FARMINGTON METROPOLITAN PLANNING ORGANIZATION

Aztec • Bloomfield • Farmington • San Juan County

FISCAL YEAR 2013
UNIFIED PLANNING WORK PROGRAM

July 1, 2012 through September 30, 2013

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

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FARMINGTON MPO FY2013 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

Vacant	City of Aztec
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	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

FISCAL YEAR 2013

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 FY2013 Unified Planning Work Program (UPWP) covers MPO activities from July 1, 2012 through September 30, 2013. The UPWP was extended by three months (July through September 2013) so that the MPO planning program and budget matches 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, the Moving Ahead for Progress in the 21st Century (MAP-21) as well as the Livability Principles described by USDOT, HUD, and EPA.

The FY2013 UPWP document is available on FMPO's web site (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 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 1101 (b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users 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.

_____	_____
Dr. James C. Henderson	Alvin Dominguez
Farmington MPO	New Mexico Department of Transportation
Policy Committee Chair	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. Funding is calculated on a base amount for all of the MPOs in New Mexico, a supplement for the small MPOs, and population figures for each MPO. All planning activities discussed in this work plan are to be conducted within the Metropolitan Planning Area for the state fiscal year FY2013, covering the period of July 1, 2012 through September 30, 2013 to align the MPO planning program and budget with the federal fiscal year.

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 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 of the policies adopted by the Policy Committee.

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 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 FY2013 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.

FY2012 UPWP ACCOMPLISHMENTS

The FY2013 UPWP builds on the work completed through FY2012. Some of the major accomplishments in FY2012 were:

- Comprehensive data collection activities were completed by the MPO to better understand passenger travel characteristics and for assessing the routes.
- The transit data was used to estimate the range of unique, or individual, riders who use the Red Apple Transit system.
- Revisions to the MPO Major Thoroughfare Plan were approved in July 2011.
- Traffic counts were taken in October of 2011.
- Continuous traffic count data from the City of Farmington was used to develop seasonal factors for the MPO.
- The FY2011 Annual List of Federally-Obligated Projects was completed.
- The FY2013-2018 TIP was adopted.
- The MPO Major Thoroughfare Plan Policy and Procedures document was approved.
- 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 is 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 FY2013, the MPO Officer will undertake general administration and oversight of the MPO. The MPO Planner and his staff will develop a UPWP for FY2014. 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: 1500 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 17, 2009.

Representative Products:

- Renew the Committee Bylaws and Operating Procedures

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 FY2013 UPWP will be approved as necessary.

Representative Product:

- Develop the FY2014 UPWP

Expected Staff Hours: 20 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Develop UPWP								X	X	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 October, January, April, and July
- Year End Report in July-August

Expected Staff Hours: 75 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Quarterly Reports	X			X			X			X		
Annual Report	X	X										

FY2013	Jul '13	Aug '13	Sept '13
Qtr Reports	X		

POLICY COMMITTEE (PC) MEETINGS - Regular meetings (typically six per year) 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: 150 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Policy Cmt Meetings			X		X		X		X	X		X

FY2013	Jul '13	Aug '13	Sept '13
PC Mtg			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: 250 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Tech Cmt Meetings	X	X	X	X	X	X	X	X	X	X	X	X

FY2013	Jul '13	Aug '13	Sept '13
TC Mtg	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: 75 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Budget Invoices	X			X			X			X		
Entity Billings	X			X			X			X		
Budget Preparation									X	X	X	X

FY2013	Jul '13	Aug '13	Sept '13
Invoices & Entity Billings	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: 50 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MPO Annual Certification												X
Annual Listing of 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 and ITE

Expected Staff Hours: 200 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MPO Qtrly			X			X			X			X
APA/NMAPA Conference			X							X		
AMPO Conference			X									

FY2013	Jul '13	Aug '13	Sept '13
MPO Qtrly			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
- Consult with interested stakeholders and advisors shown in the Public Participation Plan (PPP) when developing MPO policies, plans, and documents

- 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: 75 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MPO Qtrly Newsletters	X			X			X			X		
Semi-Annual Contact Updates			X						X			

FY2013	Jul '13	Aug '13	Sept '13
MPO Qtrly Newsletters	X		

JOINT POWERS AGREEMENT – The JPA among the local entities of the MPO expires in September 2012. Work will begin in late FY2012 and conclude in early FY2013 to review the current agreement and to determine any necessary changes.

