MPO POLICY COMMITTEE AGENDA

January 24, 2019
1:30 p.m.

Commission Chambers
San Juan County’s Administrative Building
100 South Oliver
Aztec, New Mexico
AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
January 24, 2019  1:30 PM

This regular meeting will be held in Commission Chambers in San Juan County’s Administrative Building, 100 South Oliver, Aztec, New Mexico.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Call meeting to order</td>
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<tr>
<td>2. Approve the minutes from the November 15, 2018 Policy Committee Meeting.</td>
<td>40-51</td>
</tr>
<tr>
<td>3. Review and consider approval of proposed Policy Committee (PC) Resolution 2019-1 regarding adoption of the Federal Fiscal Year (FFY) 2019 Safety Performance (PM 1) Targets that must be adopted by the FMPO before February 27, 2019:</td>
<td>1-7</td>
</tr>
<tr>
<td>a. Review proposed Policy Committee Resolution 2019-1 and NMDOT’s Safety Performance (PM1) Target Report for FFY2019;</td>
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<td>b. Hold a public hearing on proposed Policy Committee Resolution 2019-1 regarding adoption of the Safety Performance Measure Targets;</td>
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<td>c. Consider approval of proposed Policy Committee Resolution 2019-1 regarding adoption of the Safety Performance Measure (PM 1) Targets.</td>
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<tr>
<td>Action Item</td>
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<tr>
<td>Presented by: Jeff Kiely</td>
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<tr>
<td>4. Reports from NMDOT</td>
<td></td>
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<tr>
<td>a. Update from District 5 (Anthon Lujan / Lawrence Lopez)</td>
<td></td>
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<tr>
<td>b. Update from the Planning Bureau (Joseph Moriarty)</td>
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<tr>
<td>5. Committee Member Discussion Item(s)</td>
<td>8</td>
</tr>
<tr>
<td>No additional items were presented for inclusion on the agenda.</td>
<td></td>
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<tr>
<td>6. Information Items</td>
<td>9-38</td>
</tr>
<tr>
<td>a. FFY2020 PLUS CMAQ Non-Mandatory Program Project Submittal (NMDOT e-mail listing applications received is attached)</td>
<td></td>
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<tr>
<td>b. Award Letter from FTA for Carryover Transit Funds (attached)</td>
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<tr>
<td>c. Update on the Bike/Ped Plan (Presentation from Russell Planning given to Technical Committee on January 9)</td>
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<tr>
<td>d. Update on the FMPO Officer search and December interviews</td>
<td></td>
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<tr>
<td>Presented by: Jeff Kiely</td>
<td></td>
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<tr>
<td>7. Business from Chairman, Members, and Staff</td>
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<tr>
<td>8. Public Comment on Any Issues Not on the Agenda</td>
<td></td>
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<tr>
<td>9. Adjournment</td>
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</tbody>
</table>

The public body may only take action on an item if it is listed for action on the publicly noticed agenda.

ATTENTION PERSONS WITH DISABILITIES: If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the MPO Administrative Assistant at the Downtown Center, 100 W Broadway, Farmington, New Mexico or at 505-599-1466 at least one week prior to the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Please contact the MPO Administrative Assistant if a summary or other type of accessible format is needed.
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #3

Subject: National Performance Management Measures for Highway Safety Improvement Program (PM 1)
Prepared by: MPO Staff
Date: January 24, 2019

BACKGROUND
- 23 CFR §490 Subpart B – National Performance Management Measures for Highway Safety Improvement Program (see attached).
- The FHWA requires that MPOs establish targets for five (5) safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target.
- The five Performance Measures to be considered are:
  - Number of Fatalities;
  - Number of Serious Injuries;
  - Fatalities per 100 Million vehicle miles travelled (VMT);
  - Serious Injuries per 100 Million VMT;
  - Number of Non-Motorized Fatalities and Serious Injuries.
- The first three targets are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).
- MPOs may: Agree to support State target OR establish specific numeric targets for a safety performance measure (number or rate).
- Reporting is done on an annual basis, leaving the choice to adopt State standards vs. establish MPO specific targets up to the MPO Policy Committee each year.
- A 15-day public comment period will be held from January 6 to January 20, 2019.
- The Technical Committee recommended approval of PC Resolution 2019-1 on January 9, 2019.

CURRENT ISSUES & RECOMMENDATIONS
- This item was presented to the Policy Committee in November for their information only. It will be brought back to both the Technical and Policy Committees in January for their considered adoption.
- Staff recommends that the state standards be adopted for FFY2019.
- FMPO Policy Committee action is due no later than February 27, 2019.
**FUTURE WORK**

- The Technical Committee’s support for the Policy Committee’s upcoming decision on January 24 to adopt the State’s standards for FFY19 will be sought during the January 10, 2019 Technical Committee meeting.
- The Safety Targets (along with the other Performance Management standards) will need to be amended into the MTP in the next amendment/update cycle.
- FMPO’s MTP isn’t due for an update until 2020. A resolution each year will suffice until then.

**ATTACHMENTS**

- Proposed Policy Committee Resolution 2019-1 with Exhibit A.

**ACTION ITEM**

- Hold a public hearing on proposed Policy Committee Resolution 2019-1 regarding adoption of NMDOT’s FFY2019 PM-1 Performance Measure Targets.
- Consider approval to the Policy Committee of proposed Policy Committee Resolution 2019-1 regarding adoption of the PM 1 Highway Safety Performance Measure Targets.

**APPLICABLE CITATIONS**

Requirement for MPOs to establish performance targets for Federal-aid highway measures and public transportation established by USDOT.

