

MPO POLICY COMMITTEE **MEETING AGENDA**

January 26, 2023
10:30 a.m.

Bloomfield City Hall
Council Chambers
915 N. First St.
Bloomfield, New Mexico

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
January 26, 2023 10:30 AM

This meeting will be held at the Bloomfield City Hall, Council Chambers, 915 N. First Street, Bloomfield, NM. Virtual participation will be provided via a GoToMeeting link published in the final agenda.

| ITEM | PAGE |
|--|-------------|
| 1. Call to Order: Call meeting to order | |
| 2. Minutes: Approve the minutes from the November 17, 2022 Policy Committee Meeting. | 17-23 |
| 3. Hold the Annual Election of Officers Action Item Presented by: Peter Koeppel | 4 |
| 4. Review and consider recommending approval of proposed Policy Committee (PC) Resolution 2023-1 regarding adoption of the 2023 Targets for Safety (PM 1) for New Mexico as proposed by NMDOT that must be adopted by the FMPO before February 27, 2023: a. Review proposed PC Resolution 2023-1 and NMDOT's Safety Performance (PM 1) Target Report for 2023; b. Hold a public hearing on proposed Policy Committee Resolution 2023-1 regarding adoption of NMDOT's 2023 Safety Performance Targets; c. Consider recommending approval of proposed PC Resolution 2023-1 regarding NMDOT's 2023 Safety Performance Measure (PM 1) Targets Action Item Presented by: Peter Koeppel | 5-15 |
| 5. Reports from NMDOT a. Update from the Planning Bureau (<i>Shannon Glendenning</i>) b. Update from District 5 (<i>Paul Brasher</i>) | |
| 6. Information Items a. FMPO Bicycle/Pedestrian Plan update b. FY 2024 Transportation Project Fund Presented by: FMPO Staff | 16 |
| 7. Business from Chairman, Members, and Staff | |
| 8. Public Comment on Any Issues Not on the Agenda | |
| 9. Adjournment | |

The public body may only take action on an item if it is listed for action on the publicly noticed agenda.

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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 Assistant 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 Assistant if a summary or other type of accessible format is needed.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #3**

| |
|--|
| Subject: Annual Election of Officers Date: January 26, 2023 |
|--|

BACKGROUND

- Per FMPO Bylaws, each January the Policy Committee selects the Chair and Vice-Chair from its membership. The elected members will serve until the following annual election (January 2024).
- The Chair presides over the meetings and is responsible for the other duties which are outlined in the Committee Bylaws and Operating Procedures document.
- The Vice-Chair presides over the meetings in the absence of the Chair.
- Councilor Sean Sharer has been serving as the current Policy Committee Chair, while Commissioner Jeanine Bingham-Kelly served as Vice-Chair.

ELECTION

- Elect a Policy Committee Chair and Vice-Chair who will serve until January 2024.

ACTION ITEM

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

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #4

| | |
|---------------------|--|
| Subject: | National Performance Management Measures for Highway Safety Improvement Program (PM 1) |
| Prepared by: | Peter Koeppel, MPO Officer |
| Date: | January 26, 2023 |

BACKGROUND

- 23 CFR §490 Subpart B – *National Performance Management Measures for Highway Safety Improvement Program (see attached)*.
- The FHWA requires that MPOs establish targets for five (5) safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target.
- The five Performance Measures to be considered are: 1) Number of Fatalities, 2) Number of Serious Injuries, 3) Fatalities per 100 Million VMT (Vehicle Miles Traveled) or Fatality Rate, 4) Serious Injuries per 100 Million VMT (Vehicle Miles Traveled) or serious injury rate, and, 5) Number of Non-Motorized Fatalities and Non-Motorized Fatalities and Serious Injuries.
- The first three targets are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).
- MPOs may either: Agree to support State targets **OR** Establish specific numeric targets for a safety performance measure (number or rate).
- Reporting is done on an annual basis, leaving the choice to adopt State standards vs. establish MPO specific targets up to the MPO Policy Committee each year.
- The Technical Committee recommended their approval on January 11, 2023.

CURRENT ISSUES & RECOMMENDATIONS

- Staff recommends that the state targets be adopted for 2023.
- FMPO Policy Committee action is due no later than February 27, 2023.

ATTACHMENTS

- NMDOT's Safety Performance Measure Target Report – PM 1 for Year 2023
- PC Resolution 2023-1 Regarding Safety Performance Measure (PM 1)

ACTION ITEM

- The Technical Committee and Staff recommend approval of PM 1 targets and Policy Committee Resolution 2023-1

APPLICABLE CITATIONS

Requirement for MPOs to establish performance targets for Federal-aid highway measures and public transportation established by USDOT.

- 23 USC 134(h)(2)
- 49 USC 5303(h)(2)
- 49 USC 5304(d)(2)

Requirements to include discussion in the metropolitan and statewide improvement program as to how the planned program will achieve State/MPO targets:

- 23 USC 134(j)(2)(D)
- 23 USC 135(g)(4)
- 49 USC 5303(j)(2)(D)
- 49 USC 5304(g)(4)

Performance Measure (PM) Target Report – PM 1 2023 Safety Targets

This document outlines the 2023 Safety Targets (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017). The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) is responsible for coordinating the setting of PM 1 targets.

Overview of PM 1 Measures

The state is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles travelled (VMT) or fatality rate
4. Serious Injuries per 100 million VMT or serious injury rate
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).

Coordination with Metropolitan Planning Organizations (MPOs)

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the targets.