Representative Product:

- Renew the JPA for another three year period
- Include MAP-21 requirements in the JPA, as outlined by the FHWA Final Report of the MPO Review, and approve the update

Expected Staff Hours: 30 Hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
JPA Renewal	X	X	X									
MAP-21 requirements										X	X	X

ESTIMATED COSTS & STAFF HOURS FOR PROGRAM SUPPORT & ADMINISTRATION

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Administration	$40,000	1200
Bylaws	$280	10
FY2012/FY2013 UPWP	$700	25
Annual/Quarterly Reports	$2,100	75
PC Meetings	$6,900	300
TC Meetings	$11,500	500
Budget Maintenance	$1,725	75
Misc Administration	$1,725	75
Professional Development	$6,000	200
Public Paricipation	$2,800	100
Joint Powers Agreement	$840	30
41.11.00 SUBTOTAL	**$74,570**	**2590**

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 such as land use, housing, human services, environmental and natural resources, open space, public facilities, and demographics, the traffic counting program, and Intelligent Transportation Systems (ITS).

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

The purpose of the plan is to coordinate and facilitate the programming and budgeting for all transportation facilities and services through 2035 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

- Analyze the efficiency of the new Red Apple Transit routes through data collection activities and surveys
- Develop guidelines for Complete Streets for the MPO
- Highline Road Alignment Study

- Create a Pedestrian Safety Action Plan
- Transportation and Land Use master plans
- Update the MPO Access Management Plan
- Update the Intelligent Transportation Systems (ITS) architecture

Expected Staff Hours: 350 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Transit Analysis			X	X	X	X	X					
Complete Streets	X	X	X	X	X	X	X	X	X	X	X	X

FY2013	Jul '13	Aug '13	Sept '13
Complete Streets	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. This program is web-based and allows the public and all users to view count data collected by the MPO and its entities.

Representative Activities & Products:

- Count approximately 90 locations on an annual basis
- 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 program
- Refine seasonal factors for the MPO based on data from automatic traffic recorders in the City of Farmington
- Take weekend traffic counts

- Summarize weekend count data and provide to NMDOT
- Upload weekend data into MPO databases and post to MPO website

Expected Staff Hours: 250 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Take Annual Traffic Counts			X	X								
Summarize/Post Count Data					X	X	X					
Traffic Count Maps							X	X	X			
Prepare 2013 Count List											X	X
Weekend traffic counts											X	
Summarize/ post weekend data												X

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 in November 2006 and renewed it in November 2008. 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 establish ITS projects
- Approve the update to the ITS architecture
- Create an ITS maintenance plan for the MPO

Expected Staff Hours: 75 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
ITS Architecture Update	X	X	X	X	X							
ITS Maint. Plan							X	X	X	X	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 implement Title VI, the MPO will develop and approve a Title VI Plan.

Representative Activities & Products:

- Develop a Title VI Plan that includes a non-discrimination Statement of Policy and procedures for training, public involvement, receiving and handling complaints, and resolving issues
- Outline how Title VI will be implemented
- Collect and analyze data relating to Title VI
- Work with the NMDOT Title VI Coordinator on development of the Plan
- Approve a Title VI plan for the MPO

Expected Staff Hours: 35 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Develop Title VI Plan							X	X	X	X	X	
Approve Title VI Plan												X

ESTIMATED COSTS & STAFF HOURS FOR GENERAL DEVELOPMENT AND COMPREHENSIVE DEVELOPMENT

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
MTP Products	$17,500	350
Traffic Forecasts	N/A	As requested
ITS	$2,100	75
Title VI	$980	35
Traffic Count Program	$12,500	250
41.12.00 SUBTOTAL	**$33,080**	**710**

IV. LONG RANGE TRANSPORTATION PLANNING (41.13.00)

OBJECTIVE

Conduct long-range project level planning including traffic modeling, travel demand 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.

