



FARMINGTON MPO SELF-CERTIFICATION STATEMENT **FFY2022-2027 TIP Amendment #4**

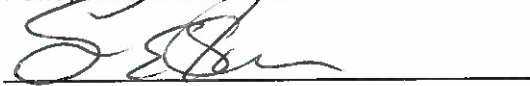
In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation, and the Farmington Metropolitan Planning Organization for the Cities of Aztec, Bloomfield, Farmington, Town of Kirtland, and the urbanized area of San Juan County hereby certify that the transportation planning process 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 #3 to the FFY2022 – 2027 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 #2 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

May 26, 2022