- 23 USC 134(h)(2)
- 49 USC 5303(h)(2)
- 49 USC 5304(d)(2)

Requirements to include discussion in the metropolitan and statewide improvement program as to how the planned program will achieve State/MPO targets:

- 23 USC 134(j)(2)(D)
- 23 USC 135(g)(4)
- 49 USC 5303(j)(2)(D)
- 49 USC 5304(g)(4)
FMPO POLICY COMMITTEE RESOLUTION NO. 2019-1


WHEREAS, the Farmington MPO is the designated metropolitan planning organization for the cities/town of Aztec, Bloomfield, Farmington, Kirtland, and the urbanized area of San Juan County; and

WHEREAS, the Farmington MPO Policy Committee is the decision-making body for the MPO; and

WHEREAS, the Farmington MPO Technical Committee provides the MPO Policy Committee with technical advice and recommendations, and concurs with this resolution; and

WHEREAS, the Farmington MPO is responsible, with the New Mexico Department of Transportation, for addressing the planning process in accordance with 23 CFR 450.334; and

WHEREAS, the Farmington MPO annually addresses the major issues in the metropolitan planning area; and

WHEREAS, federal regulation 23 CFR Part 490 requires states to set annual targets for five performance measures: 1) Number of Total Fatalities, 2) Number of Serious Injuries, 3) Fatalities per 100 million vehicle miles travelled (VMT), 4) Serious injuries per 100 million VMT; and, 5) Number of Non-Motorized Fatalities and Serious Injuries. The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSIP).

WHEREAS, federal regulations also require metropolitan planning organizations to adopt safety performance targets

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION (FMPO):

SECTION 1: The NMDOT Safety Targets for the Federal Fiscal Year 2019, as set out in Exhibit A, are hereby adopted as the Safety Targets for the Farmington Metropolitan Planning Organization.

SECTION 2: This resolution will take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED this 24th day of January, 2019.

Sean Sharer, FMPO Policy Committee Chairman

SEAL

ATTEST:

June Markle, FMPO Administrative Assistant
This document outlines the Federal Fiscal Year (FFY) 2019 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

**Overview of PM 3 Measures**

The state is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles travelled (VMT)
4. Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).

**Coordination with Metropolitan Planning Organizations (MPOs)**

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the targets.

1. Numerous internal meetings took place in winter of 2018 between the NMDOT Statewide Planning Bureau (SPB) and Traffic Safety Division to review and analyze crash data and trends. NMDOT contracts with the University of New Mexico (UNM) to maintain the state’s crash database.
2. On March 29, 2018, NMDOT staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
3. On May 22, 2017, the NMDOT Safety Division held a meeting to discuss and adopt the targets required in the HSP. NMDOT Planning Bureau staff and MPO representatives attended.
4. On June 5, 2018, SPB staff presented the final targets to the MPOs at the MPO Quarterly meeting in Farmington. The MPOs agreed to adopt the state targets by resolution prior to the February 27, 2019 deadline.
5. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM1 targets, to the MPOs for review and comments by July 9, 2018. SPB received no comments from the MPOs on this report or the NMDOT PM 1 targets.
6. The MPOs have until February 27, 2019 to adopt the NMDOT PM 1 targets or set their own quantifiable targets.

**Data Methodologies and Assumptions**

In setting the FFY2019 safety performance targets, NMDOT and stakeholders did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

- NMDOT uses Excel to plot a linear best fit line based on 5-years of actual data to project for future years.
- Vehicle Miles Travelled (VMT) - the Annual VMT estimate for 2017 assumes a 2.1% increase over the 2016 VMT. The calculation is $278.09 \times 1.021 = 283.93$ annual 100 Million VMT for 2017, where:
EXHIBIT A

- 278.09 is the 2016 annual VMT in units of 100M VMT.
- 1.021 is the preliminary 2.1% increase in VMT recommended by NMDOT from 2016 to 2017.
- Crash Data - 2016 is finalized, 2017 is preliminary.

**NMDOT PM 1 Targets**

1) **Number of Total Fatalities**

![Graph showing total fatalities and 5-year moving average from 2008 to 2019.]

**NMDOT Target Statement:** Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

**NMDOT Justification:** Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5-year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.
2) Number of Serious Injuries

**NMDOT Target Statement:** Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

**NMDOT Justification:** Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

3) Fatalities per 100M VMT

**NMDOT Target Statement:** Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

**NMDOT Justification:** Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.
4) Serious Injuries per 100 VMT

EXHIBIT A

<table>
<thead>
<tr>
<th>Year</th>
<th>State 1</th>
<th>State 2</th>
<th>State 3</th>
<th>State 4</th>
<th>State 5</th>
<th>Projected</th>
</tr>
</thead>
</table>

NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

5) Number of Non-motorized Fatalities and Serious Injuries

NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.
DISCUSSION ITEMS

There were no additional discussion items provided by Policy Committee members for inclusion in the Agenda.
INFORMATION ITEMS

a. Report on FFY2020 PLUS CMAQ Non-Mandatory Program Project Submittal. San Juan County’s Diesel Replacement project was deemed feasible for the FFY2020 PLUS CMAQ Non-Mandatory Program. The completed application form and required materials (including Resolution of Sponsorship) was submitted to NMDOT by the deadline of Thursday, December 27, 2018.

NMDOT’s CMAQ Coordinator sent an e-mail listing the 16 project applications that were submitted for funding consideration. A copy of that e-mail is attached.

b. FTA Section 5303 Carryover Funding. The FTA issued an award letter for carryover funds for FFY17 and FFY18. For 2017 the FTA Section 5303 carryover funding is $34,682.14 and for 2018 the carryover funding is $58,284.84. The total match for the carryover funding required from the MPO is $23,241.75. A copy of the award letter is attached.