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
- Road network updates
- Collect socioeconomic data to support traffic model activities on a quarterly basis

- Complete the model's calibration/validation process to update the base and forecast years using 2010 Census data
- Investigate a mode split component to model

Expected Staff Hours: 300 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Socioeconomic Data Collection		X			X			X			X	
Hire Consultant; Calibration/ Validation Process												X
Road Inventory Update	X	X										

FY2013	Jul '13	Aug '13	Sept '13
Consultant for calibration/ validation	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. The MPO staff will revise GIS maps and files during the MTP update. 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: 200 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.

Expected Staff Hours: 25 hours

Representative Activities & Products:

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

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

Highline Road Study/NM 516 Alternatives Study – The 2035 MTP identified Highline Road, from Crouch Mesa and CR 350 to US 550, as a potential new east-west route to 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

Expected Staff Hours: 50 hours

NM 173 Study – The road from Aztec to Navajo Lake has been determined to have potential safety hazards to travelers due to poor road conditions, lack of shoulders, and

blind curves. With its connection to the future East Arterial and a new sports complex, the corridor will require several safety improvements.

Representative Activities & Products:

- Provide traffic count information and volume projections as appropriate
- Identify areas for improvements and safety features that could be implemented

Expected Staff Hours: 50 hours

AIR QUALITY AND OZONE STANDARDS – Recent data has shown that stations in San Juan County are near the threshold for ozone non-attainment. EPA is proposing a reduction in the ozone standards, although it is uncertain when they may go into effect. The MPO will stay informed on possible changes to the ozone standards and their impact on transportation planning.

Representative Activities & Products:

- Air quality analysis in conjunction with the NM Environmental Department (NMED)
- Develop policies for air quality mitigation
- Attend NMED public meetings

Expected Staff Hours: 35 hours

ESTIMATED COSTS & STAFF HOURS FOR LONG RANGE TRANSPORTATION PLANNING

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Travel Demand Modeling	$15,000	300
GIS	$5,600	200
Functional Classification	$700	25
US 64 Final Design	$700	25
Corridor Studies	$50,000	100
Air Quality	$980	35
41.13.00 SUBTOTAL	**$72,980**	**685**

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. Another series of data collection activities will take place in the summer and fall of 2012.

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 transfers
- Evaluate the effectiveness of the new routes
- Analyze the passenger data and survey results

Expected Staff Hours: 500 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Data Collection and Surveys	X	X	X								X	X
Transit Analysis			X	X	X	X	X					

FY2013	Jul '13	Aug '13	Sept '13
Data collection	X	X	X
Analyze data	X	X	X

SAFE ROUTES TO SCHOOLS – The MPO will continue to support SRTS initiatives that have been started by the City of Farmington.

Representative Activities & Products:

- Coordinate with the SRTS Champion 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
- Evaluation walking conditions at participating schools
- Document SRTS activities through the MPO website
- Create and use evaluation criteria to identify schools and neighborhoods as potential SRTS candidates
- Attend monthly SRTS Committee meetings

Expected Staff Hours: 150 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
SRTS Counts and Activities			X	X	X				X	X	X	
SRTS Meetings	X	X	X	X	X	X	X	X	X	X	X	X

FY2013	Jul '13	Aug '13	Sept '13
SRTS Counts			X
SRTS Meetings	X	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. The MPO will perform specific activities related to the 2010 Census and the Census Bureau's American Community Survey (ACS, the annual replacement for the prior decennial "long form" survey) and its applications to the

transportation planning process. Fundamental data from the 2010 decennial census will be collected and included into the various MPO geo-data bases.

