FARMINGTON METROPOLITAN PLANNING ORGANIZATION

Aztec • Bloomfield • Farmington • San Juan County

FEDERAL FISCAL YEAR 2014-2015
UNIFIED PLANNING WORK PROGRAM

October 1, 2013 through September 30, 2015

800 Municipal Dr.
Farmington, NM 87401
http://www.farmingtonmpo.org

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FARMINGTON MPO FFY2014-2015 UPWP

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MPO MEMBERSHIP AND STAFF

Farmington MPO Policy Committee

Sherri Sipe	City of Aztec	Commissioner
Pat Lucero	City of Bloomfield	Councilor
Dan Darnell	City of Farmington	Councilor
Gayla McCulloch	City of Farmington	Councilor
Scott Eckstein	San Juan County	Commissioner

Farmington MPO Technical Committee

Roshana Moojen	City of Aztec (Alternate)
Brad Ellsworth	City of Bloomfield
Cynthia Lopez	City of Farmington
Nica J. Westerling	City of Farmington
Dave Keck	San Juan County

Federal and State Representatives

Rodolfo Monge-Oviedo	Planning Management Leader	Federal Highway Administration
Brian Degani	MPO Liaison	New Mexico Department of Transportation (NMDOT)
Phil A. Gallegos, P.E.	District 5 Assistant District Engineer	NMDOT
David Quintana	Technical Support Engineer	NMDOT

Northwest Regional Planning Organization

Bob Kuipers	RPO Planner, Gallup office

MPO Staff

Mary L. Holton, AICP	MPO Officer
Joe Delmagori, AICP	MPO Planner
Duane Wakan	MPO Associate Planner
June Markle	MPO Administrative Aide

FEDERAL FISCAL YEAR 2014-2015

UNIFIED PLANNING WORK PROGRAM

EXECUTIVE SUMMARY

The Farmington Metropolitan Planning Organization (FMPO) is the designated Metropolitan Planning Organization (MPO) for the cities of Farmington, Aztec, and Bloomfield and San Juan County. It is the transportation planning forum that carries out federal laws related to coordinated, continuing, and comprehensive transportation planning. The Farmington Metropolitan Planning Organization must approve a unified program of transportation planning work that addresses the important transportation activities facing the MPO during the fiscal year to assure coordination of activities. Federal funding assistance for transportation planning comes primarily from Federal Highway Administration (FHWA) Planning (PL) and Federal Transit Administration (FTA) 5303 funding and required local matches. The FMPO channels federal and state funding to its entities for implementation of regional transportation facilities. The Farmington MPO works closely and in cooperation with its entities for developing long and short range transportation plans.

The FFY2014-2015 Unified Planning Work Program (UPWP) covers MPO activities from October 1, 2013 through September 30, 2014. This will be the first time the UPWP covers two years and is based on the federal fiscal year (October to September). Planning activities are completed within the context and framework of the requirements described in the federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) as well as the Livability Principles described by USDOT, HUD, and EPA.

The FFY2014-2015 UPWP document is available on the Farmington MPO's website (www.farmingtonmpo.org) and at the MPO office at 100 W. Broadway in Farmington. This document is approved by the MPO Policy Committee as well as by the Federal Highway Administration (FHWA) and New Mexico Department of Transportation (NMDOT). Comments and questions are welcome and can be provided to the FMPO during the year.

I. INTRODUCTION

With a 2000 census population of 53,294, the US Census Bureau officially designated the Farmington, New Mexico area as an Urbanized Area (UZA) on May 1, 2002. The UZA designation required that the area meet certain transportation planning requirements mandated under the Transportation Equity Act for the 21st Century (TEA-21), and continued under the Safe, Accountable, Flexible and Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century (MAP-21). In March 2012, it was determined that the 2010 census population for the Farmington Urbanized Area was 53,049.

The MPO was created under a Joint Powers Agreement (JPA) among the City of Farmington, the City of Aztec, the City of Bloomfield, and the County of San Juan. The JPA was executed on April 22, 2003 and was renewed in 2006, 2009 and 2012. It is in effect through September 30, 2015. On April 25, 2003, the Farmington MPO was officially recognized as an MPO by the Governor of the State of New Mexico, acting through the Secretary of the New Mexico State Highway and Transportation Department. A Memorandum of Agreement (MOA) between the Farmington MPO and the New Mexico Department of Transportation was renewed on January 1, 2011. In March 2012, the FMPO was estimated to have a population of 96,925 based on 2010 US Census figures for the three cities and estimates for San Juan County developed by the FMPO.

The Farmington MPO boundary is shown as Figure 1 in Appendix A at the end of the document.

The MPO is required by MAP-21 (23 CFR 450.334) to complete the self-certification process annually. Self-certification confirms that the MPO is addressing the transportation planning process and major issues within the metropolitan area. The self-certification document is found below.

MPO ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the New Mexico Department of Transportation, and the Farmington Metropolitan Planning Organization for the Farmington, Aztec, and Bloomfield and the urbanized area of San Juan County hereby certify 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:

I. 23 U.S.C. 134
II. Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State of New Mexico under 23 U.S.C. 324 and 29 U.S.C. 794;
III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity and Section 324 of 23 U.S.C., prohibiting discrimination based on gender;
IV. Section 1201 of Moving Ahead for Progress in the 21st Century (MAP-21) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (sec. 105(f), Public Law 97-424, 96 Stat. 2100; 49 CFR part 26);
V. Americans with Disabilities Act and US DOT regulations governing transportation for people with disabilities (49 CFR parts 27, 37, & 38; Section 504 of the Rehabilitation Act of 1973);
VI. "Anti-lobbying" provisions as described in 49 CFR part 20.

_____	_____
Pat Lucero	Tom Church
Farmington MPO	New Mexico Department of Transportation
Policy Committee Vice-Chair	Interim Cabinet Secretary
_____	_____
Date	Date

PURPOSE

The purpose of the Unified Planning Work Program (UPWP) is to outline near-term transportation planning activities by the FMPO within a financially constrained budget. MPO planning activities are funded through Federal Highway Administration Planning (PL) funds, Federal Transit Administration 5303 funds, and a required local match. PL funding is calculated based on population figures for each MPO in New Mexico and an equity factor for the small MPOs (Farmington, Santa Fe, and Las Cruces). All planning activities discussed in this work plan are to be conducted within the Metropolitan Planning Area for the federal fiscal year FFY2014-2015, covering the period of October 1, 2013 through September 30, 2015.