Additionally, at the December 12, 2018 Technical Committee meeting, the members decided that January 9, 2019 would be the deadline for providing any additional comments on the Plan to Russell Planning. Ms. Lauro plans to have the final draft completed by the week of January 21.

d. Update on MPO Officer search and interviews held. The interviewing team interviewed two candidates on the afternoon of December 12. One candidate, although highly qualified, is a current PERA retiree who did not want to discontinue his PERA payments and re-enroll as a PERA regular employee. The second candidate had less experience, his employment history showed many short-term positions, and his salary requirement was significantly above the pay range for the position. The interviewing team met again on December 18 to review and discuss their thoughts on both candidates. It was decided to re-advertise the MPO Office and the Planner positions simultaneously.
CMAQ Applications Received

1 message

Tallman, Sky, NMDOT <Sky.Tallman2@state.nm.us>  Mon, Jan 7, 2019 at 11:10 AM
To: "Shutiva, Ron, NMDOT" <ron.shutiva@state.nm.us>, "Krueger, Neala, NMDOT" <Neala.Krueger@state.nm.us>, "Moriarty, Joseph, NMDOT" <Joseph.Moriarty@state.nm.us>, "Herrera, Jolene M, NMDOT" <JoleneM.Herrera@state.nm.us>, "Moore, Maggie, NMDOT" <Maggie.Moore@state.nm.us>, "Glendenning, Shannon, NMDOT" <Shannon.Glendenning@state.nm.us>, "priscillalucero@gilanet.com" <priscillalucero@gilanet.com>, "grijalvac1@swmncog.org" <grijalvac1@swmncog.org>, "arael@scsog-nm.com" <arael@scsog-nm.com>, "jarmijo@scsog-nm.com" <jarmijo@scsog-nm.com>, "mbsnmcd@plateautel.net" <mbsnmcd@plateautel.net>, "dbsnmcd@plateautel.net" <dbsnmcd@plateautel.net>, "bhowe@mrcog-nm.gov" <bhowe@mrcog-nm.gov>, "Gaiser, Sandra" <sgaiser@mrcog-nm.gov>, "vsoule@epcog.org" <vsoule@epcog.org>, "schanseyc@epcog.org" <schanseyc@epcog.org>, "denniss@ncnmdc.com" <denniss@ncnmdc.com>, "thomasg@ncnmdc.com" <thomasg@ncnmdc.com>, "ericsg@ncnmdc.com" <ericsg@ncnmdc.com>, "rkuipers@nwnmncog.org" <rkuipers@nwnmncog.org>, "ewilliams@nwnmncog.org" <ewilliams@nwnmncog.org>, "jkiely@nwnmncog.org" <jkiely@nwnmncog.org>, "rwilliams@elpasompo.org" <rwilliams@elpasompo.org>, "cstokes@elpasompo.org" <cstokes@elpasompo.org>, "mncadams@las-cruces.org" <mncadams@las-cruces.org>, "awray@las-cruces.org" <awray@las-cruces.org>, "smontiel@mrcog-nm.gov" <smontiel@mrcog-nm.gov>, "dcave@mrcog-nm.gov" <dcave@mrcog-nm.gov>, "dsgarcia@ci.santa-fe.nm.us" <dsgarcia@ci.santa-fe.nm.us>, "ejaune@santafenm.gov" <ejaune@santafenm.gov>, "jmarkle@fmtn.org" <jmarkle@fmtn.org>

MPO and RTPO Planners,

Happy New Year and thank you for submitting applications for CMAQ funding. We received 16 applications summarized below by MPO/RTPO. Over the next few weeks I will review each application in depth for eligibility and completeness. If a project is deemed ineligible or incomplete I will communicate directly with the respective MPO/RTPO planner and the T/LPA. In the coming months the CMAQ committee will rate, rank and select projects, after which award letters and award forms will be sent out.

Best,

Sky Tallman

- 

El Paso MPO

City of Sunland Park:
Improvements (Phase I, II, & III) Sunland Park Bus Purchase and Transit Service/Infrastructure

Farmington MPO

San Juan County: San Juan County Diesel Replacement

- 

Mid Region MPO
City of Albuquerque: ABQ RIDE Transportation Demand Management Program (TDM) Bridge Blvd.

Bernalillo County: Bridge Boulevard Reconstruction Phase 3

City of Rio Rancho: King & Willett Rd. Roundabout

Rio Metro Regional Transit District: New Mexico Rail Runner Express Operating Assistance Project

NMDOT Dist. 3: A301900 I25/Montgomery Interchange

NMDOT Dist. 3: Tramway Trail Overpass Improvements

Village of Los Lunas: Valencia "Y" Fringe Parking Facility

Mesilla Valley MPO

City of Las Cruces: ITS Interconnect Implementation

Northern Pueblos RTPO

Los Alamos County Public Works Dpt. Urban Trail, Phase II -- Spruce Street to Aquatic Center along Canyon Road

Southeast RTPO

Village of Ruidoso: US 70/ NM 48 (Sudderth Dr.) Roundabout, Phase I

Santa Fe MPO

NMDOT Transit Bureau: General Public Vanpool and Rideshare Matching Service

Santa Fe County: ADA Transportation Improvements

Santa Fe County: Arroyo Hondo Trail – Segment #2

Santa Fe County: Arroyo Hondo Trail – Segment #3

Sky Tallman
(505) 470-3719
NMDOT Statewide Planning Bureau
December 26, 2018

Mary Holton, AICP
MPO Officer
Farmington Metropolitan Planning Organization
800 Municipal Drive
Farmington, New Mexico  87401

RE: Award Letter for Federal Fiscal Year (FFY17/FFY18) Carryover Federal Transit Administration (FTA) Section 5303 MPO Funds

Dear Ms. Holton:

The 2017 FTA Section 5303 carryover funding for the Farmington MPO is $34,682.14 and for 2018 the carryover funding is $58,284.84 under Memorandum of Agreement #M01621. The total match for the carryover funding required from the MPO is $23,241.75. Please invoice the NMDOT quarterly, starting after December 31, 2018 for these funds that began on October 1, 2018.

