



MPO POLICY COMMITTEE **MEETING AGENDA**

August 27, 2020
10:30 a.m.

MPO Office
100 West Broadway, 2nd Floor
Farmington, New Mexico

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
August 27, 2020 10:30 AM

This regular meeting will be held at the MPO Office, 100 West Broadway, 2nd Floor, Farmington, New Mexico.

ITEM	PAGE
1. Call to Order: Call meeting to order	
2. Minutes: Approve the minutes from the June 25, 2020 Policy Committee Meeting	38-45
3. MTP Update: Presentation on the final draft of the 2045 MTP a. Hold a public hearing on the draft 2045 MTP Presented by: Aaron Sussman, Senior Planner, Bohannan Huston	1-2
4. TIP Amendment #4: Review and consider approval of proposed Amendment #4 to the FFY2020-2025 TIP and the Self-Certification for Amendment #4: a. Review the project(s) in proposed Amendment #4 b. Hold a public hearing on proposed Amendment #4 c. Consider approval of proposed Amendment #4 and the Self-Certification for Amendment #4 to the FFY2020-2025 TIP Presented by: Peter Koepfel	3-10
5. Title VI Plan: Review and provide input on the proposed FMPO Title VI Plan a. Hold a public hearing on the draft FMPO Title VI Plan Presented by: Peter Koepfel	11-29
6. Quarterly Education: Road Diets Presented by: Kathryn Leys	30-34
7. Reports from NMDOT a. Update from District 5 (<i>Paul Brasher</i>) b. Update from the Planning Bureau (<i>Joseph Moriarty</i>)	
8. Committee Member Discussion Item(s) <i>No additional discussion items were presented for inclusion on the Agenda.</i>	35
9. Information Items a. Update on the 2045 MTP Virtual Open Houses held August 13 b. Consider resuming meeting rotation Presented by: Staff	36
10. Business from Chairman, Members and Staff	
11. Public Comment on Any Issues Not on the Agenda	
12. Adjournment	

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

The public is invited to participate in this GoTo Meeting:

By using a computer, table or smartphone:

<https://global.gotomeeting.com/join/488480957>

or by dialing: 1 (872) 240-3412 and entering access code: 488-480-957

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:	Review and provide comments on the proposed final version of the 2045 MTP
Prepared by:	Aaron Sussman, Planner, Bohannon Huston and Peter Koeppel, MPO Officer
Date:	August 27, 2020

BACKGROUND

- The Consulting Services Agreement with Bohannon Huston, Inc. (BHI) as the consultant for development of the FMPO's 2045 MTP was effective August 14, 2019.
- The final 2045 MTP is to be considered for adoption by the Policy Committee at their September 24, 2020 meeting.
- The FMPO Technical Committee is to serve as the Steering Committee.
- Public participation events have included:
 - Survey Monkey to share thoughts on regional transportation
 - Online updates on the project at: <http://fmppo2045mtp.bhinc.com>
 - Public events on October 17 and 18, 2019 in Aztec, Bloomfield, Kirtland, and two locations in Farmington;
 - Two virtual open houses were held on June 24, 2020 to gather public comment;
 - [Two additional virtual open houses were held on August 13 to gather public comment on the final draft 2045 MTP document.](#)
- Aaron Sussman, Senior Planner with BHI, has provided monthly updates on development of the MTP to the Technical Committee.
- The proposed draft 2045 MTP was distributed on August 3, 2020 to Technical Committee members for their review and comments and they discussed the draft at their meeting on August 12.
- The proposed draft 2045 MTP was distributed to Policy Committee members on August 13, 2020. Mr. Sussman will provide a summary presentation to the Policy Committee on August 27.

CURRENT WORK

- The 30-day public notice was posted on July 26, 2020 (in both English and Spanish) to cover public comment periods and public hearings for the August Committee meetings to review the proposed draft 2045 MTP and also for the September Committee meetings to consider adoption of the final proposed 2045 MTP.
- Review the proposed draft 2045 MTP.

INFORMATION ITEM
<ul style="list-style-type: none">▪ Staff recommends that the Policy Committee review and provide any comments to the proposed draft 2045 MTP.

APPLICABLE CITATIONS
<ul style="list-style-type: none">▪ 23 CFR § 450.324 Development and content of the metropolitan transportation plan

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #4**

Subject:	Amendment #4 to the FFY2020-2025 TIP
Prepared by:	Peter Koeppel, MPO Officer
Date:	August 27, 2020

BACKGROUND

- The firsts Call for Projects for the FFY2020-2025 TIP Amendment #3 was sent out on June 22, 2020; a reminder sent out on July 13.
- The Public Notice for Amendment #4 to the FFY2020-2025 TIP was published on the MPO's website and in the Daily Times on August 9.
- The amendment currently includes a City of Farmington project and an NMDOT project.
- The Technical Committee recommended the Policy Committee consider approval of proposed Amendment #4 and the Self-Certification for Amendment #4 to Policy Committee at their meeting on August 12.

AMENDED TIP PROJECTS

- City of Farmington's East Pinon Hills Boulevard Extension.
- NMDOT's NM 173 Safety project.

ANTICIPATED WORK

- Hold a public hearing on TIP Amendment #4 on August 27, 2020.
- Seek approval of the Amendment #4 and the Self-Certification at the August 27, 2020 Policy Committee meeting.

ATTACHMENTS

- The e-STIP descriptions for Amendment #4 to the FFY2020-2025 TIP.
- The Self-Certification for Amendment #4 to the FFY2020-2025 TIP.

ACTION ITEM

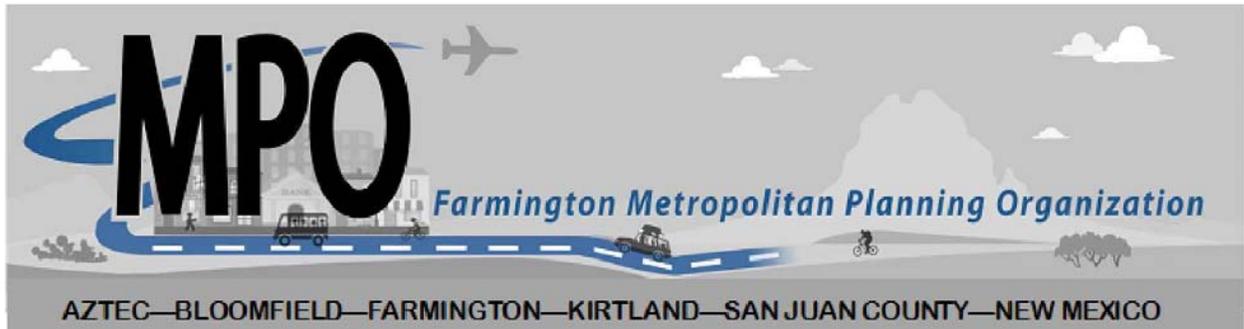
- Staff recommends that the Policy Committee approve proposed Amendment #4 and the Self-Certification for Amendment #4 to the FFY2020-2025 TIP.

APPLICABLE CITATIONS

- § 450.328 TIP revisions and relationship to the STIP.
- (a) An MPO(s) may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO(s) and the FHWA and the FTA must make a new conformity determination. In all

areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO(s) shall use public participation procedures consistent with § 450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications.) After approval by the MPO(s) and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, the FHWA and the FTA must make a conformity finding on the TIP before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.

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



FARMINGTON MPO SELF-CERTIFICATION STATEMENT **FFY2020-2025 TIP Amendment #4**

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation, and the Farmington Metropolitan Planning Organization for the Cities of Aztec, Bloomfield, Farmington, Town of Kirtland, and the urbanized area of San Juan County hereby certify that the transportation planning process meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630.

The projects identified in Amendment #4 to the FFY2020 – 2025 Transportation Improvement Program (TIP) are consistent with the priorities outlined in the NMDOT Asset Management Plan, the New Mexico Strategic Highway Safety Plan, and the New Mexico Freight Plan; and from the priorities outlined in the Red Apple Transit Asset Management Plan of the City of Farmington. The projects support the adopted Performance Targets of the FMPO for Performance Measure 1 (Safety), Performance Measure 2 (State of Good Repair), Performance Measure 3 (System Performance), and Transit Asset Management. Amendment #3 to the TIP was reviewed by the FMPO in accordance with the FMPO Public Participation Plan and the FMPO Title VI Plan. The FMPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) The fiscal constraint required in 23 CFR 450;
- (2) 49 U.S.C. 5323(l), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) Title VI of the Civil Rights Act of 1967 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and

FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);

(5) The provisions of the Americans with Disabilities Act of 1990 (pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;

(6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and,

(7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

Policy Committee Chair

Date

F100100 (Ver 6) 20-04 STATUS In Progress - Programmed **LOCAL**

Title: EAST PINON HILLS BOULEVARD EXTENSION PHASE I - FROM NM 516 (E.MAIN) TO HUBBARD
Description: T/LPA: City of Farmington/INCLUDES EARTHWORK, ASPHALT, STREET LIGHTING, DRAINAGE IMPROVEMENTS AND SIGNALIZATION UPGRADES.
Project Type: Road - New Construction (1) **District:** District 5
County: San Juan **Limits:** Pinon Hills from Main to Hubbard