MPO COMPOSITION

The Farmington MPO is composed of the Cities of Aztec, Bloomfield and Farmington, and San Juan County. As a multi-jurisdictional entity, the MPO coordinates the planning for the Urbanized Area's transportation system and improvements. Traffic and transportation system problems often cross jurisdictional boundaries; therefore, the need exists for intergovernmental cooperation in the process.

MPO activities and work products are cooperative efforts among the entities, the local transit provider (Red Apple Transit), the New Mexico Department of Transportation (NMDOT), and other stakeholders.

The Joint Powers Agreement (JPA) among the local entities outlines the organizational structure for the MPO under which the transportation planning process will be pursued, as follows:

Policy Committee

The Policy Committee (PC) representation consists of five elected officials from the four participating local governments. The Joint Powers Agreement states that two members will be appointed by the City of Farmington and one member will be each appointed from Aztec, Bloomfield, and San Juan County. Non-voting Policy Committee members from the FHWA and NMDOT may be appointed to the committee at the discretion of the Policy Committee. To establish policies governing the metropolitan transportation planning process, the primary duties of the Policy Committee are to:

(1) Serve as a forum for cooperative decision making on transportation related matters;
(2) Provide general policy guidance and direction to the MPO Staff and Technical Committee;
(3) Review and take actions as the main decision-making body of the Metropolitan Planning Organization;
(4) Receive and act upon recommendations made by the MPO Staff and Technical Committee;
(5) Receive and consider public input; and,
(6) Determine jurisdictional boundaries of the planning area.

Technical Committee

The five-member Technical Committee (TC) serves in an advisory capacity to the Policy Committee, with voting representation from the City of Aztec, City of Bloomfield, City of Farmington, and San Juan County. The Joint Powers Agreement states that two members will be selected by the City of Farmington and one member will be selected from Aztec, Bloomfield, and San Juan County. The Policy Committee may appoint additional voting and non-voting members to the Technical Committee. The main functions of the Technical Committee include, but are not limited to:

(1) Carrying out the instructions of the Policy Committee,
(2) Providing routine guidance and technical analysis on transportation issues and projects,
(3) Recommending revisions to the intergovernmental agreement,
(4) Working with staff to develop, organize, and review the Transportation Improvement Plan (TIP) and the UPWP and recommend appropriate revisions to these documents as needed,
(5) Periodically reviewing the Urban Area Boundary and Metropolitan Planning Area and making recommendations for revisions,
(6) Reviewing and recommending amendments/updates to the MPO Metropolitan Transportation Plan.

MPO Staff: City of Farmington

The City of Farmington has been designated as the administrative and fiscal agent of the MPO and is responsible for the operational functions of the agency. MPO requirements are outlined within 23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A resulting from MAP-21. The MPO is responsible, together with the State and in cooperation with the local transit provider, for carrying out transportation planning in the urbanized area.

The FMPO is staffed by an MPO Planner, an MPO Associate Planner, and an Administrative Aide. The MPO Officer provides general oversight to staff. Primary duties of the MPO staff include, but are not limited to:

(1) Developing a long-range, financially constrained transportation plan at least every five years,
(2) Developing and publishing a UPWP which contains all urban transportation planning activities for each annual work period,
(3) Developing and updating a Transportation Improvement Program (TIP) for the MPO area,
(4) Programming the administration of transportation planning and multi-modal planning funds, and contracting administration for these and other funds as necessary, and,
(5) Implementing the long-range transportation plan by means identified activities, actions, and policies.

The MPO Officer is an employee of the City of Farmington and is vested with the responsibility of serving as principal staff person for the Policy and Technical Committees. The MPO Officer provides oversight of the transportation planning process.

Planning Coordinators

NMDOT Planning and NMDOT District 5 each assign a liaison to work with the MPO and local governments. Planning provides guidance on MPO operations and District 5 provides technical assistance on the TIP/STIP and federally funded projects in this area. Primary duties of the Planning Coordinators are to:

(1) Serve as a liaison with committees and MPO staff,
(2) Provide technical assistance for the development and implementation of the TIP,
(3) Monitor work progress of the MPO staff, and,

(4) Assist in program management through the maintenance of current records of expenditures, the reimbursement of funds, the relaying of information, and the channeling of direction from FHWA, FTA, and NMDOT.

Regional Planning Organization

The Northwest Regional Planning Organization is the transportation planning organization for McKinley County, Cibola County, and the rural areas of San Juan County. The RPO membership includes staff from cities in these counties, the three counties, Navajo Nation, and local pueblos. The RPO and MPO have direct communication and have a working relationship for coordinating transportation planning activities. The two organizations share resources, attend each other's meetings, and seek ways to develop partnerships on projects that impact both the RPO and MPO.

FUNDING SOURCES

The program areas in the FFY2014-2015 Unified Planning Work Program are funded from federal and local sources. Local funds from the four member entities of the Farmington MPO provide the match for federal funds. Federal funds are provided through the Federal Highway Administration (FHWA) for basic surface transportation planning, and the Federal Transit Administration (FTA) for public transportation related planning activities.

The budget tables at the end of this report indicate the specific funding sources for each of the UPWP program areas. The funds shown may be amended as necessary to reflect modifications to a program's scope of work and changes in funding availability.

FY2013 UPWP ACCOMPLISHMENTS

The FFY2014-2015 UPWP builds on the work completed through FY2013 (July 1, 2012 through June 30, 2013 plus the three month extension to September 30). Some of the major accomplishments in FY2013 were:

- Comprehensive data collection activities were completed by the MPO to better understand passenger travel characteristics and for assessing the routes.
- The Intelligent Transportation Systems (ITS) Architecture was approved for the MPO.

- An advisory group was established to assist with development of a vision, goals, and values for Complete Streets.
- An amendment to the FMPO Major Thoroughfare Plan was approved in August 2012.
- The update to the Joint Powers Agreement was approved in August 2012.
- The update to the Committee Bylaws was approved in September 2012.
- The FHWA completed a comprehensive review of the MPO and its planning processes in September 2012.
- Annual traffic counts were taken in October of 2012; weekend traffic counts were taken in May 2013.
- The FY2012 Annual List of Federally-Obligated Projects was completed.
- The FY2014-2019 TIP was adopted in April 2013.
- Student arrival counts were completed at schools participating in the Safe Routes to School program.
- MPO website was updated as needed.
- Quarterly newsletters were distributed.
- Quarterly and annual reports were completed.