1. Internal meetings took place in spring of 2022 between staff of the NMDOT MPPB and Traffic Safety Division, responsible for the HSP, to review and analyze crash data and trends. A representative of the University of New Mexico (UNM), contracted by NMDOT to maintain the state's crash database, attended the meetings and provided crash data and analysis.
2. On May 26, 2022, the NMDOT Traffic Safety Division held a meeting with stakeholders to discuss and adopt the targets required in the Highway Safety Plan (HSP).
3. On June 15, 2022, MPPB staff presented the targets to the MPOs and emailed the proposed targets to the MPOs for review and comments.
4. On June 22, 2022 the draft of the PM1 Target Report was emailed to the MPOs for review.
5. On July 21, 2022, the NMDOT Safety Committee will review and approve the 2023 Safety Targets as outlined in this report for submittal in the 2022 HSIP Annual Report.
6. The MPOs have until February 28, 2023 to formally adopt the NMDOT PM 1 targets or set their own quantifiable targets.

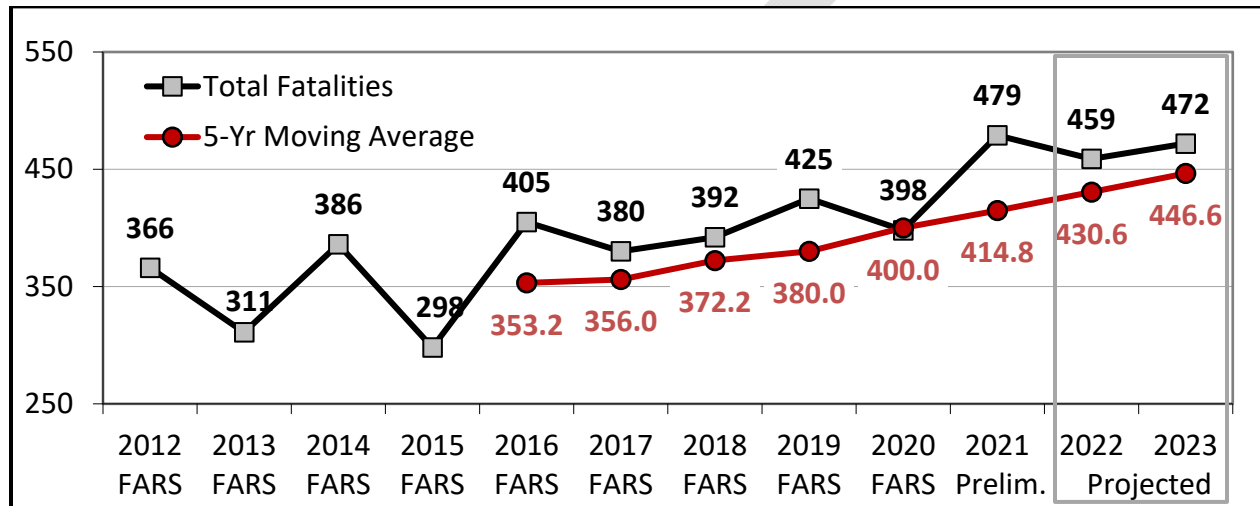
Data Methodologies and Assumptions

In setting the 2023 safety targets, NMDOT and stakeholders did not rely solely on the data projections but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

- NMDOT uses Excel to plot a linear best fit line based on 6-years of actual data to project for future years.
- The preliminary Annual VMT for 2021 is provided by the Data Management Bureau of the NMDOT Planning Division.
- Crash Data for 2021 is preliminary and provided by UNM.
- The source data table is attached as Appendix B. This data was used to calculate the linear regression equations that yield the 2022 and 2023 projections. It also contains the data that was used to calculate the five-year moving averages.

NMDOT PM 1 (Safety) 2023 Targets

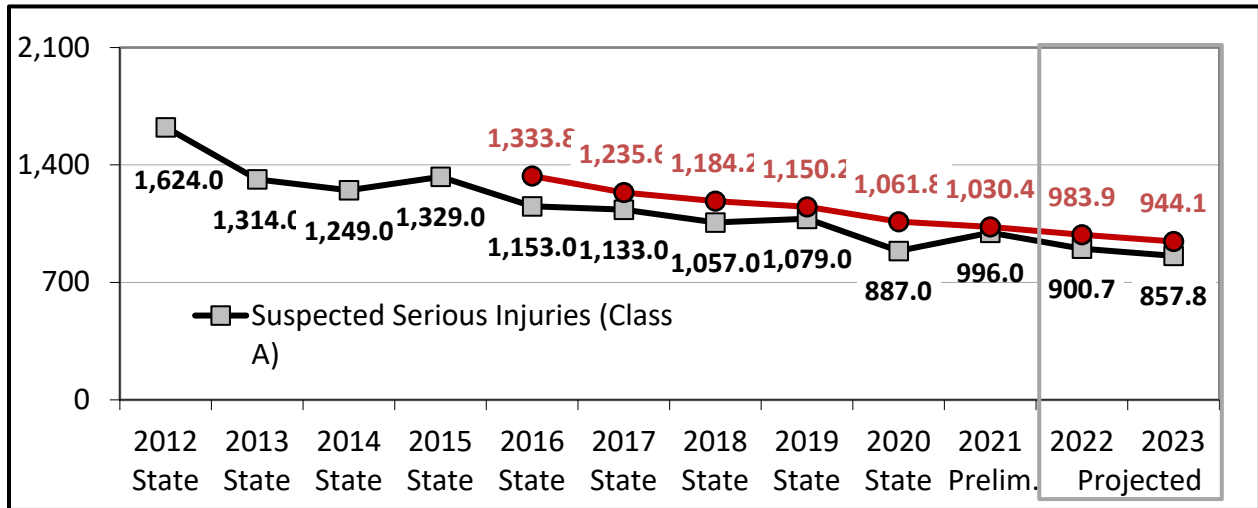
1 Number of Total Fatalities



NMDOT 2023 Target for Number of Total Fatalities: 446.6

NMDOT Justification: The preliminary reported number of fatalities increased by about 20 percent from 2020 to 2021, as it increased from 398 to 479 fatalities, respectively. The five-year moving average fatalities from 2022 to 2023 are also projected to rise, although less aggressively, by 3.7 percent (430.6 to 446.6). With fatalities projected to keep rising the five-year average projection of 446.6 is determined to be the 2023 target.

