FMPO will likely use 2% for estimating outer year estimates during the MTP update.
- Aztec Network Study.** A design team meeting was held on February 20 to review the draft network study report.
- FY2008 UPWP 2<sup>nd</sup> Quarter Report.** The 2<sup>nd</sup> Quarter report summarizes MPO activities between October and December 2007. It is available on the MPO website.
- Quarterly Newsletter.** The current newsletter is available on the MPO website.
- Other**