



4th Quarter FY2013 Newsletter April - June 2013

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) is a new federal program under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. TAP combines the former programs of Transportation Enhancements (TE), Safe Routes to Schools, and Scenic Byways.

The MPO is receiving a dedicated amount of Federal funding for this program. TAP requires a 14.56% local match and a certain minimum amount of funding must go to urban and rural areas as shown in the following table:

Population Area Target	FFY 2014	FFY 2015
Pop. 4,999 or less (Rural)	\$23,293	\$23,293
Pop. 5,000 to 200,000	\$106,999	\$106,999
Pop. 200,001+	\$0	\$0
Anywhere	\$211,322	\$211,322
Federal Total:	\$341,614	\$341,614
Local Match	\$58,215	\$58,215
TAP Total for FMPO	\$399,829	\$399,829

The MPO must use the project selection process guidelines created by NMDOT in collaboration with the state's MPOs and RPO to awarded TAP funding to local projects. Each MPO will determine its own internal scoring system and rank and prioritize its projects. Projects will receive points based on a criteria developed by NMDOT and the MPOs.

Based on Policy Committee discussion and consensus at the June 20 meeting, FMPO Staff will do the scoring of projects. The Technical Committee will review the scoring and make a recommendation for projects to be funded. The Policy Committee will make final approval of the selected projects.

All TAP project requirements must be submitted to NMDOT by October 1, 2013.

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MPO POLICY COMMITTEE ACTIONS

On April 23, the Policy Committee took the following actions:

- Adopted the FY2014-2019 Transportation Improvement Program (TIP) through PC Resolution 2013-1.
- Approved an amendment to the FY2013 UPWP to extend the UPWP and the budget from July 1 to September 30 so the annual work plan and budget match the federal fiscal year.
- Approved the revised Traffic Analysis Zones (TAZ) structure and boundaries.
- Approved the 2013 Weekend Traffic Count Location list.

On June 20, the Policy Committee took the following actions:

- Approved Amendment #6 to the FY2013-2018 TIP and Amendment #1 to the FY2014-2019 TIP and the Self-Certification for these Amendments. These Amendments revised six different projects.
- Adopted PC Resolution 2013-2, approving the Annual Self Certification document, finding that the FMPO meets the requirements for the transportation planning process.
- Approved the MPO Title VI Plan.
- Approved the FFY2014-2015 Unified Planning Work Program (UPWP) and FFY2014-2015 Budget.



WEEKEND TRAFFIC COUNTS

In January 2013, the MPO Policy Committee requested weekend traffic counts be taken to gauge the impact of traffic on the area given that the region is the retail and economic hub. The count data would allow for a comparison of weekday versus weekend traffic. The MPO, with feedback from the local entities and MPO Technical Committee members, developed a list of 32 locations that were counted the weekend of May 3-5, 2013.

Counts were taken at strategic locations: at the MPO endpoints (where vehicles leave or enter the MPO boundary area), at city limits, and along the East Main corridor. The actual results of the counts were lower than expected when compared to weekday counts, ranging between 3% and 19% less than weekday numbers.

In discussion of the counts with the MPO members, some possible contributing factors to the unexpected low numbers were suggested:

- Downturn in the economy
- Oil and gas industry layoffs and fewer company vehicles
- Carpooling
- Changing work hours/schedules to decrease commuting
- Shopping in town after the workday

The MPO plans to begin taking semi-annual weekend traffic counts in 2013 in addition to the annual weekday counts. Obtaining more data over the next few years will allow for additional observations and conclusions about the weekend traffic trends.

COMPLETE STREETS ADVISORY GROUP



The Complete Streets Advisory Group met on May 6 and June 5 to continue the development of Complete Streets values, goals, and vision. All of these will be used as the framework for developing Complete Streets guidelines for the region.

Values - Goals - Vision

At their May 6 meeting, the Advisory Group members worked in four small groups to come up with goals for each of the six values: Multi-Modal, Network Connectivity, Health, Safety, Economic Vitality, and Aesthetics.

The group then met collectively and reviewed each goal statement to determine if there was common language or similar statements from the small groups that could be merged together. MPO Staff noted the common themes among the statements and highlighted the important concepts presented within each of the goals. The Advisory Group asked MPO Staff to combine their goals statements into the MPO Draft Goals based on common language and themes.

At the June 5 meeting, the Advisory Group reviewed a side-by-side comparison table of the Advisory Group draft goals and the MPO draft goals. Further changes were made, including the addition of more goals for three of the six values. Using the revised MPO Draft Goals, the Advisory Group began to develop their vision statement. This vision statement will explain what this area wants to achieve through Complete Streets. With a presentation of vision statements developed by other communities to provide some ideas, several individual Advisory Group members drafted vision statements. The Group then took common verbiage and important concepts from each of these drafts and developed a final draft vision statement.

Formal action on the values, goals, and vision statement is expected to be taken at the Advisory Group meeting in July. They are expected to make a recommendation of approval to the Technical and Policy Committees. The MPO's Policy and Technical Committees are expected to take action on these items at their July and August meetings.

Land Use Context Areas and Road Types

The Advisory Group was introduced to the concept of land use context areas and road types at their June 5 meeting. Other entities that have Complete Streets programs utilize these 'overlays' as a mechanism for implementing Complete Streets guidelines. The context areas create overarching names and definitions for land uses based on development form, density, and neighborhood character. For example, a traditional neighborhood context area would refer to a residential community that has a grid road pattern, small block sizes, uniform setbacks, and a mix of commercial and retail.

The road types provide another overarching name and definition intended to better relate the road to its surrounding environment. For example, a principal arterial road classification is often intended for regional mobility, typically has several lanes, and a higher speed limit. These characteristics would apply to that classification through its entire length. However, if a principal arterial crosses through a city's downtown, it is likely the intention of the city to slow traffic down and make the road safer and more accessible for all users. By creating road type names and definitions, the road better adapts to the role of the street through a particular community.

Developing land use context areas and road types for this region will be the next step in the MPO Complete Streets process. These overlays will then be used for creating Complete Streets guidelines.

We are planning for tomorrow today!



800 Municipal Drive, Farmington, NM 87401

Don't let life discourage you; everyone who got where he is had to begin where he was.

Richard L. Evans



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