Original invoices and quarterly reports should be sent to the following:

Gabrielle Chavez
New Mexico Department of Transportation
Transit and Rail Division, SB-4
P.O. Box 1149
Santa Fe, New Mexico  87504-1149

A copy of invoices and quarterly reports should be sent to your contacts at the New Mexico Department of Transportation’s Government to Government Unit.

Pursuant to the reporting requirements of 2 CFR Section 200.331 for pass-through entities, please see the enclosed Attachment A1/A2.

Please contact Gabrielle Chavez at (505) 469-4413 if you have questions on the Department’s processes for FTA Section 5303 funding.

Sincerely,

Kevin Olinger
Transit Bureau Chief, Transit and Rail Division
New Mexico Department of Transportation

CC:
Tony Ogboli, FTA
Luci Nears, FTA
Jessica Griffin, AICP, NMDOT
Gabrielle Chavez, NMDOT
§200.331 Requirements for pass-through entities.

All pass-through entities must:

Ensure that every subaward is clearly identified to the subrecipient as a subaward and includes the following information at the time of the subaward and if any of these data elements change, include the changes in subsequent subaward modification. When some of this information is not available, the pass-through entity must provide the best information available to describe the Federal award and subaward. Required information includes:

**Federal Award Identification.**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Information</th>
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</thead>
<tbody>
<tr>
<td>(i) Subrecipient name (which must match the name associated with its unique entity identifier);</td>
<td>City of Farmington</td>
</tr>
<tr>
<td>(ii) Subrecipient’s unique entity identifier (DUNS);</td>
<td>080376346</td>
</tr>
<tr>
<td>(iii) Federal Award Identification Number (FAIN);</td>
<td>NM-2017-003-00</td>
</tr>
<tr>
<td>(iv) Federal Award Date (see §200.39 Federal award date) of award to the recipient by the Federal agency</td>
<td>12/16/2016</td>
</tr>
<tr>
<td>(v) Subaward Period of Performance Start and End Date;</td>
<td>10-01-2018 thru 09-30-2020</td>
</tr>
<tr>
<td>(vi) Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient;</td>
<td>$34,682</td>
</tr>
<tr>
<td>(vii) Total Amount of Federal Funds Obligated to the subrecipient by the pass-through entity including the current obligation;</td>
<td>$34,682</td>
</tr>
<tr>
<td>(viii) Total Amount of the Federal Award committed to the subrecipient by the pass-through entity;</td>
<td>$34,682</td>
</tr>
<tr>
<td>(ix) Federal award project description, as required to be responsive to the Federal Funding Accountability and Transparency Act (FFATA);</td>
<td>FY16 5303 and 5304 Statewide and Metropolitan and Planning Appropriation for FY19 Program Funding Award</td>
</tr>
<tr>
<td>(x) Name of Federal awarding agency, pass-through entity, and contact information for awarding official of the Pass-through entity;</td>
<td>Federal Transit Administration, New Mexico Department of Transportation  David Harris - 505-699-4350, <a href="mailto:DavidC.Harris@state.nm.us">DavidC.Harris@state.nm.us</a>  P.O. Box 1149 Santa Fe, NM 87501-1149</td>
</tr>
<tr>
<td>(xi) CFDA Number and Name; the pass-through entity must identify the dollar amount made available under each Federal award and the CFDA number at time of disbursement;</td>
<td>20505</td>
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<tr>
<td>(xii) Identification of whether the award is R&amp;D; and</td>
<td>No R&amp;D</td>
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<tr>
<td>(xiii) Indirect cost rate for the Federal award (including if the de minimis rate is charged per §200.414 Indirect (F&amp;A) costs).</td>
<td>N/A</td>
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§200.331 Requirements for pass-through entities.

All pass-through entities must:
Ensure that every subaward is clearly identified to the subrecipient as a subaward and includes the following information at the time of the subaward and if any of these data elements change, include the changes in subsequent subaward modification. When some of this information is not available, the pass-through entity must provide the best information available to describe the Federal award and subaward. Required information includes:

**Federal Award Identification.**

| (i) Subrecipient name (which must match the name associated with its unique entity identifier); | City of Farmington |
| (ii) Subrecipient's unique entity identifier (DUNS); | 080376346 |
| (iii) Federal Award Identification Number (FAIN); | NM-2018-005-00 |
| (iv) Federal Award Date (see §200.39 Federal award date) of award to the recipient by the Federal agency; | 7/10/2017 |
| (v) Subaward Period of Performance Start and End Date; | 10-01-2018 thru 09-30-2020 |
| (vi) Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient; | $58,285 |
| (vii) Total Amount of Federal Funds Obligated to the subrecipient by the pass-through entity including the current obligation; | $58,285 |
| (viii) Total Amount of the Federal Award committed to the subrecipient by the pass-through entity; | $58,285 |
| (ix) Federal award project description, as required to be responsive to the Federal Funding Accountability and Transparency Act (FFATA); | FY17 5303 and 5304 Statewide and Metropolitan and Planning Appropriation for FY19 Program Funding Award |
| (x) Name of Federal awarding agency, pass-through entity, and contact information for awarding official of the Pass-through entity; | Federal Transit Administration, New Mexico Department of Transportation David Harris - 505-699-4350, DavidC.Harris@state.nm.us P.O. Box 1149 Santa Fe, NM 87501-1149 |
| (xi) CFDA Number and Name; the pass-through entity must identify the dollar amount made available under each Federal award and the CFDA number at time of disbursement; | 20505 |
| (xii) Identification of whether the award is R&D; and | No R&D |
| (xiii) Indirect cost rate for the Federal award (including if the de minimis rate is charged per §200.414 Indirect (F&A) costs). | N/A |
2018 Bicycle and Pedestrian Plan
This update to the FMPO’s Bicycle and Pedestrian Plan is the beneficiary of over 30 years of effort made by the FMPO, its member entities and dedicated citizens to create a regional and robust active transportation network.