2 Number of Serious Injuries

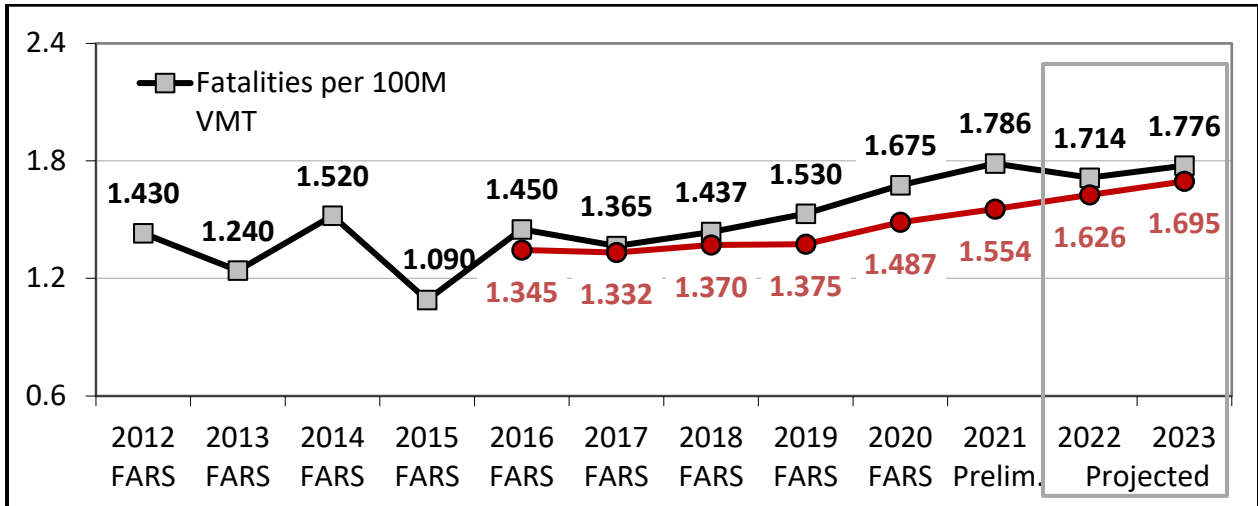


NMDOT 2023 Target for Number of Serious Injuries: 995.4

NMDOT Justification:

The original methodology used to project the 5-year moving average number of A-injuries for 2023 resulted in a target of [953.5 A-Injuries](#) - roughly a 10% decrease from the previous year's target. This decrease of 10% is a significantly higher decrease compared to the typical observed decrease of A-Injuries dating back to 2016. For this reason, the 5-year moving average target for A-Injuries has been adjusted to 995.4 to be more in line with the observed year-over-year decrease of 5-year moving average A-Injuries.

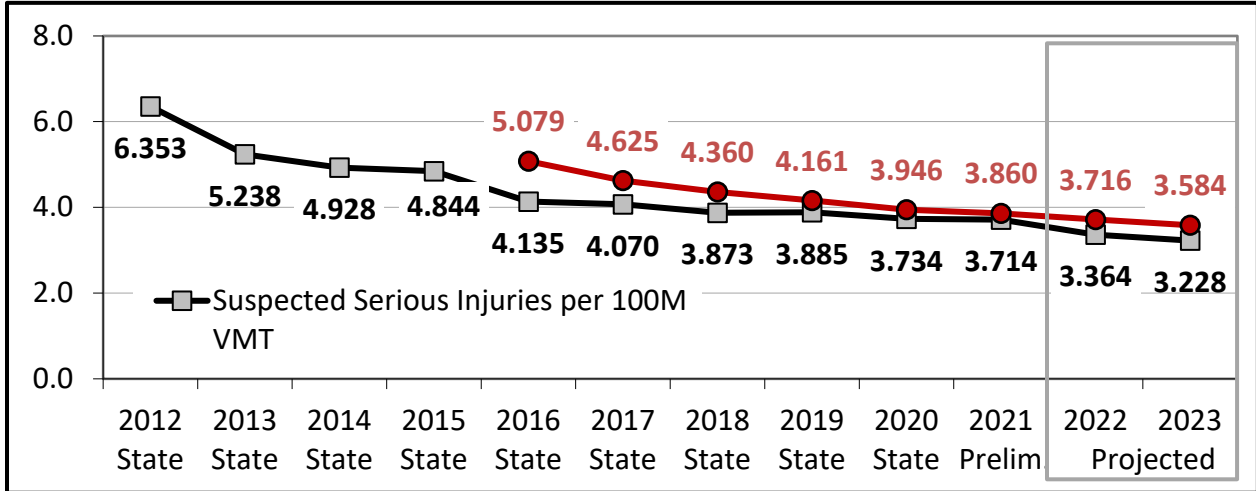
3 Rate of Fatalities



NMDOT 2023 Target for Rate of Fatalities: 1.695

NMDOT Justification: The projected rate of fatalities for 2023 increased due to the stability projected for VMT in 2021-2023. Combined with the fact the preliminary total fatalities for 2021 shows a large increase and the projected fatalities also show increases, the fatality rate is also projected to increase. Observing that the VMTs are not increasing in step with the observed fatality numbers impacts the five-year moving average - resulting in an increased fatality rate for 2023. As shown in Figure 3, the 2023 projected fatality rate of 1.695 is generally consistent with the rate of change in the five year moving average as observed since 2017.