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2023	LOCAL GENERAL FUNDS (LGF)	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
2024	LOCAL BOND FUNDS (LOCB)	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
2020-2023 TOTAL		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
ALL YEARS TOTAL		\$250,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,250,000

Region: FAM (42) **Lead Agency:** City of Farmington

Previously Approved Version
F100100 (Ver 5) 20-04.1

Title: EAST PINON HILLS BOULEVARD EXTENSION PHASE I - FROM NM 516 (E.MAIN) TO HUBBARD-**INFORMATIONAL**
Description: T/LPA: City of Farmington/INCLUDES EARTHWORK, ASPHALT, STREET LIGHTING, DRAINAGE IMPROVEMENTS AND SIGNALIZATION UPGRADES.
Project Type: Road - New Construction (1) **District:** District 5
County: San Juan **Limits:** Not Location Specific

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2024	LOCAL BOND FUNDS (LOCB)	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000

Region: FAM (42) **Lead Agency:** City of Farmington

F100170 (Ver 11) 20-04 STATUS In Progress - Programmed **FEDERAL**

Title: NM 173 Safety Improvements
Description: Roadway reconstruction, safety improvements of vertical curve, drainage improvements, permanent signing and striping, fencing
Project Type: Safety (21)
County: San Juan **Limits:** NM 173 from US 550 to NM 173 milepost 1.9 to 3.6 (1.7 mile)
District: District 5

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2021	HIGH RISK RURAL ROADS (HRRR) AC	\$0	\$0	\$0	\$1,887,424	\$0	\$0	\$1,887,424
2021	HIGH RISK RURAL ROADS (HRRR)	\$0	\$0	\$0	\$1,883,125	\$0	\$0	\$1,883,125
2021	ROAD FUND (RF) AC	\$0	\$0	\$0	\$209,714	\$0	\$0	\$209,714
2021	ROAD FUND (RF)	\$0	\$0	\$0	\$209,237	\$0	\$0	\$209,237
2021	HWY SAFETY IMPROV PROG (HSIP)	\$0	\$0	\$0	\$0	\$90,000	\$0	\$90,000
2021	ROAD FUND (RF)	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
2022	HIGH RISK RURAL ROADS (HRRR) ACCP	\$0	\$0	\$0	\$1,887,424	\$0	\$0	\$1,887,424
2022	ROAD FUND (RF) ACCP	\$0	\$0	\$0	\$209,714	\$0	\$0	\$209,714
<2020	Prior	\$70,000	\$10,500	\$0	\$0	\$0	\$0	\$80,500
2020-2023 TOTAL		\$0	\$0	\$0	\$4,189,500	\$100,000	\$0	\$4,289,500
ALL YEARS TOTAL		\$70,000	\$10,500	\$0	\$4,189,500	\$100,000	\$0	\$4,370,000

*ACCP is not part of Total
Region: FAM (102) **Lead Agency:** NM Dot

Previously Approved Version
F100170 (Ver 10) 20-04.1
Title: NM 173 Safety Improvements
Description: Roadway reconstruction, safety improvements of vertical curve, drainage improvements, permanent signing and striping, fencing
Project Type: Safety (21)
County: San Juan **Limits:** NM 173 from US 550 to NM 173 milepost 1.9 to 3.6 (1.7 mile)
District: District 5

FED FY	REVENUE SOURCE	PE / DESIGN	ROW	IMP	CON	ENG / CE	UT / OTHER	TOTAL
2021	HIGH RISK RURAL ROADS (HRRR) AC	\$0	\$0	\$0	\$1,887,424	\$0	\$0	\$1,887,424
2021	HIGH RISK RURAL ROADS (HRRR)	\$0	\$0	\$0	\$1,883,125	\$0	\$0	\$1,883,125
2021	ROAD FUND (RF) AC	\$0	\$0	\$0	\$209,714	\$0	\$0	\$209,714
2021	ROAD FUND (RF)	\$0	\$0	\$0	\$209,237	\$0	\$0	\$209,237
2022	HIGH RISK RURAL ROADS (HRRR) ACCP	\$0	\$0	\$0	\$1,887,424	\$0	\$0	\$1,887,424
2022	ROAD FUND (RF) ACCP	\$0	\$0	\$0	\$209,714	\$0	\$0	\$209,714
<2020	Prior	\$70,000	\$10,500	\$0	\$0	\$0	\$0	\$80,500
2020-2023 TOTAL		\$0	\$0	\$0	\$4,189,500	\$0	\$0	\$4,189,500
ALL YEARS TOTAL		\$70,000	\$10,500	\$0	\$4,189,500	\$0	\$0	\$4,270,000

***ACCP is not part of Total**
Region: FAM (102) **Lead Agency:** NIM Dot

FAM TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Beyond	Total
City of Farmington	\$0	\$0	\$0	\$0	\$250,000	\$8,000,000	\$0	\$0	\$8,250,000
NM Dot	\$161,000	\$0	\$8,479,000	\$0	\$0	\$0	\$0	\$0	\$8,640,000
TOTAL	\$161,000	\$0	\$8,479,000	\$0	\$250,000	\$8,000,000	\$0	\$0	\$16,890,000

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #5**

Subject:	Proposed Title VI Plan
Prepared by:	Peter Koeppel, MPO Officer
Date:	August 27, 2020

BACKGROUND

- The first Title VI Plan for the FMPO was adopted on June 20, 2013.
- A revised Title VI Plan was adopted by the Policy Committee on September 13, 2017.
- A new Title VI Plan is due every three (3) years in accordance with the NMDOT Policy & Procedure Manual (PPM).

CURRENT WORK

- The 30-day public notice was advertised on July 26, 2020 (in both English and Spanish) to cover public comment periods and public hearings held in August and September for consideration and review of both the draft and final proposed Title VI Plan.
- The Policy and Technical Committees will review and provide input at their August meetings.
- Hold a public hearing at the Policy Committee meeting on August 27.

FUTURE WORK

- Final consideration and recommended adoption of the revised FMPO Title VI Plan will be sought by the Technical Committee on September 9.
- Consideration of final adoption will be sought by the Policy Committee on September 24.

ATTACHMENTS

- The proposed Title VI Plan for the FMPO.

INFORMATION ITEM

- Staff recommends that the Technical Committee review and provide input on the proposed Title VI Plan for the FMPO.

APPLICABLE CITATIONS

- As a recipient of federal assistance the Farmington MPO is subject to Title VI of the 1964 Civil Rights Act, as amended, and must ensure that no one is discriminated against based on race, color, or national origin.
- NMDOT's Construction and Civil Rights Bureau requires all subrecipients of federal funds to update or review their Title VI Plan at least every three years.

Farmington Metropolitan Planning Organization Title VI Plan

Adopted September 24, 2020



Farmington Metropolitan Planning Organization
800 Municipal Drive
Farmington, NM 87401
<http://www.farmingtonmpo.org>

I. Statements of Policy

Introduction

The Farmington Metropolitan Planning Organization (FMPO) is the regional transportation planning agency for the cities of Aztec, Bloomfield, Farmington, Kirtland, and the urbanized area of San Juan County, New Mexico. Federal regulations require that an MPO be designated to carry out a comprehensive, continuing, and coordinated transportation planning process for urbanized areas with a population of 50,000 or more. The City of Farmington is the fiscal and administrative agent for the Farmington MPO (FMPO).

Title VI Non-discrimination Statement of Policy

The Farmington Metropolitan Planning Organization is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. The FMPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under program or activity under any Farmington Metropolitan Planning Organization program, activity or service.

Environmental Justice/Limited English Proficiency Policy Statement

The Farmington Metropolitan Planning Organization is also committed to assure every effort will be made to prevent the discrimination of low-income and minority populations as a result of any impact of its programs or activities in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and in Low-Income Populations.

In addition, the FMPO also assures every effort will be made to provide meaningful access to persons that have Limited English Proficiency (LEP), in accordance with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency.

Definition of Federal financial assistance and recipients affected

Federal financial assistance is defined as any Federal dollars that are assigned to the Farmington Metropolitan Planning Organization to support any program and activity, by way of grant, loan or contract, other than a contract of insurance or guaranty. The FMPO typically receives planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to carry out the transportation planning requirements as set forth by the federal laws Moving Ahead for Progress in the 21st Century (MAP-21) and FAST Act.

II. Title VI Assurances

Specific Forms of Discrimination Prohibited

The Farmington Metropolitan Planning Organization's efforts to prevent discrimination address, but are not limited to:

- The denial of services, financial aid, or other benefits provided under a program.
- Distinctions in the quality, quantity, or manner in which the benefit is provided.
- Segregation or separation in any part of the program.
- Restriction in the enjoyment of any advantages, privileges, or other benefits provided to others.
- Different standards or requirements for participation.
- Methods of administration which directly or indirectly or through contractual relationships would defeat or impair the accomplishment of effective nondiscrimination.
- Discrimination in any activities related to a highway, infrastructure or facility built or repaired in whole or in part with Federal funds.
- Discrimination in any employment resulting from a program, the primary purpose of which is to provide employment.

Programs and services covered by Title VI

The Farmington Metropolitan Planning Organization's Title VI Plan applies to all of its programs, activities and services, regardless of funding source. Some sections deal with specific requirements (e.g. FTA funded programs).