The 2018 Plan was developed by researching previous planning documents, conducting interviews with stakeholders, examining existing conditions, performing data analysis, identifying infrastructure gaps and conflict areas, and organizing numerous public outreach events.

The identified and recommended implementations and funding strategies are the result of a multi-layered approach that combined new technologies with traditional planning techniques to produce a prioritized list of facility improvements for each member entity and San Juan County.

This update acts as a guiding document to help ensure that member entities can succeed in implementing the active transportation improvements listed in this plan.

Continuing a Tradition of Active Transportation Planning from 2008 to 2018
The 2018 update to the FMPO's bicycle and pedestrian plan focused on improving the safety and connectivity of the region's active transportation network.

Safety and Connectivity improvements have always been encouraged by the FMPO planning documents, and were reiterated through stakeholder meetings and the public outreach events.

Crash Data and GIS programs were used in identifying conflict areas and connectivity opportunities throughout the region.

Each prioritized improvement recommended by this plan seeks to achieve these key goals for the FMPO area.

Key Goals: Improving Safety and Connectivity
• The most common suggestion that came up during the planning process was to find new ways to connect residents to natural and recreational areas.

• Key Recreation Areas included: The Glade Run Rec Area, The San Juan and Animas Rivers, Lake Farmington, Aztec Ruins National Park, Tiger Park and Pond, Vereda Del Rio Trail, and Wilderness Park.

• With the help of innovative technologies such as Strava Heat Maps, GIS Network Analyst, and online ESRI mapping tools, new connection routes were identified to better link residents with the MPO’s abundant natural amenities.
The purpose of this plan is to serve as a guiding document so that the FMPO member entities can **successfully** implement active transportation facilities.

To ensure success, this Bicycle and Pedestrian Plan update carefully outlined recommended facilities and funding strategies that align with NMDOT and USDOT grant funding criteria.

The two criteria that guided the prioritized facility improvements listed in this plan were:

1. **Transportation is the Project's primary purpose**
2. **The Project is regionally significant**

Facility improvements that could achieve both of these criteria were given priority over other improvements, as these facilities were most likely to earn grant funding.

The project evaluation checklist was designed to help guide grant applications for active transportation projects by including additional criteria cited by NMDOT and USDOT.

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**Key Funding Strategies: Transportation Purpose and Regional Significance**
Document Design and Organization

- The FMPO 2018 Bicycle and Pedestrian Plan Update is organized into **seven chapters**.
- The progression of these chapters follows a logical pattern, one that builds up to the **list of prioritized improvements**.
- The plan begins with an **executive summary** and overview of **existing plans**. The majority of the document explains the **planning process and the opportunities and constraints** for each member entity. The **prioritized list of active transportation projects** is derived from the planning process and explained by the opportunity and constraint section.
- The final two chapters provide guidance on **recommended facilities and funding strategies** that can help ensure that each member entity can successfully implement these projects.
- Design elements include colors sourced from the “City of Farmington” website. The shaded footer at the bottom of each page was created using the silhouettes of Shiprock and the La Plata Mountains. The page number design is derived from the Flag of New Mexico.
Existing Plans
Chapter Highlights

- The FMPO has a rich history of existing plans dedicated to improving the region's active transportation networks and connecting residents to recreational areas.
- This chapter highlighted plans going back to 1990, including plans developed by the FMPO, plans developed by individual member entities and even plans developed by private entities such as the River Reach Foundation.
- The research into previous plans reveals an enduring commitment by the public to improve bicycle and pedestrian infrastructure throughout their communities.
The 2018 Bicycle and Pedestrian Plan update was created through a multi-layered process that took the lessons learned from past plans and projects and applied them to data and public outreach events.

- The chapter begins by outlining the existing conditions in each member entity, specifically mapping existing bicycle lanes and routes and making note of pedestrian facilities.
- NMDOT crash data was then analyzed to reveal conflict areas and safety concern areas. Stakeholder meetings helped augment this data analysis.
- Innovative technologies such as Strava Heat Maps and GIS Network Analyst were used to find the optimum routes for new bicycle and pedestrian facilities. These routes were compared with the existing conditions to find any gaps in the infrastructure.
- The public outreach campaign helped to contrast these suggested infrastructure improvements with the areas residents marked as in need of improvement. Public comments were collected through public events and an interactive website.
- Areas that matched both public input, stakeholder input and the data analysis were given a high priority in this plan.
Opportunities and Constraints Chapter Highlights

- In order to create a more seamless network of active transportation facilities throughout the MPO area, specific opportunities and constraints were identified within each member entity.

- Active transportation opportunities were written as summaries to better explain the concepts driving each prioritized facility improvement.

- The key constraints facing each member entity in implementing these identified opportunities were also listed.

- These opportunities and constraints are not exhaustive, but are representative of the public planning process that yielded the prioritized list of bicycle and pedestrian improvements.
Prioritized Improvements
Chapter Highlights

- The 2018 Bicycle and Pedestrian Plan update identified 85 projects that would improve the safety and connectivity of the region's active transportation network.

- Many of these projects would also increase the accessibility of natural amenities to the region's residents.

- Maps were constructed in GIS to display these proposed infrastructure improvements.