4 Rate of Serious Injuries

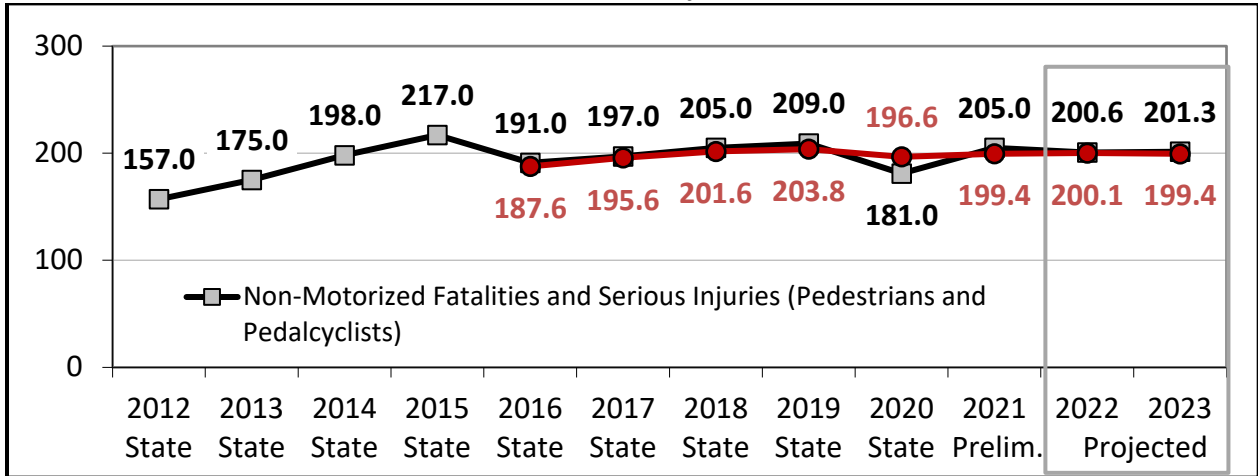


NMDOT 2023 Target for Rate of Serious Injuries: 3.801

NMDOT Justification:

The original methodology used to project the 5-year moving average number of suspected A-injuries per 100M VMT for 2023 resulted in 3.584. This decrease is a significantly higher decrease compared to the typical observed decrease of A-Injuries dating back to 2016. The 2022 target is 3.842 and while the serious injury rate is declining a change from 3.584 from 3.842 is unrealistic. For this reason, the 5-year moving average target for the rate of A-Injuries per 100M VMT has been adjusted to 3.801 to be more in line with the observed year-over-year decrease of 5-year moving average for the rate of suspected serious injuries per 100M VMT.

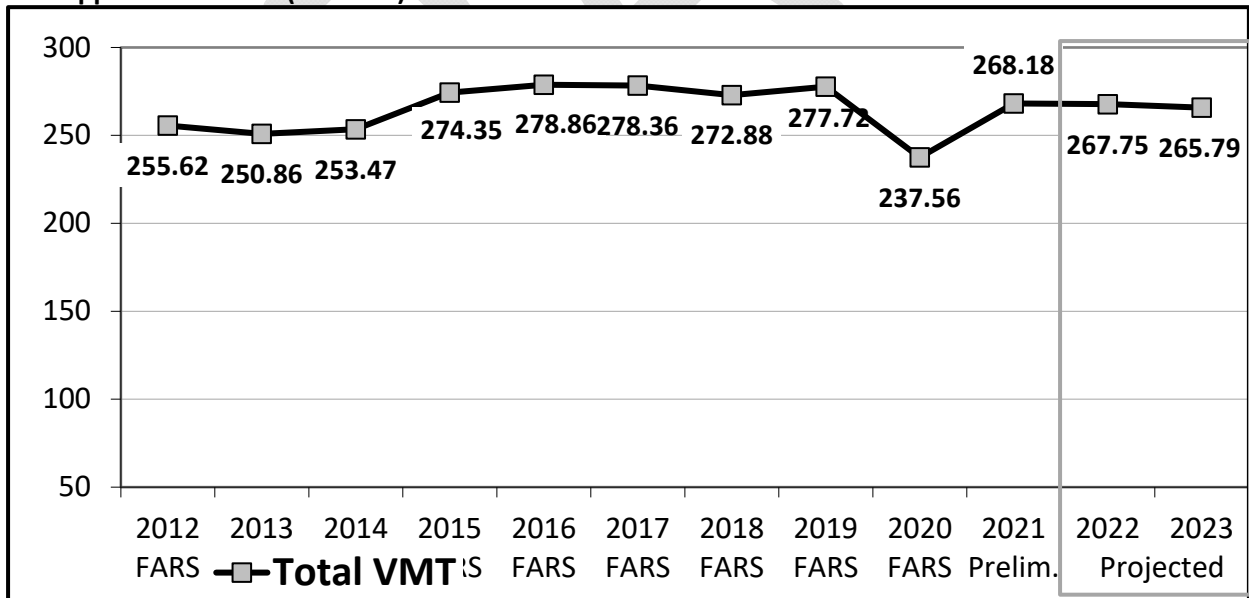
5 Number of Non-motorized Fatalities and Serious Injuries



NMDOT 2023 Target for Number of Non-motorized Fatalities and Serious Injuries: 199.4

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries has been largely steady and flat since 2018. The five-year moving average has been hovering around 200 with minor fluctuations annually. The 2023 projected five-year moving average is no different, with a target of 199.4.

Appendix A: VMT (HMVMT)