Authorities

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
2. Federal-Aid Highway Act of 1973 (23 U.S.C. §324 *et seq.*), (prohibits discrimination on the basis of sex);
3. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
4. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*) as amended, (prohibits discrimination on the basis of disability);
5. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability)
6. The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601
7. The National Environmental Policy Act of 1969, 42 U.S.C. § 4321;
8. 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department of Transportation-Effectuation of Title VI Of The Civil Rights Act of 1964*);

9. 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
10. 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On the Basis Of Handicap In Program Or Activities Conducted By The Department Of Transportation*);
11. 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
12. 23 C.F.R. Part 200 (FHWA's Title VI/Nondiscrimination Regulation);
13. 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
14. 28 C.F.R. Part 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

Dated: _____

 Peter Koeppel
 MPO Officer

FHWA Assurances for Title VI and Other Nondiscriminatory Statutes

The Farmington Metropolitan Planning Organization (hereafter referred to as the "Recipient") in keeping with our policy of nondiscrimination, hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d - 42 U.S.C. 2000d-4 (hereinafter referred to as the Act) and all requirements imposed by or pursuant to: Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to that end in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, national origin, or age be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Transit Administration (FTA), and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This Assurance is required by Subsection 21.7 (a)(1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to operating assistance projects:

- That the Recipient agrees that each "program" or "facility", as defined in Subsections 21.23(b) and 21.23 (e) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations; and

- That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with the Federal Aid Highway Program, and in adapted form in all proposals for negotiated agreements;
- The Farmington Metropolitan Planning Organization in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and 49, of the Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in regard to any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, national origin, income status or age in consideration for an award;
- The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the officials to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this Assurance;
- The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this Assurance; and
- This Assurance is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under Federal-Aid Highway Program and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person whose signature appears below is authorized to sign this Assurance on behalf of the Recipient.

III. Title VI and Environmental Justice - MPO Planning Requirements

The FMPO is responsible for ensuring Title VI compliance for the following planning activities:

Data Collection

Census and other statistical data will be collected by the MPO as a means of identifying low income and minority populations within the MPO. The data will be maintained for the purpose of planning projects and programs that serve various population groups. The data collection process will be reviewed regularly to ensure sufficiency in meeting Title VI requirements.

- MPO Actions
 - Collect, maintain, and update databases of low income and minority concentrations within the FMPO planning area
 - Utilize the data when developing plans and studies
 - Develop demographic profile maps to help identify neighborhoods with high concentrations of low income and minority populations
 - Use these maps in various planning documents

Unified Planning Work Program

The FMPO's Unified Planning Work Program (UPWP) is the annual list of projects and activities that are expected to be completed by the FMPO Staff and the two FMPO committees. In this document, the FMPO will identify projects, studies, and other activities that will provide more transportation options to disadvantaged populations.

- MPO Actions
 - Identify planning activities that will encourage involvement by all populations
 - Analyze the benefits and impacts that planning studies might have on low income and minority populations
 - Create maps highlighting socio-economic groups and their geographical relationship to jobs, housing, and transportation options for all modes

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short term program of projects that are expected to be designed, engineered, and constructed within the next four years. Projects should be reviewed to assess the benefits and impacts they might have on various aspects of the population.

- MPO Actions
 - Work with the entities to identify transportation projects that serve areas of the MPO with low income and minority populations
 - Provide opportunity for all populations to provide input into project identification
 - Develop a performance target for a percent of projects that serve Title VI populations

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is the long range, comprehensive plan that identifies the projects, programs, and policies needed in the next 20 years to meet the transportation needs of this area. Using various data collected by the FMPO, the MTP can estimate growth patterns of disadvantaged populations and address the benefits and burdens that future transportation projects might have.

- MPO Actions
 - Develop demographic profile maps that project growth in disadvantaged populations over at least a 20-25 year planning horizon

- Give all populations opportunity to provide input into project identification
- Assess the effects that future land use decisions and transportation projects might have on neighborhoods, the environment, and the economy
- Ensure that the benefits and impacts of future transportation systems are equally distributed among all areas of the MPO
- Develop a performance target for a percent of projects that serve Title VI populations

Transit Planning

The City of Farmington operates Red Apple Transit, which runs routes that connect Farmington to Aztec, Bloomfield, Kirtland, and other parts of San Juan County. The FMPO has assisted Red Apple Transit in planning its routes to appropriately serve low income and minority neighborhoods, make meaningful connections between housing, jobs, and educational opportunities, and ensure that transit is a viable transportation option in the region.

- MPO Actions
 - Using demographic profile maps, ensure that transit routes and stops fully serve those neighborhoods with high concentrations of low income and minority populations
 - Work with Red Apple to identify necessary changes to routes
 - Ensure bus stop locations are fully accessible to all users, both at the site and in the vicinity

IV. Title VI and Environmental Justice - the Public Participation Process

Public Participation Plan (PPP)

The Farmington Metropolitan Planning Organization's Public Participation Plan (PPP) describes how the MPO communicates and distributes information to the public as well as how the public can interact and provide comments to the MPO. The needs of those traditionally underserved by the existing system will be sought and considered by the FMPO.

Through its public involvement efforts, the FMPO will strive to achieve the following Title VI and Environmental Justice (EJ) goals:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Title VI states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The MPO will ensure that the input and feedback from all people will be considered in the development of MPO planning documents and activities.

EJ concerns and goals should be considered throughout all public engagement efforts, from project planning through construction and operation. This includes public outreach conducted during transportation planning and during the environmental reviews required by the National Environmental Policy Act (NEPA).

The following actions relating to Environmental Justice and Title VI are meant to reduce the barriers for participation in the decision-making process by low income, minority or disabled individuals.

1. When possible, public meetings will be held in locations that are convenient to low and moderate income neighborhoods and accessible to disabled populations. Such locations include community centers, senior centers and schools. Where possible, MPO staff will meet at the locations of businesses, neighborhood groups, stakeholders, and other agencies.
2. Upon request, all MPO work products and documents will be made available in alternative formats, including Braille, large type and languages other than English.
3. The following statement will be included in all FMPO documents: The Farmington Metropolitan Planning Organization does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats by calling the MPO Office at 599-1466 (voice) or 599-1168 (TTY).
4. The following statement will be included in all meeting announcements:
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 FMPO Administrative Assistant at the Downtown Center, 100 W Broadway, 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 Farmington City Clerk's office if a summary or other type of accessible format is needed.
5. Agencies and organizations that represent low income, minority and disabled populations will be identified and included in MPO mailings. Staff will maintain an active listing of contacts for these organizations.
6. The FMPO will evaluate Environmental Justice actions and Title VI requirements on an annual basis to ensure effectiveness of public involvement. This document will be reviewed and updated in conjunction with the Public Participation Plan.

Communication and Notification to the Public

All members of the public are ensured protections against discrimination which are afforded to them by Title VI. To ensure open communication with the public, the FMPO will adhere to the following requirements:

- The FMPO will disseminate agenda and public meeting information to members of the public via accessible printed and electronic media, including postings on the FMPO's website and in the Farmington Daily Times. Documents and agendas will be available at the MPO office (100 W. Broadway, Farmington, NM 87401) or at the location of the meeting being held.
- Public notices of MPO meetings will be posted at the location of the meeting site.
- In appropriate documents, the FMPO will include a statement that the organization complies with Title VI by assuring that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any FMPO program, activity, or service.

Section VI of this plan describes the procedures on how members of the public can request additional information regarding the Farmington Metropolitan Planning Organization's Title VI obligation. This section also identifies the procedures to be followed by members of the public to file a discrimination complaint against the FMPO.

V. Organization/Staff Responsibilities

Organizational Overview:

The Farmington MPO is housed under the City of Farmington, which serves as the fiscal agent for the MPO. The FMPO division is part of the Community Works Department, which is responsible for building inspection, engineering, planning, sanitation utilities, streets, stormwater management, traffic, and water/wastewater utilities. The Community Works Department organizational chart is shown in Appendix A.

FMPO staff is comprised of the MPO Officer, the MPO Associate Planner, and the MPO Administrative Assistant. The MPO Officer provides oversight to the FMPO. Staff is responsible for carrying out the transportation planning process as set forth by the federal transportation bills MAP-21 and FAST Act. FMPO Staff develops long and short range transportation plans that identify multi-modal projects needed by this area to ensure safety, mobility, and accessibility.

FMPO staff will be responsible for the development and implementation of the Title VI plan and for performing the actions relating to its primary transportation planning requirements as outlined in Section III.

VI. Title VI and Complaint Procedures

Title VI Coordinator Responsibilities

The Human Resources Director for the City of Farmington is the designated Title VI Coordinator for the City. Because Farmington is the MPO fiscal agent, the HR Director will also serve as the Title VI Coordinator for the FMPO.

The Coordinator is responsible for oversight of the Farmington MPO Title VI Plan. The Coordinator must ensure that the Farmington MPO is compliant with Title VI requirements. The Coordinator is also responsible for Title VI training of relevant staff, conducting reviews, and assisting in investigations of Title VI complaints. The Coordinator must also compile the Title VI Accomplishment and Goals report on an annual basis. Farmington MPO staff can assist the Title VI Coordinator with compiling Title VI information from FMPO activities for this report.