MAP-21

Planning Factors

Moving Ahead for Progress in the 21st Century (MAP-21), which was signed into law on July 6, 2012, continues the planning factors identified by the transportation bill SAFETEA-LU. The planning factors are:

1. Support the *economic vitality* of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the *safety* of the transportation system for motorized and non-motorized users;
3. Increase the *security* of the transportation system for motorized and non-motorized users;
4. Increase the *accessibility and mobility* options available of people and for freight;
5. Protect and enhance the *environment*, promote *energy conservation*, improve *quality of life*, and *promote consistency* between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the *integration and connectivity* of the transportation system, across and between modes, for people and freight;
7. Promote *efficient system* management and operation; and
8. Emphasize the *preservation* of the existing transportation system.

Livability Principles

In 2009, the US Department of Transportation (USDOT), Housing and Urban Development (HUD), and the Environmental Protection Agency (EPA) created an interagency partnership to help improve access to affordable housing, to provide more transportation options, and to lower transportation costs while protecting the environment in communities nationwide. This partnership has developed six livability principles as a way to coordinate federal transportation, environmental protection, and housing investments:

1. Providing more transportation choices;
2. Expanding access to affordable housing, particularly housing located close to transit;
3. Enhancing economic competitiveness, giving people access to jobs, education, and services as well as giving businesses access to markets;
4. Targeting federal funds toward existing communities to spur revitalization and protect rural landscapes;
5. Increasing collaboration among federal, state, and local governments to better target investments and improve accountability; and
6. Valuing the unique qualities of all communities whether urban, suburban, or rural.

UPWP FRAMEWORK

The major program areas and budget for the Unified Planning Work Program (UPWP) are presented in sections described as follows:

Program Support and Administration (41.11.00) – This is an outline of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, program support such as UPWP development, budget and financial management, annual and quarterly reports, general public participation, public information, and local assistance. This area also involves staffing the Policy and Technical Committees, including the coordination of meeting schedules and preparing agendas and minutes.

General Development and Comprehensive Planning (41.12.00) – This consists of the Metropolitan Transportation Plan (MTP), the long-range (25 year) plan for the MPO. Also included is regional policy and system planning, including the development and maintenance of related data collection and analysis systems such as land use, housing, human services, environmental and natural resources, open space, public facilities, and demographics, and the traffic count program.

Long Range Transportation Planning (41.13.00) – This iIs primarily long range project level planning that includes traffic modeling, travel forecasting, appropriate database development and maintenance, and GIS activities. It may also include corridor and sub-area studies.

Short Range Transportation Planning (41.14.00) – This includes system or project planning and analysis proposed in the next three to five years, transit planning, and appropriate data collection and maintenance.

Transportation Improvement Program (41.15.00) – This outlines the development and monitoring of the Transportation Improvement Program (TIP) throughout the year.

Budget Summary

A budget providing estimated costs for the MPO's activities, presented on a program basis and a summary of funding by source, follows the program area discussion. This summary is intended to be an attachment to the MOA between the New Mexico Department of Transportation (NMDOT) and the Farmington MPO.

II. PROGRAM SUPPORT AND ADMINISTRATION (41.11.00)

OBJECTIVE

These activities are necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, program support such as UPWP development, budget and financial management, annual and quarterly reports, and general citizen participation, public information, and local assistance.

PROPOSED PROGRAMS

ADMINISTRATION and OPERATION of MPO - During FFY2014-2015, the MPO Officer will undertake general administration and oversight of the MPO. The MPO Planner and his staff will develop a UPWP for FFY2016-2017. Staff will perform the functions and duties required to properly operate the MPO.

Representative Product:

- Administrative oversight and procedures
- Development of MPO products
- Departmental and staff meetings
- Filing and organizational activities
- Day-to-day MPO activities

Expected Staff Hours: 3000 hours

POLICY MANUAL/BYLAWS - The Policy Manual is a document that contains the bylaws and operating policy procedures of the MPO. It addresses such items as describing the process by which the MPO Policy Committee conducts business and adopts and revises the Transportation Plan. These and other policy procedures that may come before the MPO Policy Committee are contained in this manual, which is updated as needed. The bylaws and operating procedures were approved on September 20, 2012.

Representative Products:

- Renew the Committee Bylaws and Operating Procedures by September 30, 2015

Expected Staff Hours: 20 hours

UNIFIED PLANNING WORK PROGRAM - The UPWP is the yearly work program for the MPO. The document outlines all planning and administrative activities that will be undertaken by the MPO during the upcoming fiscal year. Amendments to the FFY2014-2015 UPWP will be approved as necessary.

Representative Product:

- Develop the FFY2016-2017 UPWP

Expected Staff Hours: 60 hours

FFY2015	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Develop UPWP						X	X	X	X			

ANNUAL and QUARTERLY REPORTS - A summary of UPWP activities of the Farmington MPO will be prepared quarterly and at the end of the Fiscal Year.

Representative Products:

- Quarterly Reports in January, April, July, and October
- Year End Report in October-November

Expected Staff Hours: 100 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Qtrly Reports	X			X			X			X		
Annual Report	X	X										
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Qtrly Reports	X			X			X			X		
Annual Report	X	X										

POLICY COMMITTEE (PC) MEETINGS - Regular meetings of the Policy Committee will be held to review and take action on various transportation issues in the urban area. Special meetings will be held as necessary. Agendas will be prepared for distribution to the members of the MPO and meeting minutes will be archived.

Expected Staff Hours: 500 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Policy Cmt Meetings		X		X		X	X		X		X	X
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Policy Cmt Meetings		X		X		X	X		X		X	X

TECHNICAL COMMITTEE (TC) MEETINGS - Regular monthly meetings will be held to make recommendations to the Policy Committee on transportation issues and discuss current activities within the MPO. Special meetings may be held as necessary. Agendas will be prepared for distribution to the members of the MPO and meeting minutes will be archived.

Expected Staff Hours: 700 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Tech Cmt Meetings	X	X	X	X	X	X	X	X	X	X	X	X
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Policy Cmt Meetings	X	X	X	X	X	X	X	X	X	X	X	X

BUDGET and FINANCIAL MANAGEMENT - A budget and appropriate financial reports and records will be prepared, maintained, and updated as needed by the MPO staff.