- A series of design exhibits were also created as examples of select facility improvements.
# San Juan County
## Prioritized Improvement List

<table>
<thead>
<tr>
<th>GIS SSXR FID</th>
<th>City or Area Location</th>
<th>Road/Facility Name</th>
<th>From Road or Place</th>
<th>To Road or Place</th>
<th>Transit Purpose</th>
<th>Estimated Cost*</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Not yet determined</td>
<td>Regional</td>
<td>Quad-City Bike Lane</td>
<td>Kirtland-Farmington-Aztec-Bloomfield</td>
<td>Kirtland-Farmington-Aztec-Bloomfield</td>
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<td>CR 3000</td>
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<td>SJ10</td>
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<td>Bluffview Connector CR 390</td>
<td>CR 390 and Andrea Drive</td>
<td>CR 390 and CR 350</td>
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<td>Intersection CR 350 &amp; 390</td>
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<td>US 64 and CR 350</td>
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## Aztec
Prioritized Improvement List

<table>
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<tr>
<th>GIS 55XR_FID</th>
<th>City or Area Location</th>
<th>Road/Facility Name</th>
<th>From Road or Place</th>
<th>To Road or Place</th>
<th>Transit Purpose</th>
<th>Estimated Cost *</th>
<th>Priority</th>
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<tbody>
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<td>A01</td>
<td>Aztec</td>
<td>NM 574 (Light Plant Rd.)</td>
<td>NM 516</td>
<td>McWilliams Rd</td>
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<td>A03</td>
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<td>NM 516 Westside Plaza Intersection</td>
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<td>NM 516</td>
<td>N. Oliver Ave</td>
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<td>Aztec</td>
<td>North Main Connector</td>
<td>US 550</td>
<td>RD 2900</td>
<td>Multi-Modal</td>
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<td>Aztec</td>
<td>Blanco Street</td>
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<td>Tiger Park</td>
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<td>Aztec</td>
<td>Martinez Lane</td>
<td>McCoy Elementary</td>
<td>Ruins Trail</td>
<td>Safety/Recreation</td>
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# Bloomfield

## Prioritized Improvement List

<table>
<thead>
<tr>
<th>GIS SSXR PID</th>
<th>City or Area Location</th>
<th>Road/Facility Name</th>
<th>From Road or Place</th>
<th>To Road or Place</th>
<th>Transit Purpose</th>
<th>Estimated Cost*</th>
<th>Priority</th>
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<td>East Blanco Footbridge</td>
<td>US 580</td>
<td>Satic Ln.</td>
<td>Walking</td>
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<td>Vereda Del Rio Phase I</td>
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<td>Multi Modal</td>
<td>$199,636 (2015)</td>
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<td>902</td>
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<td>Bloomfield</td>
<td>N. Berger Lane</td>
<td>W. Broadway</td>
<td>West Blanco Blvd</td>
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<td>911</td>
<td>Bloomfield</td>
<td>S 2 Lm</td>
<td>East Blanco Ave.</td>
<td>Road 4900</td>
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<td>East Blanco Blvd.</td>
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<td>US 64</td>
<td>Multi Modal</td>
<td>$830,700 (2008)</td>
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<td>906</td>
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<td>Wilderness Park</td>
<td>West Blanco Blvd</td>
<td>Aztec</td>
<td>Recreational</td>
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<td>909</td>
<td>Bloomfield</td>
<td>Berger Church Path</td>
<td>Mesa Alta Junior High School</td>
<td>N. Church St</td>
<td>Safe Route to School</td>
<td>?</td>
<td>9</td>
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<tr>
<td>910</td>
<td>Bloomfield</td>
<td>Bloomfield City Hall II</td>
<td>US 580</td>
<td>US 660</td>
<td>Safety</td>
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<td>Fifth Street South</td>
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<td>Existing River Trail</td>
<td>Multi Modal</td>
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<td>West Blanco Blvd</td>
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<td>Ruth Ln</td>
<td>Multi Modal</td>
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<td>Newby Lane/5075</td>
<td>Rd 5076</td>
<td>W. Broadway</td>
<td>Safety</td>
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<td>S 3rd Street</td>
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<td>N 3rd Street</td>
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<td>Ginger St</td>
<td>Naabe Aii Elementary</td>
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<tr>
<td>918</td>
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Farmington (West) Prioritized Improvement Map
## Farmington (Part 1)
### Prioritized Improvement List

<table>
<thead>
<tr>
<th>GIS SSXR_FID</th>
<th>City or Area Location</th>
<th>Road/Facility Name</th>
<th>From Road or Place</th>
<th>To Road or Place</th>
<th>Transit Purpose</th>
<th>Estimated Cost*</th>
<th>Priority</th>
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<tbody>
<tr>
<td>F08</td>
<td>Farmington (Hood Mesa)</td>
<td>Giade Run Mountain Bike Trail Access</td>
<td>Berg and Animas Park</td>
<td>End of Foothills Dr.</td>
<td>Biking</td>
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<td>F08a</td>
<td>Rinconada</td>
<td>Mesa del Oso</td>
<td>Lakewood</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>F08b</td>
<td>Mesa del Oso</td>
<td>El sender</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>F101/01a</td>
<td>Farmington (San Juan College)</td>
<td>Sunrise Pkway</td>
<td>College Blvd</td>
<td>N. Dustin Ave</td>
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<td>E. Main St.</td>
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<td>Vine</td>
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## Farmington (Part 2)
### Prioritized Improvement List

