

1 | Introduction

The Metropolitan Transportation Plan (MTP), adopted by the Farmington Metropolitan Planning Organization (MPO), is the long-range transportation plan for the urbanized region that includes the cities of Aztec, Bloomfield, and Farmington and the surrounding urbanized area of San Juan County. The Plan identifies future transportation investments, policies, goals, and strategies for all modes of transportation. Through the projections of where people will live and work, the Plan strives to achieve a balance among all modes of travel, such as vehicular traffic, public transit, pedestrian and bicycle, aviation and freight. This balance must be responsive to demand, and strive to serve unmet needs.

The Metropolitan Transportation Plan identifies specific services and projects for each mode of travel in order to create a transportation system that meets the transportation needs of the region through 2040. Similar to virtually every community across the nation, anticipated revenues are not sufficient to fund all of the transportation projects contemplated. Therefore, projects have been prioritized for implementation so that the Plan can respond to financial constraints required by law.

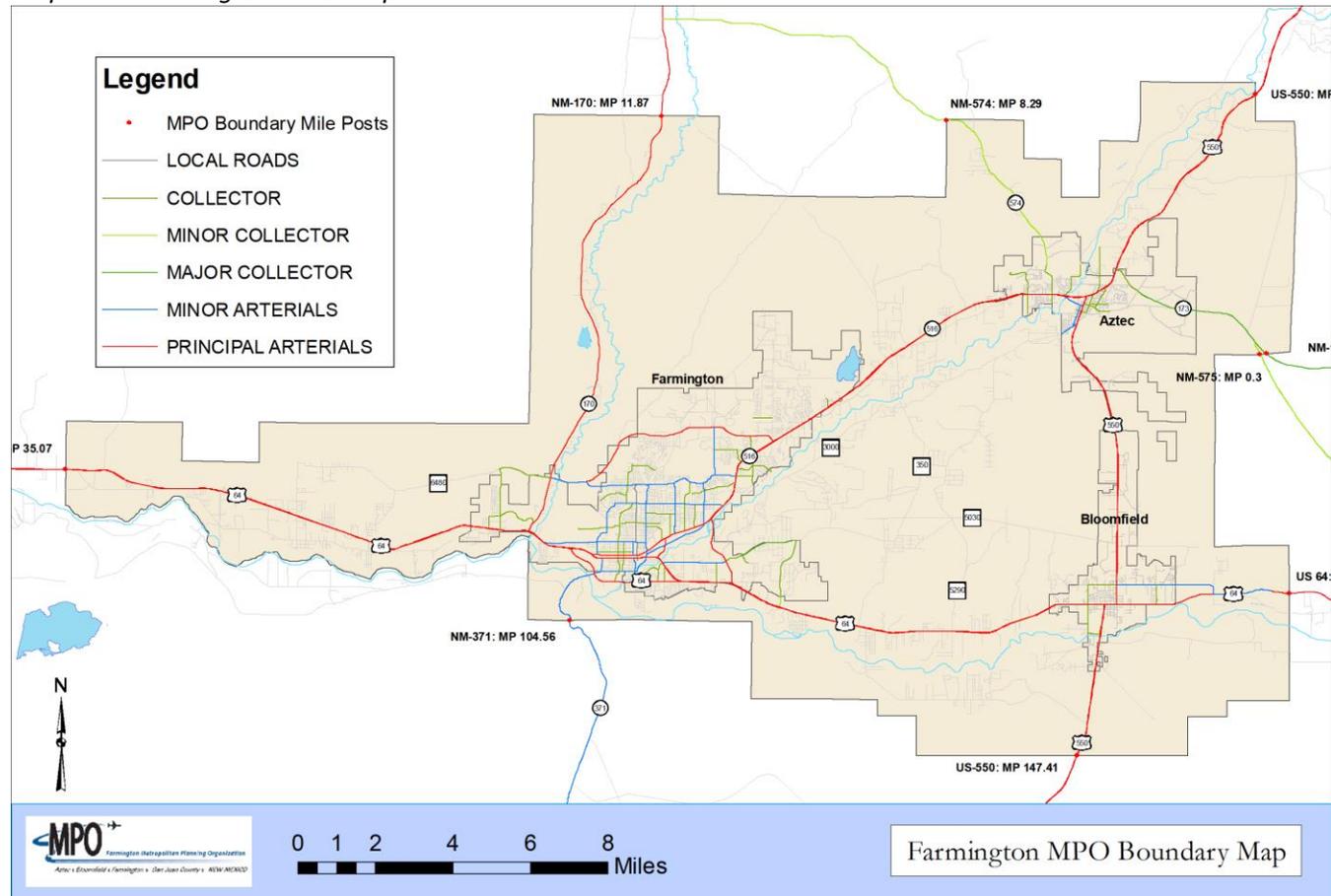
The Farmington MPO adopted its first Metropolitan Transportation Plan in April 2005, with an update completed in 2010, and amendments to individual chapters over time. This update is a continuation of the guiding document that creates the region's transportation framework for the next 25 years. The Farmington MPO is the formal regional transportation planning forum and is responsible for carrying out federal transportation regulations in order to ensure a comprehensive, coordinated, and continuing transportation planning process.