MPO staff and the Title VI Coordinator will be responsible for the following:

- Ensuring that the transportation planning process fully complies with the requirements of Title VI.
- Monitoring the transportation planning process and overall strategies and goals and ensuring compliance with Title VI requirements.
- Reviewing operational policies and procedures to ensure Title VI compliance.
- Monitoring the service equities of planning data collection and analysis for potential impacts on social, economic, and/or ethnic groups.
- Ensuring the planning organizational membership attempts to reflect the makeup of the population served. This would include periodically reporting the MPO racial, ethnic, and gender composition of public involvement organizations or groups.
- Ensuring the opinions and views of all groups within their populations are solicited and considered in the planning of transportation projects.
- Monitoring compliance with Environmental Justice issues to identify low-income and minority populations that may be impacted by transportation planning process.
- Providing evidence that input from minority groups/persons has been considered in the transportation planning process. Evidence could include but is not limited to the participation level and composition of participants in public information settings and reporting any follow-up and conclusions to issues communicated throughout the planning process.
- Monitoring the gathering and utilization of demographic data used to identify and locate low-income and minority populations in order to investigate the possible benefits and detriments of transportation plans on these populations.

- Monitor compliance with Limited English Proficiency populations to improve access and comprehension of the transportation planning process for individuals comprising the LEP population.

Title VI Complaint Procedures

The Farmington Metropolitan Planning Organization is committed to ensuring that all citizens have equal access to all services. It is further the intent of the FMPO that all citizens are aware of their rights to such access. Any person believing he or she has been excluded from, denied participation in, denied the benefits of, or otherwise has been subjected to discrimination under any transportation service, program or activity (whether Federally funded or not) due to that person's race, color, national origin, gender, age, disability, economic status, or limited English proficiency has the right to file a complaint.

The complaint procedures cover the following:

- Title VI of the Civil Rights Act of 1964
- Section 504 of the Rehabilitation Act of 1973
- Civil Rights Restoration Act of 1973
- Civil Rights Restoration Act of 1987
- Americans with Disabilities Act of 1990
- Executive Order 12898
- Executive Order 13166

Reporting a Title VI Complaint

An individual, group of individuals, or entity may file a formal Title VI complaint. If an individual or group believes that they have received discriminatory treatment by the Farmington Metropolitan Planning Organization on the basis of race, color or national origin, the individual or group has the right to file a complaint with the City of Farmington's Human Resources Department Director. The complaint must be filed no later than 180 calendar days of the alleged discriminatory incident.

The preferred method is to file your complaint in writing using the City of Farmington Title VI Complaint Form (Appendix B) and sending it to:

Attn: Human Resources Director
Human Resources Department
City of Farmington
800 Municipal Drive
Farmington, NM 87401

The Form may also be submitted by email to: tswenk@fmtn.org

Verbal complaints will be accepted and transcribed by the Human Resources Director. To make a verbal complaint, call (505) 599-1133 and ask for the Director of Human Resources.

An individual or group also has the right to file a complaint with an external entity such as the New Mexico Department of Transportation (NMDOT), a federal or state agency, or a federal or state court. For complaints submitted to NMDOT, they must be submitted to the NMDOT Title VI Coordinator in writing, signed and dated, within 180 days of the alleged discriminatory act (or latest occurrence). The complaint should be submitted to the following address:

Attn: Title VI Coordinator
Office of Equal Opportunity Programs
1596 Pacheco St.
Suite 107
Santa Fe, NM 87505

The complaint that is submitted to the entity should include the name, address, phone number and signature of complainant. The formal complaint should describe the alleged discriminatory act that violates Title VI in detail.

Title VI complaints may also be filed directly with the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA) or the Federal Railroad Administration (FRA) within the 180 day period of the alleged discriminatory act (or latest occurrence).

Should a complaint be filed with the Farmington Metropolitan Planning Organization through Farmington's Human Resources Department and an external entity simultaneously, the external complaint shall supersede the Farmington Metropolitan Planning Organization complaint and the Farmington Metropolitan Planning Organization's complaint procedures will be suspended pending the external entity's findings.

Filing a Title VI Complaint

Within ten (10) working days of receipt of the formal complaint, the Human Resources Director will notify the complainant and begin an investigation (unless the complaint is filed with an external entity first or simultaneously). The investigation will address complaints against the FMPO. The investigation will be conducted in conjunction with and under the advice of the Human Resources Department.

The investigation may include discussion(s) of the complaint with all affected parties to determine the problem. The complainant may be represented by an attorney or other representative of his/her own choosing and may bring witnesses and present testimony

and evidence in the course of the investigation. The investigation will be conducted and completed within 60 days of the receipt of the formal complaint.

Based upon all the information received, an investigation report will be written by the Human Resources Director for submittal to the Farmington City Manager. The complainant will receive a letter stating the final decision of the Farmington City Manager by the end of the 60-day time limit. The complainant shall be notified of his/her right to appeal the decision. Appeals may be made to NMDOT, the Equal Employment Opportunity Commission (EEOC) or the Department of Fair Employment and Housing (DFEH).

Title VI Complaint Form

Completion of a Title VI Complaint form is required when filing a complaint. Please see Appendix B for a copy of the form. These forms are also available from the Farmington Metropolitan Planning Organization and the City of Farmington Human Resources Department, located at 850 Municipal Dr. in Farmington.

Title VI Related Training

The Title VI Coordinator shall ensure that staff is trained and familiar with related policies and procedures. Related Title VI training will be provided by the Title VI Coordinator to senior management and others to discuss practical situations and how Title VI applies to the planning and public participation processes. Training may also be provided through FHWA-sponsored webinars and training resources. The NMDOT Office of Equal Opportunities can be contacted to provide on-site Title VI training.

VII. Limited English Proficiency (LEP) Plan

Overview of LEP Plan

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write, or understand English is a type of national origin discrimination. Any agency receiving federal funds needs to develop a Limited English Proficiency (LEP) Plan.

The primary element of the LEP Plan is the Four Factor Analysis that considers the following factors:

- Number or Proportion of LEP Individuals: a summary of LEP persons in the service area and a description of efforts to provide meaningful opportunities for the LEP population to be involved in programs and services.
- Frequency of Contact with the Program: a record of how often LEP persons access or come into contact with programs and services.

- Nature and Importance of the Program: a description of how LEP individuals have access to benefits and services from programs and services.
- Resources Available: a summary of the resources that the organization can use for providing assistance to LEP populations.

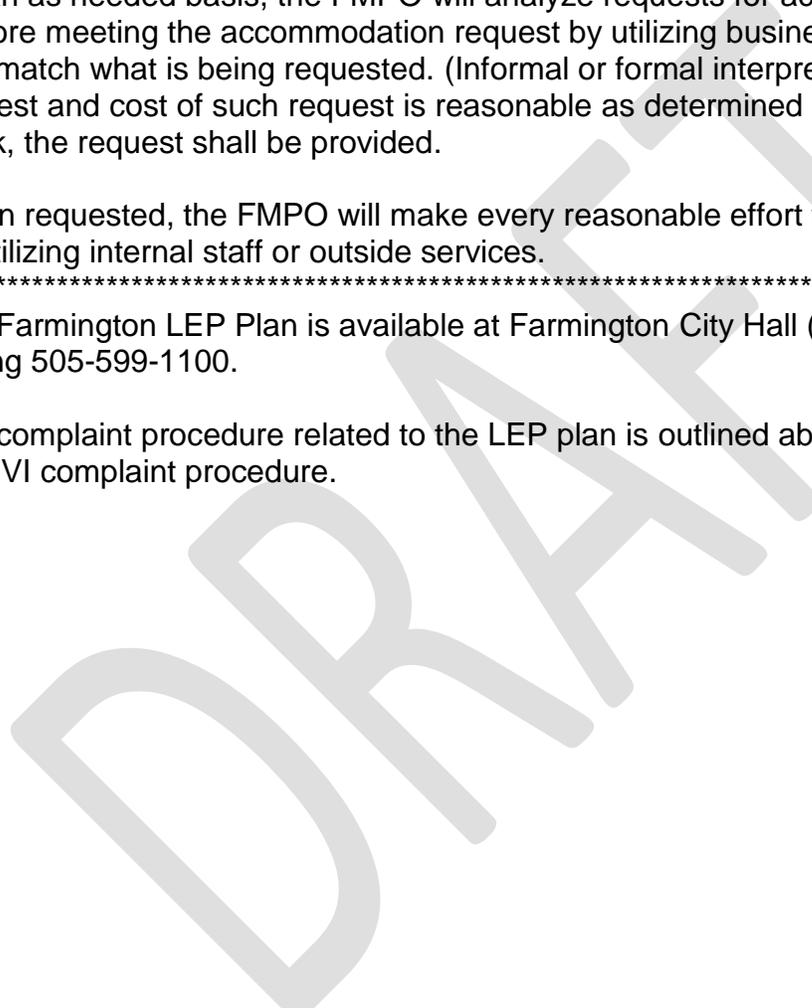
Through utilizing the City’s internal intranet, the FMPO has access to a list of interpreters within the FMPO’s planning area. If requested within a reasonable timeframe, the FMPO may utilize interpreter services if needed.