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<td>Farmington (Airport)</td>
<td>Brookside Drive</td>
<td>E. 20th St</td>
<td>Downtown</td>
<td>Biking</td>
<td>?</td>
<td>24</td>
</tr>
<tr>
<td>FC107</td>
<td>Farmington (Airport-Downtown)</td>
<td>N. Dustin</td>
<td>20th St.</td>
<td>Hood Mesa Trail</td>
<td>Walking</td>
<td>?</td>
<td>25</td>
</tr>
<tr>
<td>F14</td>
<td>Farmington</td>
<td>College Ave</td>
<td>Pinon Hills Blvd</td>
<td>N. Dustin Ave</td>
<td>Biking</td>
<td>?</td>
<td>26</td>
</tr>
<tr>
<td>FC114</td>
<td>Farmington (Downtown)</td>
<td>Auburn/Comanche</td>
<td>W. Main St.</td>
<td>Multi Modal</td>
<td>?</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>F05/F05a</td>
<td>Farmington</td>
<td>Villa View Drive</td>
<td>East Main</td>
<td>Plaza Drive</td>
<td>Biking</td>
<td>?</td>
<td>28</td>
</tr>
<tr>
<td>FC118</td>
<td>Farmington (Downtown)</td>
<td>Vine Ave</td>
<td>N. Dustin</td>
<td>Fairgrounds</td>
<td>Biking</td>
<td>?</td>
<td>29</td>
</tr>
<tr>
<td>FC117</td>
<td>Farmington (Downtown)</td>
<td>E. Navajo</td>
<td>Vine Ave</td>
<td>E. Main St.</td>
<td>Biking</td>
<td>?</td>
<td>30</td>
</tr>
<tr>
<td>F12</td>
<td>Farmington</td>
<td>College Blvd</td>
<td>PV HS</td>
<td>BLM office</td>
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<td>?</td>
<td>31</td>
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<tr>
<td>FC119</td>
<td>Farmington</td>
<td>Foothills Dr.</td>
<td>Lakewood</td>
<td>Calibri Pl</td>
<td>Biking</td>
<td>?</td>
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<td>F09</td>
<td>Farmington</td>
<td>Lakewoods Connection</td>
<td>Foothills Drive</td>
<td>Farmington Lake</td>
<td>Multi Modal</td>
<td>?</td>
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<tr>
<td>FC106</td>
<td>Farmington</td>
<td>Santiago/Ute Bike Route</td>
<td>Arroyo Trail</td>
<td>30th St.</td>
<td>Biking</td>
<td>?</td>
<td>34</td>
</tr>
<tr>
<td>FC113</td>
<td>Farmington</td>
<td>Municipal Dr</td>
<td>Arroyo Trail</td>
<td>Glade Rd</td>
<td>Biking</td>
<td>?</td>
<td>35</td>
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<tr>
<td>FC105</td>
<td>Farmington</td>
<td>Cooper St</td>
<td>Butler</td>
<td>Farmington Ave</td>
<td>Biking</td>
<td>?</td>
<td>36</td>
</tr>
<tr>
<td>FC110</td>
<td>Farmington</td>
<td>Glade Rd/Sunset Connector</td>
<td>Glade Rd</td>
<td>Sunset Ave</td>
<td>Biking</td>
<td>?</td>
<td>37</td>
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<td>FC111</td>
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<td>FC115</td>
<td>Farmington</td>
<td>E. 38th St</td>
<td>Butler</td>
<td>N. Dustin Ave</td>
<td>Biking</td>
<td>?</td>
<td>39</td>
</tr>
<tr>
<td>FID</td>
<td>City or Area Location</td>
<td>Road/Facility Name</td>
<td>From Road or Place</td>
<td>To Road or Place</td>
<td>Infrastructure Type</td>
<td>Location Type</td>
<td>Surface</td>
</tr>
<tr>
<td>-----</td>
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<td>---------</td>
</tr>
<tr>
<td>K01</td>
<td>Kirtland</td>
<td>CR 8500</td>
<td>at NM 64</td>
<td>N/A</td>
<td>safe crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K02</td>
<td>Kirtland</td>
<td>CR 6400</td>
<td>at NM 64</td>
<td>N/A</td>
<td>safe crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K03</td>
<td>Kirtland</td>
<td>Old Kirtland Hwy (CR 6400)</td>
<td>CR 6575</td>
<td>CR 6400</td>
<td>sidewalk/bike lane</td>
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<tr>
<td>K04</td>
<td>Kirtland</td>
<td>CR 6446</td>
<td>Cr 6500</td>
<td>Kirtland Elementary</td>
<td>sidewalk/bike lane</td>
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</tr>
</tbody>
</table>
Policy and Facility Recommendations
Chapter Highlights

• This chapter drew off of the FMPO’s “Context Sensitive Street Design Guidelines” document and utilized a Complete Streets methodology to provide policy and facility recommendations.

• In addition to Complete Streets, five policies were outlined and explained that would help the FMPO and its member entities achieve the goals outlined in the plan update.

• AASHTO and FHWA documents were reviewed to produce an alphabetical list of recommended bicycle and pedestrian facilities.

• Project evaluation criteria was also included in this chapter. The explanation and scoring rubric was written to help each member entity select project’s with a high probability of being funded.
Funding Strategies
Chapter Highlights

• The final chapter of this Plan update details funding strategies that can be utilized by the FMPO and its member entities in order to create a safer and more connected active transportation network.

• The chapter provides an in-depth analysis of specific grant programs at the Federal, State, Local and Private levels.

• An overview of the various levels of grant funding, and strategies that can be utilized to procure grants are also outlined in the chapter.
The minutes from the

November 15, 2018

Policy Committee meeting

are on the following pages
1. CALL TO ORDER

Chair Sharer called the meeting to order at 1:40 p.m.