Representative Products:

- Budget Invoices to NMDOT
- Quarterly billings to the entities
- Budget documents
- Annual budget preparation for the UPWP
- Budget amendments as necessary

Expected Staff Hours: 200 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Budget Invoices	X			X			X			X		
Entity Billings	X			X			X			X		
Budget Preparation					X	X	X	X	X			
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Budget Invoices	X			X			X			X		
Entity Billings	X			X			X			X		
Budget Preparation					X	X	X	X	X			

MISCELLANEOUS ADMINISTRATION - A variety of miscellaneous tasks will be undertaken as needed and on a day-to-day basis to ensure continued operation of the MPO and coordination with other agencies. These will include but are not limited to MPO Annual Certification of the Planning Process (23 CFR 450.334 & 49 CFR 613.100) and adherence to the New Mexico Open Meetings Act.

Representative Products:

- Adopt Resolutions as necessary
- MPO Annual Certification
- Annual Listing of Federally Obligated Projects
- Data collection for transportation projects as necessary

Expected Staff Hours: 75 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
MPO Annual Certification									X			
Annual List-Projects	X	X	X									
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
MPO Annual Certification									X			
Annual List-Projects	X	X	X									

STAFF and PROFESSIONAL DEVELOPMENT - Staff will attend meetings designed to enhance technical/professional skills and to promote coordination among the Farmington MPO, surrounding regional planning organizations (RPOs), Navajo Nation and other tribal governments, and State and Federal Highway Administrations.

Representative Products:

- Statewide Trainings and Meetings (e.g. RPO, NMAPA, NHI Courses)
- MPO Quarterly Meetings
- Association of Metropolitan Planning Organizations (AMPO) Conference
- APA National Conference
- VISUM Training Course
- Webinars hosted by APA, ITE, and other transportation organizations

Expected Staff Hours: 1000 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
MPO Qtrly			X			X			X			X
APA/ NMAPA Conference	X						X					
AMPO Conference	X											
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
MPO Qtrly			X			X			X			X
APA/ NMAPA Conference	X						X					
AMPO Conference	X											

PUBLIC PARTICIPATION - The Farmington MPO will actively involve the public in all relevant projects, activities, and public meetings pursuant to the New Mexico Open Meetings Act and in accordance with the adopted MPO Public Participation Plan.

- Maintain a Master MPO Mailing and Contact List that is updated semi-annually
- Distribute a quarterly MPO Newsletter
- Advertise public notices for meetings and public comment periods
- Update the MPO website (www.farmingtonmpo.org) as needed
- Engage the public throughout the Metropolitan Transportation Plan (MTP) update

- Consult with interested stakeholders and advisors shown in the Public Participation Plan (PPP) when developing MPO policies, plans, and documents
- Investigate the use of social media as means of participating with the public
- Distribute Public Service Announcements (PSAs)
- Develop and implement pro-active strategies when soliciting public comments and involvement

Representative Products:

- MPO Mailing and Contact Lists
- MPO Quarterly Newsletter
- Adhere to the procedures outlined in the Public Participation Plan

Expected Staff Hours: 350 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
MPO Qtrly Newsletters	X			X			X			X		
MTP Public Meetings		X				X				X		
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
MPO Qtrly Newsletters	X			X			X			X		
MTP Public Meetings	X			X		X	X					

JOINT POWERS AGREEMENT – The JPA among the local entities of the MPO expires in September 2015. Work will begin in May 2015 and conclude in September to review the current agreement and to determine any necessary changes.

Representative Product:

- Renew the JPA for another three year period by September 30, 2015

Expected Staff Hours: 30 Hours

FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
JPA Renewal								X	X	X	X	X

ESTIMATED COSTS & STAFF HOURS FOR PROGRAM SUPPORT & ADMINISTRATION in FFY2014-2015

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Administration	$40,000	3000
Bylaws	$540	20
FY2016/FY2017 UPWP	$1,620	60
Annual/Quarterly Reports	$2,700	100
PC Meetings	$11,500	500
TC Meetings	$16,100	700
Budget Maintenance	$4,600	200
Misc Administration	$1,725	75
Professional Development	$33,000	1000
Public Paricipation	$9,450	350
Joint Powers Agreement	$810	30
41.11.00 SUBTOTAL	**$122,045**	**6035**

III. GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING (41.12.00)

OBJECTIVE

This program area consists of products, strategies, and policy development as described in the Metropolitan Transportation Plan (MTP), the long-range (25 year) plan for the MPO, which was adopted in April 2010. This program area includes regional policy and system planning, including the development and maintenance of related data collection and analysis systems. Other activities include the traffic counting program, Intelligent Transportation Systems (ITS), Title VI, and the Limited English Proficiency Plan.

PROPOSED PROGRAMS

METROPOLITAN TRANSPORTATION PLAN – The adopted MTP includes both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The FMPO adopted the Metropolitan Transportation Plan on April 15, 2010 and amended it on April 21, 2011. The MTP includes population and

employment projections, transportation priorities by mode, public participation activities, policies, strategies, actions, and a financial plan.

As required by the MAP-21 transportation bill, the MTP needs to be updated every five years. The MPO will target April 2015 for adoption of the new 2040 MTP. The purpose of the plan is to coordinate and facilitate the programming and budgeting for all transportation facilities and services through 2040 in accordance with Federal or State regulations. The plan includes programs and projects proposed by the MPO and the public transit operator within the MPO Boundary for which funding will likely become available. All of these programs and projects are considered financially constrained by reasonably anticipated funding.

Representative Products

- Review goals and objectives for the MPO
- Update population and employment data for existing and future conditions
- Identify, analyze, and prioritize future road, bicycle, and pedestrian projects
- Analyze current transit service and determine future route changes to meet the needs of the region
- Identify policies, actions, and other strategies for each travel mode
- Develop safety and security measures for all travel modes
- Develop a fiscally constrained financial plan that outlines reasonable revenue and cost estimates for proposed priorities
- Conduct comprehensive and pro-active public outreach throughout the MTP update process

Expected Staff Hours: 1200 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Population/ Employment	X	X	X									
Modal analysis			X	X	X	X	X	X	X	X	X	X
Safety								X	X	X	X	X
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Modal analysis	X	X										
Safety	X	X										
Policies/ Actions	X	X	X	X								

Financial Plan	X	X	X	X								
Final Document				X	X	X	X					

COMPLETE STREETS - Complete Streets is a process of planning, designing, and constructing roads that are safe and convenient for all modes of travel. Complete Streets incorporate facilities that serve all modes, making travel safe and more accessible. The MPO began developing its Complete Streets program in October 2012. It created an Advisory Group to assist with the development of Complete Streets design guidelines and policies. In FFY2013, the MPO identified key values and goals and developed a vision statement that altogether create an overall framework for the importance of Complete Streets.