On an as needed basis, the FMPO will analyze requests for accommodation and explore meeting the accommodation request by utilizing business that provide services that match what is being requested. (Informal or formal interpreter) If the details of the request and cost of such request is reasonable as determined by the Farmington City Clerk, the request shall be provided.

When requested, the FMPO will make every reasonable effort to translate documents by utilizing internal staff or outside services.

The Farmington LEP Plan is available at Farmington City Hall (800 Municipal Dr.) or by calling 505-599-1100.

The complaint procedure related to the LEP plan is outlined above and is the same as Title VI complaint procedure.



**City Of Farmington –
Community Works Department**
Organizational Chart & Phone Extensions

www.fmtn.org 4-1-2020

DAVID SYPHER
Director
1063

Kathleen Montoya
Office Mgr.
1062

Sherry Roach
Main/CS
Project Manager
8443

Vincent Wood
Foreman
8205

Chad Carlson
Sweeper
Operator

Tyrel Stacy
Sweeper
Operator

Lawrence Wineberg
Sweeper
Operator

Chris Miller
Sweeper
Operator

Darren Curley
Laborer

Hiram House
Laborer

Charlene Benally
Laborer

Marissa Benally
Laborer - temp

vacant
Laborer - temp

James Fredy
Foreman
8209

Donald Martinez
Heavy Equip.
Operator

Jeffrey Melton
Heavy Equip.
Operator

Robert Lydic
Truck
Driver

John Zamora
Truck
Driver

Ernest Felix
Truck
Driver

Chad Huggins
Foreman
8206

Angel Gomez
Heavy Equip.
Operator

Victor Escobeda
Truck Driver

Blaine Manuelito
Laborer

Shawn Gonzalez
Laborer

Roberto Gonzalez
Laborer

Patrick Herrera
Laborer

vacant
Laborer - Temp

Ricardo Gutierrez
Lead Foreman
8208

Keith Tso
Heavy Equip
Operator

Jon Ferguson
Concrete
Carpenter

Colton Brown
Concrete
Carpenter

Dakota Chee
Concrete
Carpenter

Shannon Ben Water
Technician
1552

Paul Montolia
Water
Resources
Specialist
1393

Manuel Tso, Jr.
Assoc. Project
Engineer II
1315

Drake Dalton
Assoc. Project
Engineer I
1498

Gary Chavez
Engineering
Tech.
1289

Sammy Duran
Construction
Inspector
1366

Elias Blackwater
Temp. Const.
Inspector
1327

Francisco Alvarado-Gutierrez
Associate
Planner
1333

Karen Walker
Assistant
Planner
1317

Elizabeth Sandoval
Admin.
Assistant
1282

Tamra Spencer
Admin Aide
1301

Peter Koepfel
MPO
Officer
1449

Kathryn Leys
MPO
Associate
Planner
1392

June Markle
Assistant
1466

Charles Ahlgrim
Electrical
Inspector
1322

Kelly Townsend
Electrical
Inspector
1321

Darrin Compton
Plumbing /
Mechanical
Inspector
1307

Kevin Mauzy
Building
Inspector
1303

John McCaleb
Building
Inspector
1334

Lawrence McLevy
Building
Inspector
1319

Vemesicia Billie
Permit Tech I
1320

JEFF SMAKA
Water & Wastewater
Administrator
1283

BETH ESCOBAR
Planning
Manager
1285

ROBERT CHILDERS
Chief Building
Inspector
1305

NICA WESTERLING
City Engineer
1316

Julieta Hernandez
Admin Aide
1308

Benedikte Whitman
Operations Manager/
Environmental
Administrator
1335

Virginia King
Project
Engineer I
Resurfacing
NMDOT
Projects
1306

John Anglin
Street
Resurfacing
Project
Coordinator
1314

Toni Sitta
Assoc. Project
Engineer I
Storm Water
Building
Permits
NPDES
1399

Lisa Hale-BlueEyes
Project
Engineer I
Storm Water
1312

vacant
Summer
Intern

David Sanchez
Chief Const.
Inspector
1288

Charles Bisland
Construction
Inspector
1313

Denise Rahart
Construction
Inspector
1497

vacant
Temp. Const.
Inspector
1310

vacant
Temp. Const.
Inspector

Vaughn Johnson
Lead Survey
Chief
1384

Melvin Cline
Survey Chief
1384

Harry Beggy
Survey Aide
1384

Ruben Saicido
O&M Mgr. /
Environmental
Coordinator
1284

vacant
Construction
Inspector
1360

ISAAC BLUEEYES
Traffic
Engineer
8215

Mark Hathcock
Traffic Assoc Engineer
Tech
8201

Robert Clark
TIS Tech III
8204

Josh Nelson
TIS Tech I
8204

Aaron Tinker
TIS Tech I
8204

Dennis Spencer
Traffic Working
Foreman
8214

Marilynda Bidtah
Sign Technician
8213

Tyler Williams-Thompson
Traffic Sign Tech
8213

Chad Sanders
Painter
8214

Waste Management
Robby Ritter
599-1890

Jacobs /CH2MHill
Ron Rosen
326-1918

Contractors

Appendix B

City of Farmington Title VI Complaint Form

Section I	
Name:	
Address:	
Telephone (Home/Cell):	Telephone (Work):
Email Address:	
Section II	
Are you filing this complaint on your own behalf: Yes <input type="checkbox"/> No <input type="checkbox"/>	
*If you answered "yes" to this question, go to Section III.	
If you answered "no" please enter the name and relationship of the person you are filing the complaint against:	Name:
	Relationship:
If you are filing a complaint as a third party, please explain why in the space below:	
Have you have obtained permission of the aggrieved party if you are filing on behalf of a third party: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Section III	
I believe the discrimination I experienced was based on (check all that apply): <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin	
Date of Alleged Discrimination (Month, Day, Year):	Date:
Explain, as clearly as possible, that happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as the names and contact information of any witnesses. If more space is needed please attach additional sheets to this form:	

Section IV

Have you previously filed a Title VI complaint)? Yes No

Section V

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? Yes No

If yes, please check and name all that apply:

Federal Agency: _____

Federal Court: _____

State Agency: _____

State Court: _____

Local Agency: _____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name: _____

Title: _____

Agency: _____

Address: _____

Telephone: _____

Section VI

Name of agency complaint is against:

Contact person:

Title:

Telephone number:

Signature: _____

Date: _____

Please submit this form in person at the address below, or mail form to:
Farmington Metropolitan Planning Organization
Human Resources Director
City of Farmington
850 Municipal Dr
Farmington, NM 87401

DRAFT

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #6

Subject:	Quarterly Education: FHWA – Road Diets
Prepared by:	Kathryn Leys, MPO Associate Planner
Date:	August 27, 2020

PRESENTATION

The Federal Highway Administration (FHWA) remains committed to reducing highway fatalities and serious injuries on our Nation's roadways through the use of proven safety countermeasures, including **Road Diets**. Road Diets have the potential to improve safety, convenience, and quality of life for all road users. Road Diets can be relatively low cost if planned in conjunction with reconstruction or simple overlay projects since applying Road Diets consists primarily of restriping.

The attached handout from the FHWA answers some of the most frequently asked questions about Road Diets and provides additional resource on how to determine if a Road Diet is appropriate for your community.

https://safety.fhwa.dot.gov/road_diets/resources/pdf/fhwasa17021.pdf

ROAD DIET

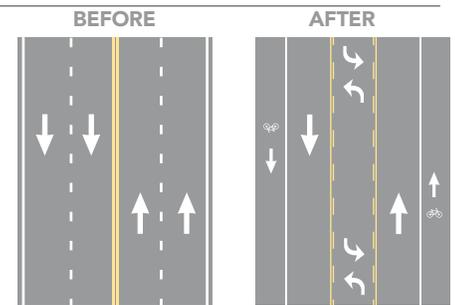


Safety | Livability | Low Cost

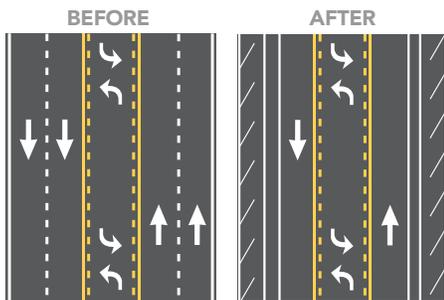
Road Diet FAQ

QA What is a Road Diet?

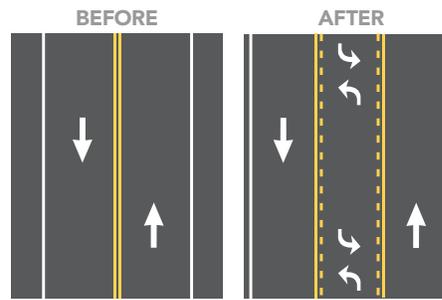
A Road Diet repositions pavement markings to better meet the needs of all road users. A classic Road Diet converts a four-lane undivided roadway to a three-lane roadway, but there are many other reconfigurations being used by States and locals. For example, a Road Diet could convert the roadway space from five to three lanes, two to three lanes, or vary lane of a three-lane roadway, as shown below. An agency could even use a Road Diet on a one-way street. For design guidance, see Chapter 4 of FHWA's [Road Diet Informational Guide](#).¹



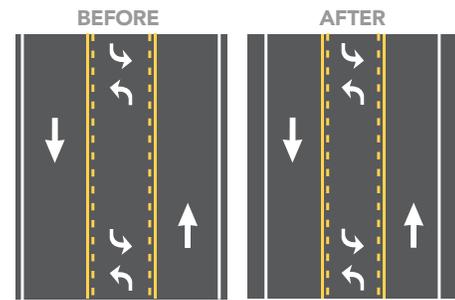
Classic Road Diet Conversion.