Appendix B: Data Values and Sources

| Performance Measure | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|--|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|--------|--------|
| Fatalities* | 361 | 349 | 350 | 366 | 311 | 386 | 298 | 405 | 380 | 392 | 424 | 398 | 440 | 456 |
| Serious Injuries** | 1,899 | 1,922 | 1,709 | 1,624 | 1,314 | 1,249 | 1,329 | 1,153 | 1,133 | 1,057 | 1,079 | 829.0 | 816.9 | 737.0 |
| HMVMT† | 260.13 | 252.74 | 256.50 | 255.62 | 250.86 | 253.47 | 274.35 | 278.86 | 278.36 | 272.88 | 277.72 | 236.92 | 250.24 | 244.64 |
| Fatality rate (per HMVMT) | 1.388 | 1.381 | 1.365 | 1.432 | 1.240 | 1.523 | 1.086 | 1.452 | 1.365 | 1.437 | 1.527 | 1.680 | 1.757 | 1.864 |
| Serious injury rate (per HMVMT) | 7.300 | 7.605 | 6.663 | 6.353 | 5.238 | 4.928 | 4.844 | 4.135 | 4.070 | 3.873 | 3.885 | 3.499 | 3.264 | 3.012 |
| Number non-motorized fatalities*** | 44 | 41 | 46 | 68 | 55 | 78 | 62 | 81 | 81 | 95 | 92 | | | |
| Number of non-motorized serious injuries** | 117 | 118 | 111 | 89 | 120 | 120 | 155 | 110 | 116 | 110 | 117 | | | |
| Non-motorized fatalities and serious injuries**** | 161 | 159 | 157 | 157 | 175 | 198 | 217 | 191 | 197 | 205 | 209 | 175 | 184 | 180 |
| Fatalities 5YRA start @2014 | | | | | | 352.4 | 342.2 | 353.2 | 356.0 | 372.2 | 379.8 | 399.8 | 406.7 | 421.9 |
| Fatalities 5YRA start @2013 | | | | | 347.4 | 352.4 | 342.2 | 353.2 | 356.0 | 372.2 | 379.8 | 399.8 | 406.7 | 421.9 |
| Serious Injuries 5YRA start @2014 | | | | | | 1,563.6 | 1,445.0 | 1,333.8 | 1,235.6 | 1,184.2 | 1,150.2 | 1,050.2 | 983.0 | 903.8 |
| Serious Injuries 5YRA start @2013 | | | | | 1,693.6 | 1,563.6 | 1,445.0 | 1,333.8 | 1,235.6 | 1,184.2 | 1,150.2 | 1,050.2 | 983.0 | 903.8 |
| Fatality rate (per HMVMT) 5YRA start @2014 | | | | | | 1.388 | 1.326 | 1.345 | 1.332 | 1.370 | 1.374 | 1.487 | 1.545 | 1.645 |
| Fatality rate (per HMVMT) 5YRA start @2013 | | | | | 1.361 | 1.388 | 1.326 | 1.345 | 1.332 | 1.370 | 1.374 | 1.487 | 1.545 | 1.645 |
| Serious injury rate (per HMVMT) 5YRA start @2014 | | | | | | 6.160 | 5.597 | 5.079 | 4.625 | 4.360 | 4.161 | 3.905 | 3.734 | 3.524 |
| Serious injury rate (per HMVMT) 5YRA start @2013 | | | | | 6.637 | 6.160 | 5.597 | 5.079 | 4.625 | 4.360 | 4.161 | 3.905 | 3.734 | 3.524 |
| Number non-motorized fatalities 5YRA | | | | | | 57.6 | 61.8 | 68.8 | 71.4 | 79.4 | 82.2 | | | |
| Number of non-motorized serious injuries 5YRA | | | | | | 111.6 | 119.0 | 118.8 | 124.2 | 122.2 | 121.6 | | | |
| Non-motorized fatalities and serious injuries 5YRA start @2014 | | | | | | 169.2 | 180.8 | 187.6 | 195.6 | 201.6 | 203.8 | 195.4 | 194.0 | 190.6 |
| Non-motorized fatalities and serious injuries 5YRA start @2013 | | | | | 161.8 | 169.2 | 180.8 | 187.6 | 195.6 | 201.6 | 203.8 | 195.4 | 194.0 | 190.6 |
| HMVMT 5YRA | | | | | 255.2 | 253.8 | 258.2 | 262.6 | 267.2 | 271.6 | 276.4 | 268.9 | 263.2 | 256.5 |

*Source: 2009-2018 is from NHTSA: <https://cdan.nhtsa.gov/SASStoredProcess/guest>.

**Source: Dataset for 2013 to 2019 that was received from NMDOT on 2/1/2021.

***Source: <https://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx> & see image on "FARS_Screenshots" sheet for non-motorized fatality information.

****Non-motorized definition per FHWA: pedalcyclists, pedestrians, other cyclists, or person on personal conveyance.

†HMVMT source (change four-digit year to desired calendar year in link): <https://www.fhwa.dot.gov/policyinformation/statistics/2009/vm2.cfm>.

2020 crash data is preliminary and originates from 4/23/2021 dataset.

Linear regression (best fit straight line; $y = 16.257x + 325.93$) based on 2015-2020 fatalities.

Linear regression (best fit straight line; $y = -79.943x + 1,376.5$) based on 2015-2020 A-Injuries.

Linear regression (best fit straight line; $y = -4.2286x + 213.8$) based on 2015-2020 non-motorized fatalities and A-Injuries.

The VMT for 2021 and 2022 are the rolling average of the previous 5 years (as directed by Jessica on 4/28/2021).

FMPO POLICY COMMITTEE RESOLUTION NO. 2023-1

TO ADOPT THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) 2023 SAFETY PERFORMANCE TARGETS FOR THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION (FMPO), AS REQUIRED BY 23 CF4 490, AND IN ACCORDANCE WITH THE FINAL RULE ON THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PUBLISHED MARCH 15, 2016 (EFFECTIVE APRIL 14, 2017).

WHEREAS, the Farmington MPO is the designated metropolitan planning organization for the cities/town of Aztec, Bloomfield, Kirtland, Farmington, and the urbanized area of San Juan County; and

WHEREAS, the Farmington MPO Policy Committee is the decision-making body for the MPO; and

WHEREAS, the Farmington MPO Technical Committee provides the MPO Policy Committee with technical advice and recommendations, and concurs with this resolution; and

WHEREAS, the Farmington MPO is responsible, with the New Mexico Department of Transportation, for addressing the planning process in accordance with 23 CFR 450.306; and

WHEREAS, the Farmington MPO annually addresses the major issues in the metropolitan planning area; and

WHEREAS, federal regulation 23 CFR Part 490 requires states to set annual targets for five performance measures: 1) Number of Total Fatalities, 2) Number of Serious Injuries, 3) Fatalities per 100 million vehicle miles travelled (VMT) or fatality rate, 4) Serious injuries per 100 million VMT or serious injury rate; and, 5) Number of Non-Motorized Fatalities and Serious Injuries. The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSIP).