Representative Products

- Define new land use context areas and road types for Complete Streets
- Develop design guidelines based on these context areas and road types and that are supportive of the vision, goals, and values established for Complete Streets
- Develop policies that outline where, when, and how Complete Streets will be implemented
- Develop a resolution to support Complete Streets initiatives

Expected Staff Hours: 400 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
LU Context/ Road Types	X	X										
Design Guidelines	X	X	X	X								
Polices			X	X	X	X						
CS Resolution					X	X	X					

TRAFFIC COUNT PROGRAM – The MPO is required to conduct traffic counts and provide the data to the New Mexico Department of Transportation (NMDOT) so that all traffic count locations are counted at least once within a three-year cycle. Approximately one-third of the overall traffic count locations are taken each year within the MPO boundary and any additional counts are taken as necessary to update traffic count locations within the MPO boundary. Traffic counts to support the traffic model

will be taken as needed. Traffic count data will also be entered into a Traffic Count Database System (TCDS) program and added into a ArcGIS online mapping program. These programs allow the public and all users to view count data collected by the MPO and its entities.

Representative Activities & Products:

- Count approximately 90 locations during the week on an annual basis
- Take weekend traffic counts at least once a year
- Summarize traffic count data
- Summarize speed and vehicle classification data
- Post traffic count data and maps on the MPO website
- Upload annual traffic count data into the Traffic Count Database System and ArcGIS online programs

Expected Staff Hours: 700 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Take Annual Traffic Counts	X	X										
Summarize/ Post Data			X	X								
Traffic Count Maps				X	X							
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Take Annual Traffic Counts	X	X										
Summarize/ Post Data			X	X								
Traffic Count Maps				X	X							

DATA COLLECTION AND MAINTENANCE – The MPO will gather, analyze, and maintain data and other information supporting the transportation planning process that includes, but is not limited to, maintaining demographic data, labor statistics, traffic counts, and transit data collection. Fundamental data from the 2010 decennial census and subsequent census data sets will be collected for various MPO geo-data bases and included in the transportation planning process.

Representative Activities & Products:

- Collect and maintain population and employment data from the Census and from state, local, and regional entities
- Evaluate, maintain, and update Transportation Analysis Zones and Transportation Analysis Districts
- Obtain monthly transit ridership data and collect origin-destination passenger data

Expected Staff Hours: 150 hours

DEVELOPMENT REVIEW and TRAFFIC FORECASTS – MPO staff will assist the member agencies with development reviews and traffic forecasts as requested. Forecasts requested by developers must be brought to the attention of the MPO through one of the entities. Furthermore, the MPO will not perform a Traffic Impact Analysis (TIA) for developers. Developers, through the entities, may obtain information that the MPO has already compiled or collected. In terms of traffic forecasting, the MPO's role, in cooperation with the entities, will be determined on an individual basis for each project. Staff will also receive copies of final plat approvals for developments. Keeping a record of land use developments will assist MPO efforts when updating the socioeconomic data for the traffic model.

INTELLIGENT TRANSPORTATION SYSTEMS – ITS uses integrated systems to improve transportation safety, mobility, and traveler knowledge through the use of information signs and other innovative communication technologies. The MPO adopted a regional intelligent transportation systems (ITS) architecture on September 20, 2012. The FMPO ITS architecture determines ITS projects to be implemented and defines roles and responsibilities for the various ITS stakeholders.

Representative Activities & Products:

- Work with the entities, NMDOT, and Red Apple Transit to identify ITS projects
- Create an ITS maintenance plan for the MPO
- Review and update the ITS Architecture

Expected Staff Hours: 50 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
ITS Maint. Plan								X	X	X	X	X
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
ITS Architecture Update									X	X	X	X

ACCESS MANAGEMENT PLAN - The MPO adopted its Access Management Plan on January 8, 2009 to establish policies and standards that can be used by the entities in order to maintain capacity of the area roadways, promote safety, reduce conflict points, and ensure roads function the way they are intended. The MPO will work on updating the plan in conjunction with the Complete Streets process.

Representative Products

- Review and update access management policies and standards
- Incorporate Complete Streets guidelines into plan development
- Approve the update to the Access Management Plan

Expected Staff Hours: 150 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
AMP Policies & Standards		X	X	X	X							
AMP approval						X	X					

TITLE VI PLAN – Title VI states that no person shall, on the grounds 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. To comply with Title VI, the MPO developed and approved a Title VI Plan on June 20, 2013.

Representative Activities & Products:

- Adhere to the Title VI Plan during development of MPO plans and public involvement activities
- Collect demographic data on low income and minority populations
- Analyze the benefits and impacts of transportation projects to low income and minority populations during TIP project selection and the MTP update
- Create and/or obtain demographic profile maps for the MPO
- Create maps highlighting socio-economic groups and their geographical relationship to jobs, housing, and transportation options for all modes

Expected Staff Hours: 50 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Collect Title VI data				X	X					X	X	
Title VI maps					X	X					X	X
Title VI-MTP Update							X	X	X	X	X	
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Collect Title VI data				X	X					X	X	

LIMITED ENGLISH PROFICIENCY PLAN – Differing treatment due to a person's inability to speak, read, write, or understand English is a type of national origin discrimination. A Limited English Proficiency (LEP) Plan addresses how an entity receiving federal funds will identify the steps to provide assistance to these individuals so they can be involved in the transportation planning process. The LEP plan is referenced in the MPO Title VI Plan and the MPO will work to develop its own LEP plan in FFY2014.