This five-lane to three-lane Road Diet removes lanes to allocate space for multipurpose use.



This two-lane to three-lane Road Diet reallocates shoulder width to add a TWLTL.



This three-lane to three-lane Road Diet narrows lanes to allocate space for wider shoulders.

QA How do Road Diets improve roadway safety?

A study conducted by the Federal Highway Administration (FHWA) found that four-lane to three-lane Road Diet conversions reduce the total number of crashes by 19 to 47 percent.² Several features of a Road Diet contribute to this safety improvement.

- **A reduction in the number of through lanes** can calm traffic, reduce weaving, reduce the number of lanes for pedestrians to cross, and reduce left-turn conflicts.
- **A two-way left-turn lane (TWLTL)** may reduce head-on crashes by dividing opposing traffic and reduce rear-end crashes by providing left-turning vehicles their own lane.
- **Wider shoulders** provide recovery room should drivers depart the travel way. They can also provide buses or mail trucks room to pull out of the travel lane, allowing vehicles to pass.
- **Pedestrian, Bicycle, and Transit Facilities** provide a dedicated space for these users, which can increase motorists' recognition that they are using the roadway. Dedicated bicycle/transit lanes and pedestrian refuge islands provide visible cues that can improve driver awareness.

¹ FHWA, Road Diet Informational Guide. FHWA Report No. FHWA-SA-14-028. Washington, D.C. 2014. Accessible at: http://safety.fhwa.dot.gov/road_diets/info_guide/.

² FHWA, Evaluation of Lane Reduction "Road Diet" Measures on Crashes. FHWA Report No. FHWA-HRT-10-053. Washington, D.C. 2010. Accessible at: <https://www.fhwa.dot.gov/publications/research/safety/10053/>.

For more detail about each of these Road Diet features and examples of how agencies have implemented them, check out FHWA's [Road Diet Informational Guide](#)³ and [Road Diet Case Studies](#).⁴

Q A How do agencies select candidate Road Diet locations?

Whether interested in implementing Road Diets on a large scale or screening potential locations to yield one or two ideal sites, agencies can employ several methods to systemically identify candidate locations.

1. **Citing Road Diets as a strategy in safety plans**—including the Strategic Highway Safety Plan (SHSP), speed management plans, or bicycle and pedestrian plans—can lead to systemic identification and low-cost implementation.
2. **Evaluating all four-lane undivided roads** can help agencies identify an appropriate starting point by screening a subset of the entire network.
3. **Identifying multimodal expansion or connectivity needs** can lead to Road Diets as a strategy to accomplish the goals of safer and more-connected bicycle networks.
4. **Screening all upcoming resurfacing projects** allows an agency to incorporate Road Diets for virtually no cost.

For more detail about each of these methods and examples of how agencies have implemented them, check out FHWA's flyer on [Systemically Identifying Candidate Road Diet Locations](#).⁵

Q A What is the maximum traffic volume for a four-lane to three-lane Road Diet conversion?

Several agencies have developed guidelines for selecting candidate Road Diet locations to mitigate any negative effect on traffic operations. FHWA has summarized average daily traffic (ADT) volume threshold guidelines for four-lane roadways:

Less than 10,000 ADT: A great candidate for Road Diets in most instances. Capacity will most likely not be affected.

10,000-15,000 ADT: A good candidate for Road Diets in many instances. Agencies should conduct intersection analyses and consider signal retiming in conjunction with implementation.

15,000-20,000 ADT: A good candidate for Road Diets in some instances; however, capacity may be affected depending on conditions. Agencies should conduct a corridor analysis.

Greater than 20,000 ADT: Agencies should complete a feasibility study to determine whether the location is a good candidate. Some agencies have had success with Road Diets at higher traffic volumes.

For more information about a Road Diet's relationship to capacity, check out FHWA's Road Diet Myth Busters flyer titled [Myth: Road Diets Make Traffic Worse](#).⁶

Q A How much does a Road Diet cost?

Road Diets are much more economical than typical roadway expansions (e.g., right-of-way, asphalt, concrete, drainage modifications) because the primary expense is restriping the existing roadway. As a stand-alone project a Road Diet is relatively inexpensive, and agencies can reduce project costs even further by coupling Road Diets with regularly scheduled resurfacing. For more information about Road Diet costs, check out FHWA's flyer on [How Much does a Road Diet Cost](#).⁷

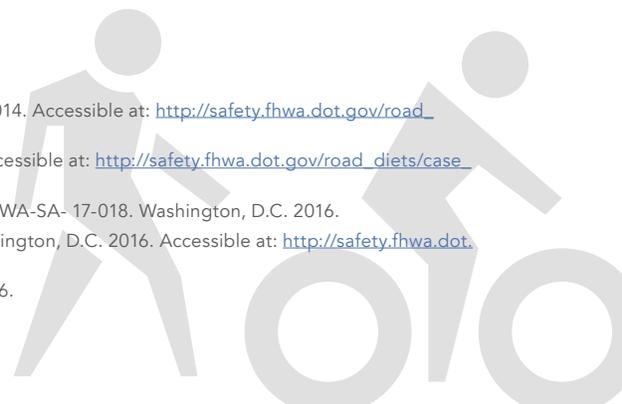
3 FHWA, Road Diet Informational Guide. FHWA Report No. FHWA-SA-14-028. Washington, D.C. 2014. Accessible at: http://safety.fhwa.dot.gov/road_diets/info_guide/.

4 FHWA, Road Diet Case Studies. FHWA Report No. FHWA-SA-15-052. Washington, D.C. 2015. Accessible at: http://safety.fhwa.dot.gov/road_diets/case_studies/.

5 FHWA, Road Diet: Systemically Identifying Candidate Road Diet Locations. FHWA Report No. FHWA-SA-17-018. Washington, D.C. 2016.

6 FHWA, "Road Diet Myth Busters, Myth: Road Diets Make Traffic Worse," FHWA-SA-16-036, Washington, D.C. 2016. Accessible at: http://safety.fhwa.dot.gov/road_diets/resources/pdf/roadDiet_MythBuster.pdf.

7 FHWA, "Road Diet: How Much Does a Road Diet Cost?" FHWA-SA-16-100, Washington, D.C. 2016.



QA What are the effects of Road Diets on emergency response services?

Multi-lane undivided roads can be problematic for emergency responders, as drivers may not be aware of protocols for allowing emergency vehicles to pass. Road Diets can significantly improve response times by allowing emergency vehicles to bypass traffic by using the center two-way left-turn lane. For examples of how Road Diets have positively affected emergency response times, check out FHWA’s flyer on *Road Diets and Emergency Response: Friends, Not Foes*⁸.

QA How does a Road Diet affect businesses?

A Road Diet can improve economic vitality by changing the corridor from a place people “drive-through” to one that they “drive-to.” Replacing vehicle travel lanes with on-street parking options, walking areas, and bicycle lanes can make the street a more attractive “park once” place. With these improved facilities, a motorist is more likely to park, walk around, shop, and enjoy the setting. For examples of how Road Diets have positively affected surrounding businesses, check out FHWA’s flyer on *Road Diets’ Economic Impacts*.⁹

QA What metrics can I use to evaluate a Road Diet?

Effective assessment of Road Diet operational, safety, and livability success can use a mixture of quantitative and qualitative metrics. The table below outlines commonly used metrics for evaluating the performance of a Road Diet. For more information about each of these evaluation metrics, check out FHWA’s *Road Diet Informational Guide*.¹⁰ For examples of how agencies have used these metrics, see FHWA’s flyer on *Road Diets Evaluation Metrics*.¹¹

Operational	Safety	Livability/Economic Development
Daily traffic counts	Travel speeds	Transit ridership
Peak hour traffic counts	Percent of drivers over the speed limit	Availability of on-street parking
Turning movement traffic counts	Percent of top-end speeders (Greater than 10 mph over speed limit)	Overall public satisfaction
Intersection queue lengths (main street and side street)	Crash frequency, type, severity, and rate	Property values
Travel times (vehicles)	Perceived level of safety	Resident/public feedback
Travel time (transit)		Business feedback/sales records
Adjacent street traffic counts and speeds		Number of new businesses/residences
Bicycle counts		
Pedestrian counts		

QA How do agencies incorporate Road Diets into design guidelines and policies?

Agencies incorporate Road Diets into their policies as both stand-alone documents and parts of existing agency plans and practices. Stand-alone policies add Road Diets to the agency’s toolbox as a first-tier solution. Including Road Diets into a Strategic Highway Safety Plan, transportation planning process, or design guidance distinguishes it as a broader safety improvement strategy. Examples of how States have incorporated Road Diets into their guidance and policies are included in FHWA’s brochure on *Road Diet Policies: Expanding Beyond a Single Implementation*.¹²

8 FHWA, “Road Diet and Emergency Response: Friends, Not Foes.” FHWA-SA-17-020, Washington, D.C. 2016.

9 FHWA, “Road Diets’ Economic Impacts.” FHWA-SA-17-019, Washington, D.C. 2016.

10 FHWA, “Road Diet Informational Guide,” FHWA-SA-14-028, Washington, D.C. 2014. Accessible at: http://safety.fhwa.dot.gov/road_diets/info_guide/.