WHEREAS, federal regulations require metropolitan planning organizations to adopt safety performance targets within 180 days of the State's adoption in accordance with 23 CFR 490 Subpart B.

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION (FMPO):

SECTION 1: The NMDOT Safety Targets for 2023, as set out in Exhibit A, are hereby adopted as the Safety Targets for the Farmington Metropolitan Planning Organization.

SECTION 2: This resolution will take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED this 26th day of January 2023.

Sean Sharer, FMPO Policy Committee Chairman

MPO Staff

EXHIBIT A
FMPO POLICY COMMITTEE RESOLUTION 2023-1

| PERFORMANCE MEASURE | 2023 Target |
|---|-------------|
| Number of Total Fatalities | 446.6 |
| Number of Serious Injuries | 995.4 |
| Rate of Fatalities per 100 million VMT | 1.695 |
| Rate of Serious Injuries per 100 million VMT | 3.801 |
| Number of Non-motorized Fatalities and Serious Injuries | 199.4 |

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #6

| | |
|---------------------|-------------------|
| Subject: | Information Items |
| Prepared by: | MPO Staff |
| Date: | January 26, 2023 |

INFORMATION ITEMS

- a. FMPO Bicycle/Pedestrian Plan Update
- b. FY 2024 Transportation Project Fund

The minutes from the
November 17, 2022
Policy Committee meeting
are on the following pages.

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
NOVEMBER 17, 2022

Policy Members Present: Mark Duncan, Town of Kirtland
Ken George, City of Aztec
Julie Baird, City of Farmington
Jeanine Bingham-Kelly, City of Farmington
Javier Martinez, NMDOT, District 5, Alt.

Policy Members Absent: Sean Sharer, City of Farmington
Glojean Todacheene, San Juan County
Paul Brasher, NMDOT, District 5
John Beckstead, San Juan County
Tony Herrera, City of Bloomfield

Staff Present: Peter Koepfel, MPO Officer
Olivia Groeber, MPO Associate Planner

Staff Absent: None

Others Present: Shannon Glendenning, NMDOT
Jim and Ben Maes, Citizens

1. CALL TO ORDER

Jeanine Bingham-Kelly called the meeting to order at 10:35 a.m.

2. APPROVE THE MINUTES FROM THE MAY 26, AUGUST 25, & SEPTEMBER 22, 2022 POLICY COMMITTEE MEETINGS

MOTION – Mark Duncan

SECOND – Javier Martinez, Ken George

Mark Duncan moved to approve the minutes from the May 26, August 25, and September 22, 2022 Policy Committee meetings. Javier Martinez seconded the motion. The motion passed with no opposition.

3. FFY2022-2027 TIP Amendment #6: Review and consider approving proposed Amendment #6 to the FFY2022-2027 TIP and the Self-Certification for Amendment #6:

- a. Review the project(s) in proposed Amendment #6
- b. Hold a public hearing on proposed Amendment #6
- c. Consider approval of proposed Amendment #5=6 and the Self- Certification for Amendment #6 to the FFY2022-2027 TIP

Amendment 22-06 FARM
Amendment Request

1 Projects Listed

FFY2022 - 09/01/2022 STATUS: Progressed FEDERAL

Title: US 500 Payment Rehab-INT-COMM/TIONAL

Description: Major Rehab (PCR) of US 500 from MM 164.9 to 168.3. Breakdown version will be installed from MM 161 - 166.3

Project Type: Road - Major Rehabilitation (R) District: District 5

County: San Juan Limits: US 500 from Aztec to 5 miles South of State line adjacent 161 to 168.3 (7.3 mile)

| FFY | REVENUE SOURCE | PERCENTAGE | ROW | MP | CON | EMV-10 | FFY-START | TOTAL |
|-----------------|---------------------------|------------|-----|----|-------------|--------|-----------|--------------|
| 2022 | FAT (NAT FUND PROCD-DEPT) | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| 2027 | FAT (NAT FUND PROCD-DEPT) | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| 2022 | FUND-FUND-DEPT | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| 2027 | FUND-FUND-DEPT | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| ALL YEARS TOTAL | | 50 | 50 | 50 | \$6,588,800 | 50 | 50 | \$33,747,200 |

Region: FARM (N/A) Lead Agency: NM DOT

Previously Approved Version

Title: US 500 Payment Rehab-INT-COMM/TIONAL

Description: Major Rehab (PCR) of US 500 from MM 164.9 to 168.3

Project Type: Road - Major Rehabilitation (R) District: District 5

County: San Juan Limits: US 500 from Aztec to 5 miles South of State line adjacent 164.9 to 168.3 (3.4 mile)

| FFY | REVENUE SOURCE | PERCENTAGE | ROW | MP | CON | EMV-10 | FFY-START | TOTAL |
|-----------------|---------------------------|------------|-----|----|-------------|--------|-----------|--------------|
| 2022 | FAT (NAT FUND PROCD-DEPT) | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| 2027 | FAT (NAT FUND PROCD-DEPT) | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| 2022 | FUND-FUND-DEPT | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| 2027 | FUND-FUND-DEPT | 50 | 50 | 50 | \$1,647,200 | 50 | 50 | \$8,436,800 |
| ALL YEARS TOTAL | | 50 | 50 | 50 | \$6,588,800 | 50 | 50 | \$33,747,200 |

Region: FARM (N/A) Lead Agency: NM DOT

FARM Project Listing
Project by Agency, September 7, 2022 Page 1 of 2

No one here to talk about Amendment 6.

MOTION – Mark Duncan
SECOND – Julie Baird

Mark Duncan moved to approve the FFY2022-2027 TIP Amendment #6 and Julie Baird seconded the motion. The motion passed with no opposition.

4. Proposed Policy Committee Meeting Schedule for 2023: The Policy Committee will consider approval of the proposed meeting schedule for 2023.