Representative Activities & Products:

- Use the Four-Factor LEP Analysis process as the basis for the LEP plan
- Identify ways that the MPO can assist the LEP population
- Identify LEP training for MPO staff
- Monitor and evaluate the MPO's interaction with the LEP population

Expected Staff Hours: 75 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Four-Factor Analysis		X	X	X	X							
LEP Plan approval						X	X					
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Evaluate LEP Plan				X	X							

ESTIMATED COSTS & STAFF HOURS FOR GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING in FFY2014-2015

Task	Estimated Cost	Expected Staff Hours
MTP Update	$30,000	1200
Complete Streets	$9,200	400
Traffic Count Program	$25,000	700
Data Collection	$4,500	150
ITS	$1,350	50
Access Management Plan	$4,050	150
Title VI	$1,500	50
LEP Plan	$2,300	75
41.12.00 Subtotal	$77,900	2675

IV. LONG RANGE TRANSPORTATION PLANNING (41.13.00)

OBJECTIVE

Conduct long-range project level planning including traffic modeling, travel forecasting, appropriate database development and maintenance, system analysis and plan development.

PROPOSED PROGRAMS

TRAFFIC DEMAND MODEL – The MPO currently uses the VISUM traffic model program. It is a Daily model with AM/PM Peak Hour components that is used to analyze traffic patterns and conduct planning studies as needed in the MPO. General model maintenance and updates to the road network will be performed and documented. In late FFY2013, staff hired a consultant for the calibration/validation process for the model.

Representative Activities & Products:

- Perform traffic model runs as requested by the entities to support transportation studies
- Update the road inventory for all classified roads in the MPO

- Update the road network in the model
- Collect socioeconomic data to support traffic model activities semi-annually
- Complete the model's calibration/validation process to update the base and forecast years using 2010 Census data
- Use the model to evaluate and analyze the impacts of proposed road projects during the MTP update

Expected Staff Hours: 600 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Calibration/ Validation Process	X	X										
MTP road analysis						X	X	X	X	X	X	X
Socio-economic data collection				X	X					X	X	
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
MTP road analysis	X	X										
Socio-economic data collection				X						X	X	

GIS ACTIVITIES – Staff will continue to work to collect data for GIS activities to support the traffic demand model as well as for MPO mapping capabilities. MPO staff will revise GIS maps and files as necessary based on current planning activities. The MPO will continue to work with the GIS departments of each entity to create maps and share data.

Representative Activities & Products:

- Collect GIS data with assistance from the MPO members
- Use GIS to assist with mapping and public presentation of transportation plans and studies
- Use GIS to create traffic count maps
- Use GIS to assist with other activities described in the annual work program
- Attend GIS training courses

Expected Staff Hours: 400 hours

FUNCTIONAL CLASSIFICATION SYSTEM – MPO staff, in cooperation with the entities and NMDOT, will include proposed functional classification changes as part of the MTP update. All proposed classification changes will be consistent with the statewide functional classification listing.

Representative Activities & Products:

- Review classification change requests with NMDOT
- Work with NMDOT to finalize reclassification changes based on the adopted MPO Major Thoroughfare Plan

Expected Staff Hours: 50 hours

FFY2014	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Functional Class Update	X	X	X	X	X	X						

US 64 FINAL DESIGN – Consultant teams working for NMDOT will develop final construction plans for the widening of US 64 to six lanes between Farmington and Bloomfield. MPO staff will attend team design meetings and provide input into the final design process as needed for upcoming phases of the project.

Expected Staff Hours: 25 hours

CORRIDOR and SUB-AREA STUDIES

The MPO may be requested to assist an entity or NMDOT with a corridor or sub-area study. The MPO will utilize the regional traffic model, traffic count data, and GIS mapping for these studies. In addition, the MTP update process might identify new corridors that would provide relief to existing regional roads. Possible corridor studies include the Highline Road Study/NM 516 Alternatives Study, which is a potential new east-west route that would provide relief to NM 516 and to serve the growing population in Crouch Mesa. It is identified as a top priority for the MPO.

Representative Activities & Products:

- Model the impact of this new road on existing regional corridors (NM 516, US 550, and US 64)
- Determine a preferred alignment that will best serve the cities and county
- Assist a local entity or NMDOT with other identified corridor studies.

Expected Staff Hours: 75 hours

AIR QUALITY AND OZONE STANDARDS – Data from the New Mexico Environmental Department has shown that stations in San Juan County are near the threshold for ozone non-attainment. Possible reductions in the ozone standards could put the MPO into non-attainment. The MPO will stay informed on possible changes to the ozone standards and their impact on transportation planning.

Representative Activities & Products:

- Keep in contact with NMED regarding any new ozone information
- Develop policies for air quality mitigation into the MTP update
- Attend NMED public meetings

Expected Staff Hours: 50 hours

ESTIMATED COSTS & STAFF HOURS FOR LONG RANGE TRANSPORTATION PLANNING in FFY2014-2015

Task	Estimated Cost	Expected Staff Hours
Traffic Model	$27,000	600
GIS	$11,000	400
Functional Classification	$1,500	50
US 64 Final Design	$700	25
Corridor Studies	$50,000	75
Air Quality	$1,500	50
41.13.00 Subtotal	$91,700	1200

V. SHORT RANGE TRANSPORTATION PLANNING (41.14.00)

OBJECTIVE

Short range transportation planning includes system or project planning and analysis covering the next three to five years.

PROPOSED PROGRAMS

TRANSIT PROGRAMS – MPO staff will work with Red Apple Transit and other public transportation providers such as Navajo Transit and First Transit regarding projects and program modifications. The new Red Apple Transit route system went into effect in February 2012 and includes a combination of line and loop routes and had more bus stops along these routes. The MPO intends to take a series of data collection activities at least one time a year.

Representative Product:

- Hire interns for data collection activities
- Collect ridership data by bus stop and by tracking passenger origin and destinations
- Hand out on-board transit surveys to better understand travel patterns and ridership characteristics
- Take ridership counts at bus stops and track passenger transfers
- Analyze the passenger data and survey results
- Assist Red Apple staff in evaluating the effectiveness of the routes

Expected Staff Hours: 1000 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Data Collection and Surveys	X							X	X	X	X	X
Transit Data Analysis	X	X									X	X
MTP transit analysis					X	X	X	X	X	X	X	X
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
Data Collection and Surveys	X							X	X	X	X	X
Transit Data Analysis	X	X									X	X

MTP transit analysis	X	X	X	X								

SAFE ROUTES TO SCHOOLS – The MPO will continue to support SRTS initiatives through the City of Farmington and assist the Safe Routes to School Coordinator.