1.1 FARMINGTON MPO AREA

The Farmington MPO is located San Juan County in the northwest corner of New Mexico. The cities of Farmington, Aztec and Bloomfield, and surrounding areas of the County serve as the economic center for the Four Corners region. The MPO planning area is illustrated in Map 1-1. Several major highways connect this area to cities in New Mexico, Arizona, and Colorado. The total estimated population within the MPO planning area in 2015 is approximately 104,000 people.

Map 1-1 – Farmington MPO Map



In early 2015, citizens in the Kirtland area voted in favor of incorporating the Town of Kirtland. This new town includes only a small portion of the overall population in the Kirtland area – approximately 400 persons. The Town of Kirtland is expected to begin municipal operations in the summer of 2015. The implications for the creation of a new local entity within the MPO are yet to be determined. The area is currently represented in the MPO by San Juan County.

1.2 VISION AND MISSION STATEMENTS

The Metropolitan Transportation Plan is shaped within the framework of the vision and mission statements for the MPO. These were developed in response to the planning factors outlined by federal legislation and in cooperation with the MPO Technical Committee, the MPO Policy Committee, NMDOT and Federal Highway Administration.

Vision Statement

The Farmington Metropolitan Planning Organization vision is for a safe, efficient and reliable multi-modal transportation system that meets the needs of residents and visitors in the region.

Mission Statement

Provide a forum to develop an effective transportation system to move people and goods safely, economically and efficiently while maintaining a high quality of life.

1.3 FARMINGTON MPO GOALS and OBJECTIVES

The Farmington MPO has developed its own goals over time, based on guidance and a collaborative effort with the federal and state transportation agencies, and the region's own needs, priorities and vision. Table 1-1 describes the goals and objectives identified by the MPO that help to support and achieve the Vision and Mission statements.

TABLE 1-1 – Goals and Objectives of the Farmington MPO

GOAL	OBJECTIVES
<p>A. Support the economic vitality of the MPO region by investing strategically in transportation projects and programs which create long-term, financially-sustainable economic value</p>	<ol style="list-style-type: none"> 1. Invest in and maintain transportation infrastructure serving economic activity centers 2. Develop all modes of transportation system for efficient delivery of goods and services and access to businesses, training and jobs 3. Enhance aesthetics and quality of life factors of the transportation system to attract visitors and new residents 4. Expand transit services hours and days of operation to meet needs of residents in the workforce and San Juan College students seeking education and training
<p>B. Foster regional coordination on transportation projects and policies among all levels of government and stakeholder groups</p>	<ol style="list-style-type: none"> 1. Incorporate locally-adopted plans in the MTP 2. Involve local engineers and planners in the transportation planning process 3. Maintain collaborative relationships within the region through ongoing public outreach to stakeholders and open public meetings
<p>C. Develop transportation network connections and associated facilities into a cohesive intermodal system</p>	<ol style="list-style-type: none"> 1. Prioritize the completion of networks for individual modes 2. Increase intermodal connections
<p>D. Manage congestion by prioritizing projects that enhance the capacity-efficient modes like carpooling, transit, biking, and walking and reduce overall person delay</p>	<ol style="list-style-type: none"> 1. Maximize use of the current transportation system 2. Minimize congestion and delay 3. Integrate Intelligent Transportation Systems elements aimed at increasing system efficiency and safety into the regional infrastructure
<p>E. Provide reasonable access for all of the region's residents, regardless of age, income, ability or location</p>	<ol style="list-style-type: none"> 1. Increased multi-modal accessibility by completing networks for all modes 2. Expand transit service hours and days of operation 3. Develop the Complete Streets Design Guidelines for implementation by local government entities
<p>F. Minimize negative environmental impacts and enhance the environmental quality of the MPO region</p>	<ol style="list-style-type: none"> 1. Minimize air quality impacts 2. Minimize impacts to existing development 3. Develop strategies to educate the public about how travel choices affect air quality
<p>G. Build, operate and maintain the metropolitan transportation system in a financially-sustainable, cost-efficient manner</p>	<ol style="list-style-type: none"> 1. Maximize transportation system performance per project costs 2. Include life cycle costing into proposals for all projects 3. Prioritize maintenance of the existing transportation system 4. Research and develop sustainable funding sources