Representative Activities & Products:

- Collect and develop demographic data into various formats
- Evaluate and maintain Transportation Analysis Zones and Transportation Analysis Districts
- Define and evaluate the Urbanized Area and the MPO Planning Boundary
- Evaluate and modify the TAZ structure for the regional model based on 2010 Census data
- Input and update the decennial Census information into the Farmington MPO Travel Demand Model

Expected Staff Hours: 100 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Census Data and Model	X	X	X	X								
UZA evaluation	X	X	X	X	X							
Data Activities	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 with reviewing and updating the statewide functional classification databases
- Coordinate with NMDOT on potential changes to the urbanized area planning boundary based on 2010 Census data
- Review the PL funds apportionment formula with NMDOT and the other MPOs
- 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 the project selection process through the Transportation Alternatives Program (TAP)

Expected Staff Hours: 75 hours

ESTIMATED COST & STAFF HOURS FOR SHORT RANGE TRANSPORTATION PLANNING

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Transit Activities	$40,000	500
SRTS Activities	$4,200	150
Data Collection	$2,800	100
NMDOT Planning	$2,100	75
41.14.00 SUBTOTAL	**$49,100**	**825**

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 FY2013 to FY2018 that is fiscally constrained and complies with the requirements stated in SAFETEA-LU and the Public Participation Plan. The MPO typically updates the TIP on an annual basis. Amendments to the TIP will be done as needed throughout the year.

Representative Activities & Products

- Annual update to the TIP
- Coordination with the entities for collecting project information
- Review local Capital Improvement Program (CIP) information to assist with TIP project development
- Develop an 'agreed to' project list and the financial plan for the TIP
- 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: 100 hours

FY2013	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
TIP Update Process						X	X	X	X	X		
Adopt TIP										X		

ESTIMATED COSTS & STAFF HOURS FOR THE TRANSPORTATION IMPROVEMENT PROGRAM

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Transportation Improvement Program	$6,000	100
41.15.00 SUBTOTAL	**$6,000**	100

VII. BUDGET SUMMARY

Table 1 – FY2013 MPO Budget by Fund Source, shows the final MPO budget for FY2013 based on Work Authorizations provided by NMDOT. The PL statewide distribution formula developed in 2009 remains in effect and provides the Farmington MPO with a base amount of $177,801 in federal PL funds. The MPO received approval to carry over $106,339 in federal PL from FY2012. The FTA 5303 amount provides the MPO with $35,356 in federal funding for transit activities. The MPO budget was amended by the Policy Committee on November 8, 2012 to reflect these final federal funding amounts (Table 1).

The New Mexico obligation limitation rate for FY2013 is 94.6%. In FY2013, the MPO is receiving $284,140 in FHWA PL 112, with $167,121 in federal PL and $28,479 in required local match. Once again, $10,680 will be taken from the federal PL total for the annual traffic count program. With the required match, the traffic count program total will be $12,500. For FTA 5303, the FY2013 total is $35,356 in federal and $8,839 in required local match for a total of $44,195.

The grand MPO budget is $376,756. Of this amount, the federal share will be $319,496 and the required local share will be $57,260.

In December 2012 the MPOs agreed to transition the work program from the state fiscal year to the federal fiscal year. This transition required the extension of the FY2013 UPWP from June 30, 2013 to September 30, 2013 to bridge the gap between the fiscal years. NMDOT informed the MPOs that they will need to use current FY2013 funds for this three month timeframe.

The modified MPO budget shown in Table 2 reflects the available PL and 5303 funding as of January 1, 2013. These federal amounts and required matches indicate the remaining funding that is available to the MPO through September 30. These funds will be sufficient for the MPO and staff to carry out the planning activities identified in this document through September 30, 2013.

Table 1 – FY2013 MPO Budget by Fund Source (amended on Nov 8, 2012)