11 FHWA, “Road Diet Evaluation Metrics,” FHWA-SA-17-022, Washington, D.C. 2016.

12 FHWA, *Road Diet Policies: Expanding Beyond a Single Implementation*, FHWA-SA-16-072. Washington, D.C. 2016. Accessible at: http://safety.fhwa.dot.gov/road_diets/resources/fhwasa16072/.



QA How can I communicate Road Diet benefits to the public?

FHWA's Office of Safety has developed two educational handouts that agencies can use at public meetings. *The Common Questions and Answers* handout provides high-level information about Road Diets and their benefits.¹³ The *Debunking Road Diet Myths* handout addresses common concerns that sometimes arise at public meetings.¹⁴ FHWA has also developed a Road Diet video targeted at increasing public awareness and support.^{15,16}

FHWA also provides free technical assistance that can include help for developing materials that can be used at an agency's public meetings. For more information or to request technical assistance, please contact Rebecca Crowe (rebecca.crowe@dot.gov) at the FHWA Office of Safety.

QA Are Federal funds available for Road Diet projects?

Yes, Road Diet projects are typically eligible for funding through Federal programs like the Surface Transportation Program (STP) and Highway Safety Improvement Program (HSIP), as well as other funding mechanisms. Some agencies have also used funding from Safe Routes to School programs, pedestrian and bicycle funds, and transit grants. Several agencies monitor their jurisdiction's resurfacing projects to see whether streets scheduled for upcoming resurfacing are good candidates for Road Diets, allowing them to use a small portion of annual paving program funds for some Road Diet installations.¹⁷ To learn more about funding opportunities, contact your FHWA Division office.



13 FHWA, "Road Diet: Common Questions and Answers," FHWA-SA-16-073. Washington, D.C. 2016.

14 FHWA, "Road Diet: Debunking Common Road Diet Myths," FHWA-SA-16-074. Washington, D.C. 2016. Accessible at: http://safety.fhwa.dot.gov/road_diets/resources/fhwasa16074/.

15 FHWA, "Road Diet Video (short)," 2016. Accessible at: <https://www.youtube.com/watch?v=n3ucpaCigig>.

16 FHWA, "Road Diet Video (long)," 2016. Accessible at: https://www.youtube.com/watch?v=m_xTUCPWG78.

17 FHWA, "Road Diet Informational Guide," FHWA-SA-14-028. Washington, D.C. 2014. Accessible at: http://safety.fhwa.dot.gov/road_diets/info_guide/.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #8**

Subject:	Committee Member Discussion Items
Date:	August 27, 2020

DISCUSSION ITEMS

There were no additional discussion items provided by Policy Committee members for inclusion in the Agenda.

**FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #9**

Subject:	Information Items
Prepared by:	MPO Staff
Date:	August 27, 2020

INFORMATION ITEMS

- a. **Virtual Open Houses.** Staff will provide an update on the 2045 MTP virtual open houses held on August 13, 2020.

- b. **Consider Resuming Meeting Rotation.** At the June 25 meeting, there was consensus to consider holding the meetings at the MPO Office instead of rotating among the entities. The Policy Committee asked that this be reassessed at the August meeting.

**The draft minutes from the
May 28, 2020
Policy Committee meeting
are on the following pages.**

MINUTES
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
June 25, 2020

Policy Members Present: Rosalyn Fry, City of Aztec
Julie Baird, City of Farmington
Jeanine Bingham-Kelly, City of Farmington
Sean Sharer, City of Farmington
Paul Brasher, NMDOT, District 5

Policy Members Absent: John Beckstead, San Juan County
Glojean Todacheene, San Juan County
Thomas Wethington, Town of Kirtland

Staff Present: Beth Escobar, AICP, Planning Manager
Peter Koeppel, MPO Officer
Kathryn Leys, MPO Associate Planner
June Markle, MPO Administrative Assistant

Staff Absent: None

Others Present: Joseph Moriarty, Planning Liaison, NMDOT

Due to the ongoing COVID-19 health concern, the members of the Policy Committee listed above as "Policy Members Present" attended via the GoToMeeting link as did Beth Escobar, Peter Koeppel, and Joseph Moriarty. Chair Sharer, Kathryn Leys and June Markle attended in person.

Chair Sharer also clarified that when a vote is called it will be assumed that all are voting in the affirmative unless an objection(s) is raised.

1. CALL TO ORDER

Chair Sharer called the meeting to order at 10:35 a.m.

2. APPROVE THE MINUTES FROM THE MAY 28, 2020 POLICY COMMITTEE MEETING

Mr. Brasher moved to approve the minutes from the May 28, 2020 Policy Committee meeting. Councilor Bingham-Kelly seconded the motion. The motion passed unanimously with no opposition.

3. FFY2021-2022 PROPOSED UNIFIED PLANNING WORK PROGRAM (UPWP)

Subject:	FFY2021-2022 Proposed Unified Planning Work Program (UPWP)
Prepared by:	Peter Koeppel MPO Officer
Date:	June 25, 2020

BACKGROUND

- The Unified Planning Work Program (UPWP) is the MPO's work plan for two federal fiscal years. The UPWP pairs the MPO's required work tasks/products with the MPO's anticipated funding.
- The FFY2021-2022 UPWP will cover planning activities and work products to be completed from October 1, 2020 to September 30, 2022.
- Based on the Planning Procedures Manual (PPM), the MPO needs to provide a draft UPWP to NMDOT in late April, receive input/corrections from NMDOT by June 1 (NMDOT comments have been incorporated), and obtain the approvals by the Committees in June, before submitting the final version to NMDOT before July 1.
- Both the Committees reviewed the proposed FFY2021-2022 UPWP during their May 2020 meetings.
- A 30-day public comment period was noticed from May 24, 2020 to June 22, 2020
- Page 9 of the document outlines the five major work program tasks for the MPO; these tasks are based on a format provided by NMDOT. Subtasks are listed below. You should be aware that the same numbering system is utilized in the MPO's quarterly invoicing system and in our financial reports, including the Annual Performance & Expenditure Report (APER), which we prepare and submit at the end of every FFY.
- The Technical Committee recommended their approval on June 10, 2020.

CURRENT WORK

- Annual activities in the UPWP include administering the MPO's programs, TIP development and management, development of performance measures, GIS activities, Safe Routes to School activities, transit data collection and mapping.
- Major activities for the FFY2021-2022 UPWP will include implementing the policies of the 2045 Metropolitan Transportation Plan, land-use and transportation planning support activities, transportation performance management, and travel demand modeling updates.
- Per NMDOT direction, staff projects that FHWA PL funds of \$244,019.97 and FTA 5303 funds of \$74,386.25 (both including local matches) for each of the two (2) federal fiscal years will be available. Those numbers are subject to change.

ACTION ITEM

- The Technical Committee and Staff recommend that the Policy Committee consider approval of the proposed FFY2021-2022 UPWP and PC Resolution 2020-2.

DISCUSSION: Mr. Koeppel reported that the draft document was presented during the May 28, 2020 Policy Committee meeting for review and comment. All comments

received from both Committees have been incorporated into the final draft UPWP being considered. Mr. Koepfel provided a brief summary of the UPWP, which is a statement of the work the MPO plans to carry out for the next two-year period and includes:

- A description of the planning work and resulting products;
- Who will perform the work;
- Time frames for completing the work;
- Cost of the work;
- Source(s) of funds.

The planning activities detailed in the UPWP are organized into five categories:

- Program Administration and Management
- Transportation Improvement Program (TIP)
- General Development and Data Collection/Analysis
- Transportation Planning
- Special Studies and Activities

The budgets shown for the two years of the proposed UPWP are best guess estimates considering the fact that the current federal transportation bill is set to expire at the end of September 2020. The Technical Committee recommended their approval on June 10, 2020.

Chair Sharer opened the public hearing; no comments were received. Chair Sharer closed the public hearing.

ACTON: Mr. Brasher moved to approve proposed FFY2020-2022 UPWP and Policy Committee Resolution 2020-2. Councilor Bingham-Kelly seconded the motion. The motion passed with no objections.

4. FINAL PROPOSED JOINT POWERS AGREEMENT (JPA) AND COMMITTEE BYLAWS AND OPERATING PROCEDURES

Subject:	Review final proposed Joint Powers Agreement (JPA) and Committee Bylaws and Operating Procedures
Prepared by:	Beth Escobar, AICP, Community Works Planning Manager
Date:	June 25, 2020

BACKGROUND

- The cities of Aztec, Bloomfield, and Farmington, and San Juan County formed and have participated in the Metropolitan Planning Organization through the Joint Powers Agreement (JPA) since 2003 and Kirtland was added to the FMPO in June 2018.
- Recommended changes include: cleanup of both documents, clarification in the Bylaws of the attendance requirements for committee members, changing the annual elections for the Policy Committee to January and also adding an

option to hold virtual meetings when necessitated by health concerns to the committee bylaws. The JPA is being amended to reflect the City of Farmington as the Fiscal Agent and the estimated population numbers have been updated.