GOAL	OBJECTIVES
H. Identify and implement new technology for multi-modal transportation responsive to demand and unmet needs.	<ol style="list-style-type: none"> 1. Improve multi-modal street design for high activity areas 2. Implement Intelligent Transportation Systems (ITS) technologies
I. Develop a transportation system that enhances quality of life and works in concert with cultural and environmental resources.	<ol style="list-style-type: none"> 1. Include local plans into MTP development 2. Address aesthetics of major thoroughfares within the region and gateways to the cities 3. Minimize access to adjacent developments along key arterials to maximize capacity consistent with access management principles 4. Include MPO review in local development review
J. Integrate transportation and land use planning to improve quality of life and to enhance the natural environment by using transportation investments to proactively shape land use patterns rather than react to growth	<ol style="list-style-type: none"> 1. Encourage the local entities to integrate regional transportation policies into their adopted local plans 2. Emphasize connectivity and development of alternative travel routes as a means to avoid widening of roadways
K. Ensure safety for all modes	<ol style="list-style-type: none"> 1. Improve system safety through improved levels of service and reduced congestion 2. Promote safety design practices for all modes 3. Minimize emergency vehicle response time
L. Coordinate with local agencies on security planning and strategies	<ol style="list-style-type: none"> 1. Implement Intelligent Transportation Systems (ITS) technologies for improving the safety and security of transportation modes 2. Coordinate transportation system design and operation with emergency response and disaster mitigation efforts
M. Foster public private partnerships aimed at reaching regional transportation goals	<ol style="list-style-type: none"> 1. Facilitate connections of all levels of government, school districts, San Juan College, businesses, non-profit organizations and other interested stakeholders 2. Support public private partnerships in identifying needs, accessing data and seeking technical assistance as available
N. Provide a transportation system which promotes healthy living	<ol style="list-style-type: none"> 1. Promote access to healthcare services for all users, with focus on populations without the ability to drive 2. Maintain existing complete streets and expand complete streets infrastructure to promote active transportation modes

1.4 MAP-21 NATIONAL GOALS

The Federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), identifies national goals which form the basis for federal transportation funding rules. It requires implementation of performance-based programming and performance measurement, asset management, safety programs, etc. The MPO works in cooperation with the local entities, the New Mexico Department of Transportation, and the local transit operator to develop the federally mandated planning documents and activities as a part of its planning efforts. The MAP-21 goals are as follows:

GOAL AREA	NATIONAL GOAL
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

1.5 RECENTLY COMPLETED REGIONAL PROJECTS

Some projects identified in the 2035 MTP have been completed in the last five years. They include:

Roadway	Location	Description
Phases 2 and 3 of the US 64 Farmington to Bloomfield Project	Farmington	Intersection improvements at US 64/Browning Parkway and widening beginning in Bloomfield heading west.
NM 371 & N 36	Farmington	Install beacon flasher/advanced warning signal at intersection
NM 173	Aztec	Safety improvements including shoulder widening and sight distance correction
N. Light Plant Rd.	Aztec	Roadway improvements north of NM516
East Main St. Adaptive Traffic Signal	Farmington	Install adaptive traffic control system along East Main St. at 11 intersections
CR 350 & CR 390	San Juan County	Constructed intersection improvements

Bicycle/Pedestrian	Location	Description
20 th Street	Farmington	Reconstructed sidewalks on north side of street from Clayton to Sullivan (2 phases)
Vereda del Rio San Juan River Trail	Bloomfield	Constructed new river trail (2 phases)
Animas River Trail	Aztec	Constructed pedestrian trail and added transit stop for connection to Aztec Ruins; extended river trail and constructed pedestrian bridge over Animas River
Piñon Hills Blvd.	Farmington	Constructed sidewalks from Butler to East Main St.
Farmington Ave.	Farmington	Constructed sidewalks from 20 th St. to 30 th St.
Hutton Ave.	Farmington	Constructed sidewalks near Animas Elementary School
Windsor Ave.	Farmington	Constructed sidewalks near Mesa Verde Elementary School
Hyrdo Plant Rd & McCormick School Rd.	Farmington	Constructed sidewalks near McCormick Elementary School

1.6 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. These principles are factored into many of the goals and policies identified in this document.

1. Providing more transportation choices

MPO Actions:

- Encourage investments in multi-modal transportation
- Investigate expansion routes for Red Apple Transit to serve more population and employment areas
- Encourage regional and local bicycle/pedestrian projects to develop a network that links neighborhoods, jobs, and recreational destinations

2. Expanding access to affordable housing, particularly housing located close to transit

MPO Actions:

- Identify new transit service in the vicinity of existing and planned affordable housing
- Encourage construction of sidewalks and bike facilities in neighborhoods with high concentrations of affordable housing

3. Enhancing economic competitiveness—giving people access to jobs, education and services as well as giving businesses access to markets

MPO Actions:

- Encourage local planning agencies to promote in-fill development which helps cluster businesses together and maximizes the efficiency of existing transportation infrastructure
- Recommend freight corridors and truck routes that efficiently distribute local goods
- Complete gaps in sidewalks and bike paths

4. Targeting federal funds toward existing communities to spur revitalization and protect rural landscapes

MPO Actions:

- Place emphasis on road projects that improve conditions within urban cores
- Promote and support transit-oriented development and accompanying facilities that promote walking and biking

5. Increasing collaboration among federal, state, and local governments to better target investments and improve accountability

MPO Actions:

- Encourage participation from representatives of all levels of government for the development of local and regional priorities
- Work with NMDOT to program and fund prioritized projects

6. Valuing the unique qualities of all communities--whether urban, suburban, or rural

MPO Actions:

- Provide convenient transportation choices for accessing national monuments and other landmarks in the MPO area
- Protect the rural landscape of this area by, encouraging infill development, reducing sprawl and encouraging system preservation strategies
- Apply the Complete Streets Design Guidelines specific to land uses and to the urban, suburban or rural setting