Presented by: Peter Koepfel

| FMPO 2023 Committee Meeting Schedule | | | | |
|---|---|---|---|---|
| Aztec City Hall Commission Chambers 201 W. Chaco Street Aztec, NM | Bloomfield City Hall Council Chambers 915 N. First Street Bloomfield, NM | Kirtland Town Hall Council Chambers 47 Road 6500 Kirtland, NM | Farmington City Hall Executive Conf. Room 800 Municipal Drive Farmington, NM | San Juan County Commission Chambers 100 S. Oliver Street Aztec, NM |
| Technical Committee 10:00 AM Recommend approval of TIP Amendments in the highlighted months | | Policy Committee 10:30 AM Consider approval of TIP Amendments in the highlighted months | | |
| January 11, 2023 | Bloomfield | January 26, 2023 | Bloomfield | |
| February 8, 2023 | Kirtland | February 23, 2023 | Aztec | |
| March 8, 2023 | Aztec | No Meeting | | |
| April 12, 2023 | Farmington | April 27, 2023 | Farmington | |
| May 10, 2023 | San Juan County | May 25, 2023 | San Juan County | |
| June 14, 2023 | Bloomfield | June 22, 2023 | Kirtland | |
| July 12, 2023 | Kirtland | No Meeting | | |
| August 9, 2023 | Aztec | August 24, 2023 | Farmington | |
| September 13, 2023 | Farmington | September 21, 2023 | San Juan County | |
| October 11, 2023 | San Juan County | No Meeting | | |
| November 8, 2023 | Bloomfield | November 16, 2023 | Bloomfield | |
| December 13, 2023 | Kirtland | No Meeting | | |

Public participation will continue to be available via GoToMeeting links shown on the meeting agenda and posted on the FMPO website

Staff approves and there is no opposition to the schedule.

MOTION – Ken George
SECOND – Mark Duncan

Ken George moved to approve the proposed meeting schedule and Mark Duncan and Julie Baird seconded the motion. The motion passed with no opposition.

5. Review PM 1 Safety Performance Measures for FY2023: The PM 1 Safety Performance Measures for FY2023 will be presented for discussion and review

Presented by: Peter Koepfel

Why Performance-Based Planning And Programming?

Performance-based planning and programming (PBPP) refers to the application of performance management within the planning and programming processes of transportation agencies to **achieve desired performance outcomes** for the multimodal transportation system

- Improved investment decision making
- Improved return on investments and resource allocation
- Demonstrates link between funding and performance
- → Improved system performance

Background

- MAP-21 (and subsequently the FAST Act) required establishment of national goals, performance measures, and accountability in planning and funding transportation investments (FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167)
 - **Safety**
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays
 - Improved Accessibility and Mobility

FAST Act: Performance-Driven, Outcome-Based Planning and Programming

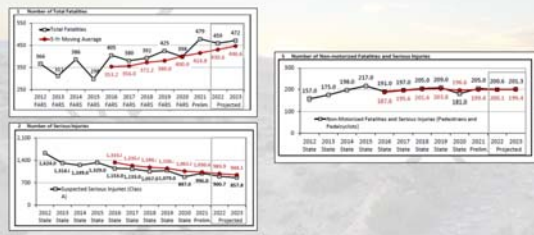
FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167

- Federal → State → Metropolitan
 - FAST Act identifies national goal areas
 - USDOT establishes performance measures
 - States set performance targets
 - MPOs set performance targets
 - State and metro plans describe how programs and project selection will achieve targets
 - As the Metropolitan Planning Organization for the Farmington Region, the FMPO is charged with developing a performance-based long-range transportation plan, as well as a corresponding project evaluation structure for developing the Transportation Improvement Program (TIP) (23 USC 134).

Performance Goals and Measures

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads [23 U.S.C. 134, 135, 148, 150]
 - Number of Fatalities
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
 - Number of Serious Injuries
 - Rate of Serious Injuries per 100 million VMT
 - Number of Non-motorized Fatalities and Non-motorized Serious Injuries
- *5-year rolling averages*

Safety Trends



Target Setting

FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167

- MPOs are required to establish performance targets no later than 180 days after the state or public transportation operator sets performance targets.
- For each performance measure, an MPO can decide to commit to support a statewide target, or to establish a quantifiable target specific to its planning area.
- Both state and MPO targets for safety will be set annually
- States, MPOs, and public transit operators must coordinate their respective targets for performance measures with each other to ensure consistency to the maximum extent practicable.

| Performance Measure | Target (2022)* | Target (2023)* |
|---|----------------|----------------|
| Number of Total Fatalities | 421.9 | 446.6 |
| Number of Serious Injuries | 1030.5 | 995.4 |
| Rate of Fatalities per 100 million VMT | 1.645 | 1.695 |
| Rate of Serious Injuries per 100 million VMT | 3.824 | 3.801 |
| Number of Non-motorized Fatalities and Serious Injuries | 190.6 | 199.4 |

5-year rolling averages

Background/ purpose: use money more wisely, better performing transportation system -how it works, under FAST Act 1116, 1406; 23 USC 119, 148, 150, 167 PMs are required, safety measures required for ALL roads (see slide 2 “Performance Goals and Measures” above)

Safety trend charts – note targets are 5-year rolling averages (smooth data over 5-year period) covid did some interesting things as less miles were traveled – see fatalities up, injuries are down

-Do we adopt the state’s targets or set our own?

Also note that this is simply informational – will bring a resolution next meeting. Staff recommendation is to support the State of NM’s PM targets.

Q: Benefit to make own goals: A: No, better off supporting the state target.

No further discussion on item.

6. Updated NM-173 Safety Resolution Presented by Peter Koeppel

POLICY COMMITTEE RESOLUTION NO. 2022-5

TO STRONGLY ENCOURAGE NEW MEXICO DEPARTMENT OF TRANSPORTATION TO REPAIR, IMPROVE, AND REBUILD NEW MEXICO STATE ROAD 173 FROM US 550 IN ARTEC, NEW MEXICO TO NEW MEXICO 511 NEAR HAVAJO DAM, NEW MEXICO (APPROXIMATELY 18.09 MILES).