- Comments from the May 20th Technical Committee meeting and the May 28th Policy Committee meeting have been incorporated into the draft.
- The Technical Committee recommended their approval on June 10.

CURRENT WORK

- The 30-day public review period was posted on May 24, 2020.
- Action on the JPA and the Committee Bylaws documents will be sought by both committees in June.

ACTION ITEM

- The Technical Committee and Staff recommend that the Policy Committee consider approval of the JPA and Committee Bylaws.

APPLICABLE CITATIONS

- 23 U.S. Code § 134 - Metropolitan transportation planning
- 23 CFR 450.310 - Metropolitan planning organization designation and re-designation
- 23 CFR 450.314 - Metropolitan planning agreements
- 23 U.S. Code § 134 - Metropolitan transportation planning
- Joint Powers Agreement Act, being Sections 11-1-1 et. Seq., NMSA 1978, as amended.
- NMDOT Planning Procedures Manual, Metropolitan Planning Organizations, Internal Structure, pages 46-48

DISCUSSION: Ms. Escobar stated that all comments received from the Policy and Technical Committees were incorporated into the final proposed Joint Powers Agreement (JPA) and Committee Bylaws shown in the Agenda.

Chair Sharer opened the public hearing on the proposed JPA and Committee Bylaws; no comments were received. Chair Sharer closed the public hearing.

ACTION: Mr. Brasher moved to approve the Joint Powers Agreement and the Committee Bylaws. Councilor Bingham-Kelly seconded the motion. The motion was approved unanimously with no objections.

5. LETTER OF SUPPORT – TRAIL OF THE ANCIENTS BYWAY

Subject:	Letter of Support – Trail of the Ancients Byway
Prepared by:	Beth Escobar, AICP, Community Works Planning Manager
Date:	June 25, 2020

BACKGROUND

- The New Mexico Council of Governments and New Mexico Council of Governments and New Mexico Department of Transportation have requested a letter of support from the FMPO for the nomination for a National Scenic Byway designation for the portion of the Trail of the Ancients Byway within New Mexico. This designation would support the regional economy and facilitate the connection to the nationally designated Trail of the Ancients Byways in Utah and Colorado.
- At their May 20, 2020 meeting the Technical Committee considered recommending approval to the Policy Committee, but several questions were raised concerning this possible designation.
- Action on the item was tabled in May; item was re-considered on June 10 by the Technical Committee after their questions and concerns were addressed. They recommended their approval for the Policy Committee Chair to sign the proposed Letter of Support.

CURRENT WORK

- The Northwest New Mexico Council of Governments (NWNMCOG) provided answers to the questions raised at the Technical Committee meeting of May 20:
 - A revised copy of the map of the proposed portion of the byway designation is attached.
 - NM 57 is not included in the current State Byway, so is not eligible for inclusion in the nomination letter.
 - Does the designation impact existing conditions? It does not although could be a selling point for future improvement projects in the STIP.
 - Will existing billboards be required to be removed and/or future billboards prohibited? Existing and future billboards will follow local land use ordinances and State and Federal regulations that exist at that time. NWNMCOG's current Corridor Management Plan defers decisions and any enforcement to the appropriate governmental body.
 - Are there any other impacts to be aware of? NWNMCOG said not to their knowledge.
 - Has the Navajo Nation been asked to support this designation? Yes.

ACTION ITEM

- Staff and the Technical Committee recommend that the Policy Committee consider approval for the Policy Committee Chair to sign the proposed Letter of Support.

DISCUSSION: Ms. Escobar reported that the proposed Letter of Support for the Trail of the Ancients Byway was reviewed and by the Technical Committee in May. They had some questions and concerns and tabled their discussion until those could be addressed. The Northwest New Mexico Council of Governments (NWNMCOG) provided responses to the questions raised by the Technical Committee and, at the June 10 Technical Committee, it was recommended that the Policy Committee consider authorizing the Policy Committee Chair to sign the proposed Letter of Support.

ACTION: Ms. Baird moved to authorize the Policy Committee Chair to sign the proposed Letter of Support for the Trail of the Ancients Byway. Mr. Brasher seconded the motion. The motion passed unanimously with no objections.

6. REPORTS FROM NMDOT

Paul Brasher – District 5

Mr. Brasher had no project updates.

Joseph Moriarty – Planning Bureau

Mr. Moriarty mentioned the recent reorganization in NMDOT’s Planning Bureau with the creation of a new Planning Division consisting of the Data Management Bureau, the Research Bureau and the Multi-Modal Planning & Programming Bureau. Mr. Moriarty will continue to serve as the FMPO Planning Liaison.

Mr. Moriarty thanked the FMPO Committees and staff for preparing, considering, and approving the UPWP and budget in a timely fashion.

With continuing health constraints, public workshops for NMDOT’s 2045 Plan will be held in a virtual webinar format. The workshops are scheduled for either the week of July 13 or July 20 and invitations will be sent out once the details of the workshops have been finalized. The website is <https://newmexico2045plan.com/>.

7. COMMITTEE MEMBER DISCUSSION ITEMS

Subject:	Committee Member Discussion Items
Date:	June 25, 2020

DISCUSSION ITEMS

There were no additional discussion items provided by Policy Committee members for inclusion in the Agenda.

8. INFORMATION ITEMS

Subject:	Information Items
Prepared by:	MPO Staff
Date:	June 25, 2020

INFORMATION ITEMS

- c. **Summary of the 2045 MTP Update.** Aaron Sussman of Bohannon Huston provided an update to the Technical Committee on June 10. Highlights of that presentation include:

- Distribution of two new draft chapters: Climate Change and Security & Emergency Planning;
- Next step is to develop the funding and financial considerations as well as finalizing the list of projects;
- Two virtual public outreach events upcoming:
 - 6/24/20 - 12-1 PM
<https://us02web.zoom.us/j/86556433709?pwd=M3luMG9yN1BuK1ZLQytlZkIQUWIFZz09>
 - 6/24/20 - 7-8 PM
<https://us02web.zoom.us/j/89846878634?pwd=SkNtUW5ldU50RnJnaDZvZzdvdIRiZz09>

- d. Quality Assurance Review (QAR) Results.** The final QAR checklist and report from Joe Moriarty with NMDOT are attached.
- e. FMPO Facebook Page.** Staff has revived the MPO Facebook page. Please watch for current updates and items of interest to the MPO area.
- f. City of Farmington’s Off Road Vehicle Trail Head Map.** The City of Farmington has prepared an Off Road Vehicle Trail Head Map (see attached). This map identifies access to BLM and federal lands from public and private roads within the municipal boundary.

The purpose of this map is twofold: to

- Support the City’s Outdoor Recreation Industry Initiative (ORII). This map provides access information to residents and tourists.
- Identify accesses that have become problematic to surrounding residences and eliminate them from any official, approved access.

DISCUSSION: Mr. Koeppel reported that Aaron Sussman, the consultant with Bohannon Huston provided an update on the 2045 MTP to the Technical Committee on June 10. Two additional chapters to the plan were presented on Climate Change, and Security and Emergency Planning. Additionally, two virtual public open houses were held on June 24. Public feedback was received specifically on increasing public transit and the updating of river trails throughout the region.

The annual Quality Assurance Review (QAR), which is the yearly review of an MPO and its operations over the past year, was held with Mr. Moriarty in April. His final checklist and report are attached on Pages 46-58 of the Agenda. The review went well overall with some items noted for follow-up.

Ms. Leys commented that Staff has recently reactivated their Facebook page and plans to continue to keep it updated. She encouraged Policy Committee members to share the page with their entities as well as others and to let Staff know of any items they would like to see shared on the page.

Ms. Escobar explained that the City of Farmington recently published the Off Road Vehicle Trail Head Map (Page 59 of the Agenda) to encourage visitation in the area and

to address comments/concerns raised by the community regarding unauthorized off-road vehicle access to wilderness and BLM areas. The map formalizes the access points for off-road vehicle use. It is anticipated that some discussion of off-road vehicles will be included in the FMPO's 2045 MTP.

Chair Sharer asked if the City has reached out to the all of the user groups, the people who actually use the trails, for their comments. Ms. Escobar said she did not believe that had been done, but would get it distributed to all and ask for feedback. Chair Sharer said he thought there were more access points than just those currently shown on the map and believed the user groups could provide additional information and detail on other trailheads being used.

9. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

Chair Sharer asked if, with the ongoing health safety concerns and required precautions, there might be consensus among the Policy Committee to hold their meetings at the MPO Office instead of rotating the meetings among the entities. He recommended that this be considered until the health situation stabilizes and activities normalize. The Policy Committee agreed and there was consensus. The next Policy Committee is on August 27 and it will be held at the MPO Office. At that meeting, the Committee will reassess resuming the rotation of meetings among the entities.

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

Mr. Brasher moved to adjourn the meeting. Councilor Bingham-Kelly seconded the motion. Chair Sharer adjourned the meeting at 10:57 a.m.

Sean Sharer, Policy Committee Chair

June Markle, Administrative Assistant