Representative Activities & Products:

- Coordinate with the SRTS Coordinator who will provide direction for the MPO and the schools
- Take student arrival counts in the fall and spring to track vehicle drop-offs, bus drop-offs, and students walking and biking
- Evaluate walking conditions at participating schools
- Create and use evaluation criteria to identify schools and neighborhoods as potential SRTS candidates
- Attend monthly SRTS Committee meetings

Expected Staff Hours: 300 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
SRTS Counts and Activities	X	X					X	X				X
SRTS Meetings	X	X	X	X	X	X	X	X	X	X	X	X
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
SRTS Counts and Activities	X	X					X	X				X
SRTS Meetings	X	X	X	X	X	X	X	X	X	X	X	X

NMDOT PLANNING PRODUCTS – The New Mexico Department of Transportation will be working on various planning documents in order to meet its federal requirements. The MPO will assist NMDOT in these efforts.

Representative Activities and Products:

- Provide NMDOT with regional data for the update to the State Long Range Plan
- Assist NMDOT with its long range plan update by participating in its Cooperative Working Group
- Assist with reviewing and updating the statewide functional classification databases

- Assist with the update to the State Public Participation Plan
- Assist NMDOT with development of UPWP policies, procedures, and fund-tracking mechanisms
- Assist NMDOT with an evaluation of the Transportation Alternatives Program

Expected Staff Hours: 125 hours

FFY2014	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
State LRP		X	X			X	X			X	X	
State Funct. Class	X	X	X	X	X	X						
UPWP procedures	X	X	X	X								
FFY2015	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sept**
State LRP		X	X			X	X					

ESTIMATED COST & STAFF HOURS FOR
SHORT RANGE TRANSPORTATION PLANNING in FFY2014-2015

Task	**Estimated Cost**	**Expected Staff Hours**
Transit	$38,000	1000
Safe Routes to School	$7,500	300
NMDOT Planning	$3,500	125
41.14.00 Subtotal	$49,000	1425

VI. TRANSPORTATION IMPROVEMENT PROGRAM (41.15.00)

OBJECTIVE
Develop and monitor the Transportation Improvement Program (TIP) throughout the year and amend it as needed.

PROPOSED PROGRAMS

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – The MPO is required to develop and monitor a Transportation Improvement Program that is a fiscally-

constrained, multi-year, multi-modal program of transportation projects that are consistent with the Metropolitan Transportation Plan. The MPO solicits roadway, bike, pedestrian, transit, and other types of transportation projects for inclusion into the TIP.

The MPO is currently working with a TIP that covers FFY2014 to FFY2019 that is fiscally constrained and complies with the requirements stated in MAP-21 and the Public Participation Plan. The MPO will update the TIP every two years in conjunction with the STIP update. Amendments to the TIP will be done as needed throughout the year.

Representative Activities & Products

- Update to the TIP in conjunction with the STIP
- Coordination with the entities for collecting project information
- Review local Capital Improvement Program (CIP) information to assist with TIP project development
- Develop TIP priority lists by funding source
- Adoption of TIP
- Post TIP for public viewing
- TIP amendments and adjustments as necessary
- Public Comment periods (for TIP update and amendments)

Expected Staff Hours: 200 hours

FFY2015	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
TIP Update Process			X	X	X	X	X					
Adopt TIP							X					

ESTIMATED COSTS & STAFF HOURS FOR THE TRANSPORTATION IMPROVEMENT PROGRAM in FFY2014-2015

Task	Estimated Cost	Expected Staff Hours
Transit	$8,000	200
41.15.00 Subtotal	$8,000	200

VII. BUDGET SUMMARY

Table 1 – FFY2014-2015 MPO Budget by Fund Source, shows the MPO budget for FFY2014 based on PL carryover and final PL and 5303 Work Authorizations provided by NMDOT. The MPO Policy Committee approved the amendment budget on January 16, 2014.

In July 2013, one PL Work Authorization provided the MPO with $196,487 in federal PL. In December 2013, the MPO received an additional PL Work Authorization for a federal amount of $170,013. In that month, FY2013 federal carryover (as of October 2013) in the amount of $71,863.82 was also approved by NMDOT. In July 2013, the MPO received a FTA 5303 Work Authorization with a federal amount of $51,175.87.

The New Mexico obligation limitation rate for FFY2014 is 94.6%. For this timeframe, the MPO is receiving $513,066.27 in total FHWA PL funds, with $438,363.82 in federal PL and $74,702.45 in required local match. For FTA 5303, the federal total is $51,175.87 in federal and $12,793.97 in required local match for a total of $63,969.84.

The grand MPO budget for FFY2014 is $577,036.11. Of this amount, the federal share will be $489,539.69 and the required local share will be $87,496.42.

For FFY2015, the MPO will use a budget consistent with FFY2014. The budget will be amended accordingly when final figures are established.

Table 1 – FFY2014-2015 MPO Budget by Fund Source (approved January 2014)