WHEREAS, the Farmington MPO is the designated metropolitan planning organization for the cities of Artec, Bloomfield, Farmington, Kitland, and the urbanized area of San Juan County; and

WHEREAS, the Farmington MPO Policy Committee is the decision-making body for the MPO; and

WHEREAS, the Farmington MPO Technical Committee provides the MPO Policy Committee with technical advice and recommendations, and concurs with this resolution; and

WHEREAS, the Farmington MPO is responsible, with the New Mexico Department of Transportation, for addressing the planning process in accordance with 21 CFR 450.334; and

WHEREAS, the Farmington MPO annually addresses the major issues in the metropolitan planning area; and

WHEREAS, a portion of NM 173 is located in the MPO's planning area and is on the MPO's TIP, with a safety project underway on the first three miles; and

WHEREAS, the current condition of New Mexico State Road 173 was presented by the motoring public to the PMPO at the September 14, 2022 PMPO Technical Committee Meeting and the September 27, 2022 PMPO Policy Committee Meeting as a safety concern for residents and visitors travelling to the Navajo Dam Community due to inadequate roadway width, lack of shoulders, and current vertical geometry; and

WHEREAS, concerned area residents presented a 15-page petition of signatures to the Farmington Metropolitan Planning Organization (FMPO) in May 2019 citing inadequate highway width, lack of shoulders, and current vertical geometry as a safety concern; and

WHEREAS, state park visitation in 2018 was 557,547 visitors; the commercial activity on that part of the San Juan River last year consisted of 3,252 trips that serviced 10,197 clients (53 guide companies with over 100 guide permits issued for that four and a quarter miles of quality waters on the river. Visitors to the park and neighboring area typically stay 3-6 days on average; and

WHEREAS, the health, safety, and welfare of the travelers on Highway 173 is of critical importance to San Juan County, the Cities of Artec, Bloomfield, Farmington and Kitland and the State of New Mexico

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION (FMPO):

1. Affirms its strong support for rebuilding New Mexico Highway 173 that will result in safe travel for travelers along that route.

2. Affirms its strong support to improve the economic development and tourism of Northwest New Mexico by improving NM 173; and
3. Petitions the State of New Mexico, particularly the New Mexico Departments of Transportation, Tourism, Economic Development, as well as the New Mexico State Legislature, the Federal Highway Administration, and the Oil and Gas Industry to collaborate in the pursuit of a master plan to address the rebuilding of New Mexico Highway 173.
4. Requests that the State of New Mexico, particularly the New Mexico Department of Transportation and the New Mexico State Legislature, appropriate a budget for planning, design, and completion of highway 173.

PASSED APPROVED AND ADOPTED this 17th day of November 2022.

Sean Shaver,
MPO Policy Committee Chair

Peter Koeppl
MPO Officer

Revisited the resolution, see if interest in passing that again.
 Resolution requests that NMDOT invest in this corridor to increase safety.
 TC has seen and is supportive of the resolution.
 All municipalities are in favor/ support of as well.

Public Comment

Jim Maes spoke to the state of Hwy 173 and the work towards increasing safety on the road and the benefits it would have in increasing economic development. Talked about Albuquerque Journal for priorities for economic development and Hwy 173 is not on the list. Work on Hyw 173 would benefit the Native American culture in Maes opinion.

MOTION – Mark Duncan
 SECOND – Julie Baird

Mark Duncan moved to approve the Updated NM-173 Safety Resolution and Julie Baird seconded the motion. The motion passed with no opposition.

7. REPORTS FROM NMDOT

Planning Bureau – Glendenning

Update – There is a draft APER and will be providing comments in the next couple of days.

Last Thursday Glendenning sent out call for projects for the funding programs. Available funds/ programs not in last call. New Carbon Reduction Program funding for 2024-2026. Will look for staff to present the information for the funding to the Technical Committee and Policy Committee.

Update for By America for federal aid projects. There is potential for more than steel and iron so we will look at training for staff. Must wait for FHWA before, but be aware.

No Questions or comments

District 5 – Javier Martinez

Transportation Project fund sent out for projects in 2022. If staff do not have on file, sign and send back to have projects underway. Leg in Jan award more money for that fund think of potential projects for your entity.

Have new control supervisor in the Farmington area – Michael Mayo use to be supervisor in Shiprock
505-231-6795 is his number

DISCUSSION:

Duncan Q: Hwy 64 to Shiprock. Is there talk on working on that Hwy?

Martinez A: yes, maintenance contract (hogback to Kirtland)

Duncan Q: About what the maintenance entails?

Martinez A: Asphalt repair for two miles (hogback and head east to Kirtland).

Duncan Q: About other 9 miles?

Martinez A: The maintenance will keep the road in tack, but currently there is no funding for that right now.

8. INFORMATION ITEMS

| | |
|--------------|-------------------|
| Subject: | Information Items |
| Prepared by: | MPO Staff |
| Date: | November 17, 2022 |

INFORMATION ITEMS

Bicycle and Pedestrian Plan Update

Monday had stakeholder/ staff group and after public open house. Well attended and very productive. Encouraging, working toward a good product.

DISCUSSION:

George Q: Will there be a bike lane on the soon to be bridge that crosses the river near Pinion Hills?

Koeppel A: Unsure, will get back to on that.

There was no further discussion.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

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

10. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

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

11. ADJOURNMENT

MOTION – Mark Duncan
SECOND – Ken George

TIME – 10:59 am

Mark Duncan moved to adjourn the meeting. Ken George seconded the motion. The motion passed with no opposition. Jeanine Bingham-Kelly adjourned the meeting at 10:59 a.m.

Sean Sharer, Policy Committee Chair

MPO Staff