Fund Source	FY2013 Authorized Amts	FY2012 Carryover	FY2013 Final Budget
FHWA PL - Federal Share	$ 167,121	$ 106,339	$ 273,460
FHWA PL Required Match	$ 28,479	$ 18,121	$ 46,601
FHWA PL Total	$ 195,600	$ 124,460	$ 320,061
FHWA PL Traffic Counts - Federal	$ 10,680		$ 10,680
FHWA PL Required Match	$ 1,820		$ 1,820
FHWA PL Traffic Counts Total	$ 12,500		$ 12,500
FTA 5303 - Federal Share	$ 35,356		$ 35,356
FTA 5303 Required Match	$ 8,839		$ 8,839
FTA 5303 Total	$ 44,195		$ 44,195
Federal Share of MPO Budget	$ 213,157		$ 319,496
Local Required Match	$ 39,138		$ 57,260
Additional Local Funding Total	$ 73,956		$ 0
MPO Grand Budget	**$ 326,251**		**$ 376,756**
Maximum Total Local Contribution (Required Match & Additional Local)			$ 57,260
Maximum Aztec Share (10%)			$ 5,726
Maximum Bloomfield Share (10%)			$ 5,726
Maximum Farmington Share (60%)			$ 34,356
Maximum SJ County Share (20%)			$ 11,452

Table 2 – Remaining FY2013 MPO Budget by Fund Source (January 1 to September 30, 2013)

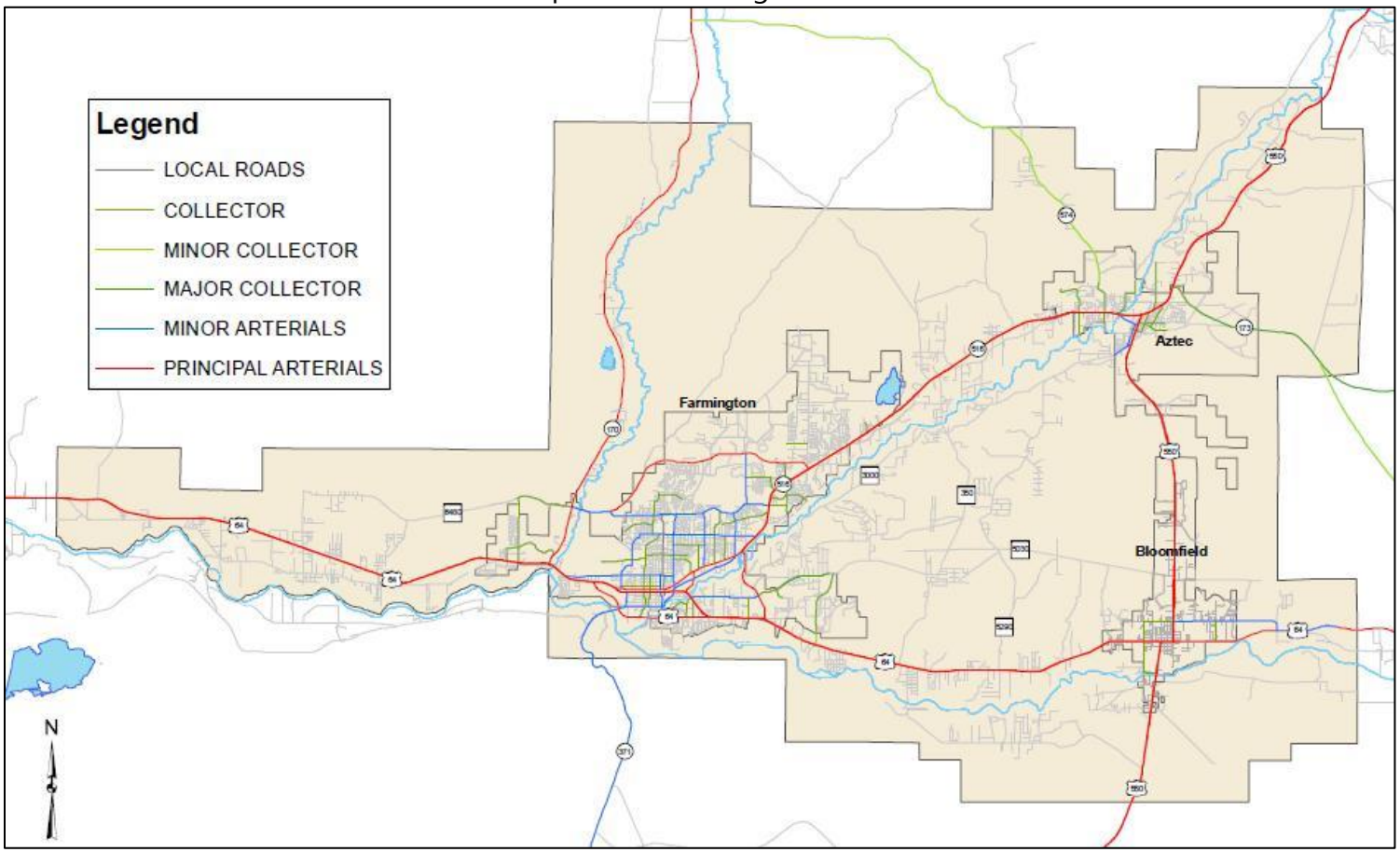
Fund Source	FY2013 Authorized Amts	FY2012 Carryover	FY2013 Final Budget	FY2013 Expenditures (July-Dec 2012)	Remaining FY2013 Budget (Jan-Sept 2013)
FHWA PL - Federal Share	$ 167,121	$ 106,339	$ 273,460	$ 72,660	$ 200,800
FHWA PL Required Match	$ 28,479	$ 18,121	$ 46,601	$ 12,382	$ 34,219
FHWA PL Total	$ 195,600	$ 124,460	$ 320,061	$ 85,042	$ 235,019
FHWA PL Traffic Counts - Federal	$ 10,680		$ 10,680	$ 10,680	$ -
FHWA PL Required Match	$ 1,820		$ 1,820	$ 1,820	$ -
FHWA PL Traffic Counts Total	$ 12,500		$ 12,500	$ 12,500	$ -
FTA 5303 - Federal Share	$ 35,356		$ 35,356	$ 20,132	$ 15,224
FTA 5303 Required Match	$ 8,839		$ 8,839	$ 5,033	$ 3,806
FTA 5303 Total	$ 44,195		$ 44,195	$ 25,165	$ 19,030
Federal Share of MPO Budget	$ 213,157		$ 319,496	$ 103,472	$ 216,024
Local Required Match	$ 39,138		$ 57,260	$ 19,235	$ 38,025
Additional Local Funding Total	$ 73,956		$ 0	$ -	$ -
MPO Grand Budget	**$ 326,251**		**$ 376,756**	**$ 122,707**	**$ 254,049**
Local Contribution (Required Match & Additional Local)			$ 57,260	$ 19,235	$ 38,025
Aztec Share (10%)			$ 5,726	$ 1,924	$ 3,802
Bloomfield Share (10%)			$ 5,726	$ 1,924	$ 3,802
Farmington Share (60%)			$ 34,356	$ 11,541	$ 22,815
SJ County Share (20%)			$ 11,452	$ 3,847	$ 7,605