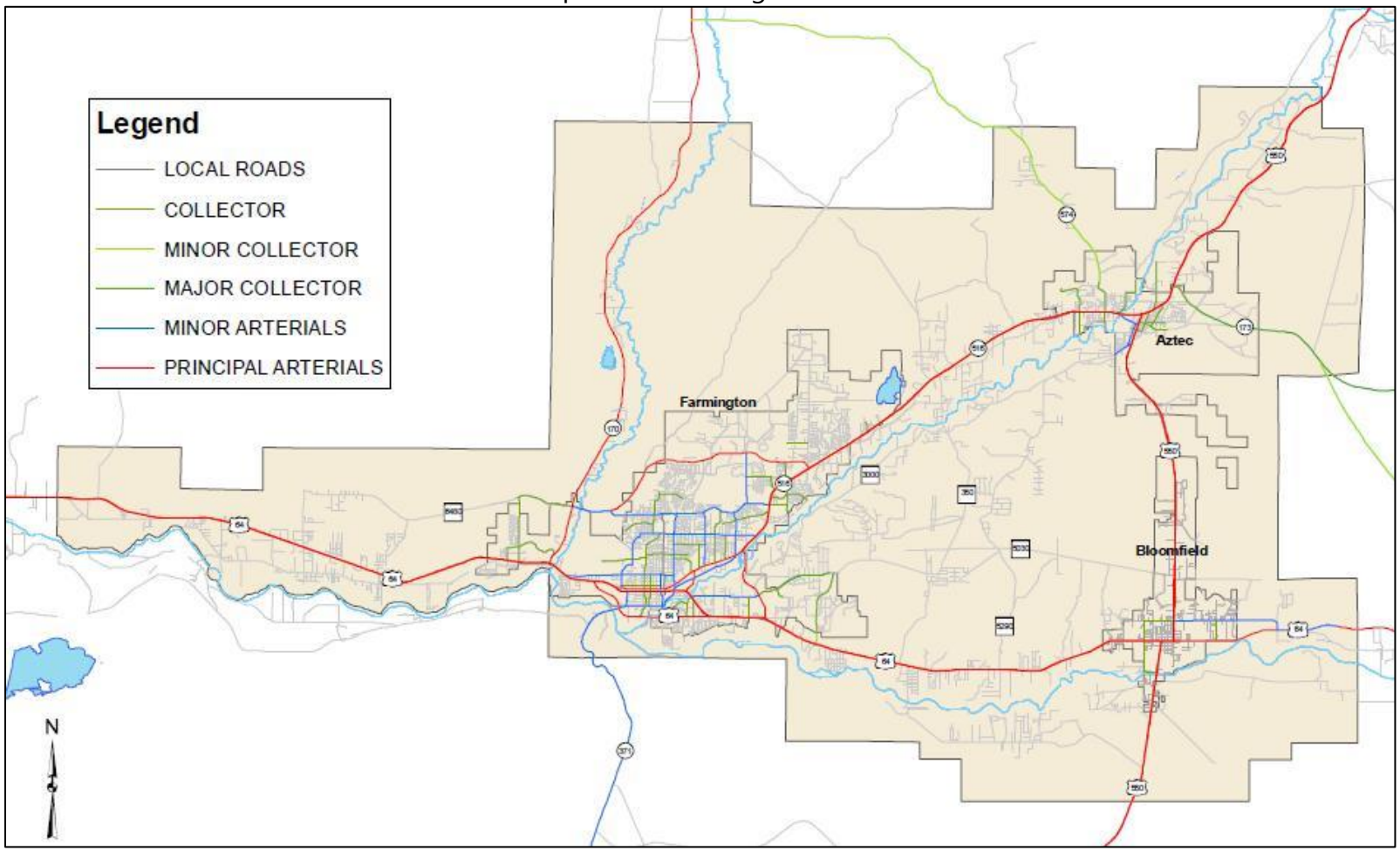
Fund Source	FY2014 Est. Budget (June 2013)	FFY2013 Authorized Amts (Jul 2013)	FFY2014 Authorized Amt (Jul 2013)	FY2013 Carryover (Oct 2013)	FFY2014 Authorized Amt (Dec 2013)	FFY2014 Final Budget (Dec 2013)
FHWA PL - Federal Share	$ 196,487.00	$ 196,487.00		$ 71,863.82	$ 170,013.00	$ 438,363.82
FHWA PL Required Match	$ 33,483.74	$ 33,483.74		$ 12,246.46	$ 28,972.25	$ 74,702.45
FHWA PL Total	$ 229,970.74	$ 229,970.74		$ 84,110.28	$ 198,985.25	$ 513,066.27
FHWA PL Traffic Counts - Federal						
FHWA PL Required Match						
FHWA PL Traffic Counts Total						
FTA 5303 - Federal Share	$ 36,000.00		$ 51,175.87			$ 51,175.87
FTA 5303 Required Match	$ 9,000.00		$ 12,793.97			$ 12,793.97
FTA 5303 Total	$ 45,000.00		$ 63,969.84			$ 63,969.84
Federal Share of MPO Budget	$ 232,487.00					$ 489,539.69
Local Required Match	$ 42,483.74					$ 87,496.42
Additional Local Funding Total	$ 51,827.26					$ 0.00
MPO Grand Budget	**$ 326,798.00**					**$ 577,036.11**

Maximum Total Local Contribution (Required Match & Additional Local)	$ 94,311.00					$ 87,496.42
Maximum Aztec Share (10%)	$ 9,431.10					$ 8,749.64
Maximum Bloomfield Share (10%)	$ 9,431.10					$ 8,749.64
Maximum Farmington Share (60%)	$ 56,586.60					$ 52,497.85
Maximum SJ County Share (20%)	$ 18,862.20					$ 17,499.28

Note: FFY2015 budget figures will be amended to the budget when available

APPENDIX A

Map of the Farmington MPO



APPENDIX B

ACRONYM LIST

ADT	Average Daily Traffic
AAWDT	Annual average weekday traffic
ADA	Americans with Disabilities Act of 1990
APA	American Planning Association
AMPO	Association of Metropolitan Planning Organizations
BLM	Bureau of Land Management
BPE	Bicycle, Pedestrian and Equestrian
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation & Air Quality
CTSP	Comprehensive Transportation Safety Plan
DEIS	Draft environmental impact statement
DOI	United States Department of the Interior
DOT	United States Department of Transportation
EA	Environmental assessment
EIS	Environmental impact statement
EJ	Environmental justice
EPA	United States Environmental Protection Agency
FEIS	Final environmental impact statement
FHWA	Federal Highway Administration
FMPO	Farmington Metropolitan Planning Organization
FONSI	Finding of no significant impact
FTA	Federal Transit Administration
FY	Fiscal year
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute program
JPA	Joint Powers Agreement
LOS	Level of service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MIS	Major investment study
MOA	Memorandum of agreement
MPO	Metropolitan planning organization

MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act of 1969
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NWNMCOG	Northwest New Mexico Council of Governments
NWRPO	Northwest Regional Planning Organization
PC	Policy Committee of the Farmington MPO
PPP	Public Participation Plan
PL	Planning funds provided through FHWA
ROD	Record of decision
RTD	Regional Transit District
RTIPR	Regional Transportation Improvement Plan Recommendations
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users
SRTS	Safe Routes to School
SIP	State implementation plan
SRTP	Short Range Transit Plan
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TC	Technical Committee of the Farmington MPO
TCDS	Traffic Count Database Software program
TOD	Transit-Oriented Development
TAZ	Transportation analysis zone
TPE	Transportation Enhancements
TIA	Traffic impact analysis
TIP	Transportation Improvement Program
TSM	Transportation System Management
Title VI	Title VI of the Civil Rights Act
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized area
V/C	Volume to capacity ratio
VHT	Vehicle hours traveled
VMT	Vehicle miles traveled