

FARMINGTON METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE RESOLUTION NO. 2019-7

A Resolution Adopting the Farmington Metropolitan Planning Organization's FFY2020-2025 Transportation Improvement Program (TIP)

WHEREAS, federal law requires that Metropolitan Planning Organizations develop a fiscally constrained Transportation Improvement Program (TIP) for the region at least every two years; and

WHEREAS, the Farmington MPO has agreed to amend the TIP on a quarterly basis; and

WHEREAS, the TIP is based on and consistent with the 20-year Metropolitan Transportation Plan for the MPO; and

WHEREAS, the TIP meets federal requirements by including an agreed to list of regionally significant projects and financial information that demonstrates how the TIP will be implemented; and

WHEREAS, the TIP was developed in coordination with the New Mexico Department of Transportation, the City of Aztec, the City of Bloomfield, the City of Farmington, the Town of Kirtland, San Juan County, and Red Apple Transit; and

WHEREAS, opportunities for public involvement were provided throughout the TIP adoption process in accordance with the adopted Public Participation Plan, including a call for projects, a 30-day public review and comment period on the draft TIP, and public hearings; and

WHEREAS, 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. Fiscal constraint required in 23 CFR 450;
2. 49 U.S.C. 5323(1), 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 21<sup>st</sup> 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)).

WHEREAS, comments and revisions on the draft TIP have been addressed and included with the final TIP; and

WHEREAS, the MPO Technical Committee has reviewed the draft TIP and recommends its adoption;

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION:

That the Farmington Metropolitan Planning Organization hereby adopts the Farmington MPO Federal Fiscal Year 2020-2025 Transportation Improvement Program.

PASSED, SIGNED, APPROVED AND ADOPTED THIS 25<sup>th</sup> DAY OF July, 2019.



Sean Sharer,  
MPO Policy Committee Chair



June Markle,  
MPO Administrative Assistant

**Legal Department**

Approved as to form

By Ellen Wayne

Date 6-21-19



**FARMINGTON MPO SELF-CERTIFICATION STATEMENT**  
**POLICY COMMITTEE RESOLUTION #2019-7**

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 selected in the FFY2020 – 2025 Transportation Improvement Program (TIP) were developed from 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 programmed 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. The TIP was developed and 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 21<sup>st</sup> 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



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Date

July 25, 2019

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NMDOT

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Date

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