Table 2 – Local Funding Shares, indicates the breakdown of each entity's cost by each funding source.

Approved FHWA PL (Federal)	$ 200,800			
FHWA PL (Local)	$ 34,219			
Approved FHWA Traffic Counts (Federal)	$ -			
FHWA Traffic Counts (Local)	$ -			
Approved FTA 5303 (Federal)	$ 15,224			
FTA 5303 (Local)	$ 3,806			
Additional Local Funding (Total)	$ -			
	Aztec	**Bloomfield**	**Farmington**	**SJ County**
FHWA PL Local Share	$ 3,422	$ 3,422	$ 20,531	$ 6,844
FHWA PL Traffic Counts	$ -	$ -	$ -	$ -
FHWA Total	$ 3,422	$ 3,422	$ 20,531	$ 6,844
FTA 5303 Total	$ 381	$ 381	$ 2,284	$ 761
FY 2013 Required Match Total	**$ 3,803**	**$ 3,803**	**$ 22,815**	**$ 7,605**
Maximum Additional Local Funding	$ -	$ -	$ -	$ -
Maximum Local Contribution	**$ 3,803**	**$ 3,803**	**$ 22,815**	**$ 7,605**

APPENDIX A

Map of the Farmington MPO



APPENDIX B

ACRONYM LIST

ADT	Average Daily Traffic
ADA	Americans with Disabilities Act of 1990
APA	American Planning Association
AMPO	Association of Metropolitan Planning Organizations
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
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
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
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