2. APPROVE THE MINUTES FROM THE SEPTEMBER 27, 2018 POLICY COMMITTEE MEETING

Commissioner Sipe moved to approve the minutes from the September 27, 2018 Policy Committee meeting. Mayor Duckett seconded the motion. The motion was approved unanimously.
3. NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR ASSESSING PAVEMENT CONDITION AND BRIDGE CONDITION (PM 2)

Subject: National Performance Management Measures for Assessing Pavement Condition and Bridge Condition (PM 2)
Prepared by: MPO Staff
Date: November 15, 2018

BACKGROUND

- The FHWA requires that MPOs establish four-year targets for six (6) performance measures. Those six performance measures to be considered are:
  1) Percentage of interstate pavements on the NHS in good condition;
  2) Percentage of interstate pavements on the NHS in poor condition;
  3) Percentage of non-interstate pavements on the NHS in good condition;
  4) Percentage of non-interstate pavements on the NHS in poor condition;
  5) Percentage of bridges on the NHS in good condition; and
  6) Percentage of bridges on the NHS in poor condition.
- MPOs may: Agree to support State target OR establish their own targets. The FMPO needed to develop some of its own targets for PM 2 (see attached). After a work session with NMDOT staff and careful review of NMDOT’s statistics, Technical Committee recommends:
  - BRIDGES on National Highway System (NHS) – Adopt a different target for FMPO:
    - 10% target for Bridges in Good condition [vs. the State at 36.0% (2019) and 30.0% (2021)]
    - 2.5% target for Bridges in Poor condition [vs. State at 3.3% (2019) and 2.5% (2021)]
  - PAVEMENT on Non-Interstate/NHS – Adopt a slightly different target for FMPO:
    - set 34.2% target for Pavement in Good condition [vs. the State at 35.6% (2019) and 34.2% (2021)]
    - set 12.0% target for Pavement in Poor condition [vs. State at 9.0% (2019) and 12.0% (2021)]
- Reporting is for a four-year period although revisions to the targets can be made after two years.
- Staff recommends approval of the FMPO proposed targets; the Technical Committee recommended their approval on November 7.

CURRENT ISSUES

- FMPO Policy Committee action is due no later than November 20, 2018.
**ACTION ITEM**

- Hold a public hearing on the proposed Policy Committee Resolution 2018-5 (PM 2 Performance Measure Targets).
- Consider approval of the proposed Policy Committee Resolution 2018-5 (PM 2 Performance Measure Targets).

**APPLICABLE CITATIONS**

Requirement for MPOs to establish performance targets for Federal-aid highway measures and public transportation established by USDOT.

- 23 USC 134(h)(2)
- 49 USC 5303(h)(2)
- 49 USC 5304(d)(2)

Requirements to include discussion in the metropolitan and statewide improvement program as to how the planned program will achieve State/MPO targets:

- 23 USC 134(j)(2)(D)
- 23 USC 135(g)(4)
- 49 USC 5303(j)(2)(D)
- 49 USC 5304(g)(4)

**DISCUSSION:** Mr. Kiely reported that the Technical Committee and Staff has been working with NMDOT on developing measures for Performance Management (PM 2) Measure for assessing pavement and bridge condition. Policy Committee Resolution 2018-5 sets the measures for the FMPO.

The FMPO actually needed to develop some of its own targets for PM 2. The proposed targets are:

- **BRIDGES on National Highway System (NHS)** - Adopt a different target for FMPO:
  - 10% target for Bridges in Good condition [vs. the State at 36.0% (2019) and 30.0% (2021)]
  - 2.5% target for Bridges in Poor condition [vs. State at 3.3% (2019) and 2.5% (2021)]

- **PAVEMENT on Non-Interstate/NHS** – Adopt a slightly different target for FMPO:
  - set 34.2% target for Pavement in Good condition [vs. the State at 35.6% (2019) and 34.2% (2021)]
  - set 12.0% target for Pavement in Poor condition [vs. State at 9.0% (2019) and 12.0% (2021)]

Chair Sharer opened the public hearing. There were no comments made. Chair Sharer closed the public hearing.

**ACTION:** Commissioner Beckstead moved to approve proposed Policy Committee Resolution 2018-5 regarding the PM 2 Performance Measure Targets. Mayor Duckett seconded the motion. The motion was approved unanimously.
4. **FFY 2019 TARGETS FOR SYSTEM PERFORMANCE/FREIGHT/CMAQ (PM 3)**

<table>
<thead>
<tr>
<th>Subject: FFY2019 Targets for System Performance/Freight/CMAQ (PM 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepared by: MPO Staff</td>
</tr>
<tr>
<td>Date: November 15, 2018</td>
</tr>
</tbody>
</table>

**BACKGROUND**

- 23 CFR §490 – 2019 Targets for System Performance/Freight/CMAQ (PM 3) *(see attached).*
- The FHWA requires that MPOs establish PM 3 Measures as follows: 1) Two measures to assess system performance: a. Percentage of person-miles traveled on the interstate system that are reliable; b. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable; 2) One measure to assess freight movement: a. Truck Travel Time Reliability (TTTR) index; 3) Three measures to assess the CMAQ Program: a. Annual hours of peak-hour excessive delay per capita – NM is not required to set a target for this measure; b. Percent on non-single occupancy vehicle (SOV) travel – NM is not required to set a target for this measure; c. On-road mobile source emissions reductions – NM is in non-attainment for Particulate Matter (PM) 10 in one area covered by the El Paso Metropolitan Planning Organization (EPMPO).
- MPOs may agree to support State target OR establish their own targets. The FMPO proposes to adopt the NMDOT targets for PM 3.
- Staff recommends adopting the NMDOT targets; the Technical Committee recommended their approval on November 7.

**CURRENT ISSUES**

- FMPO Policy Committee action is due no later than November 20, 2018

**ACTION ITEM**

- Hold a public hearing on the proposed Policy Committee Resolution 2018-6 regarding the PM 3 Performance Measure Targets.
- Consider approval of the proposed Policy Committee Resolution 2018-6 regarding PM 3 Performance Measure Targets.

**APPLICABLE CITATIONS**

Requirement for MPOs to establish performance targets for Federal-aid highway measures and public transportation established by USDOT.

- 23 USC 134(h)(2)
- 49 USC 5303(h)(2)
- 49 USC 5304(d)(2)

Requirements to include discussion in the metropolitan and statewide improvement program as to how the planned program will achieve State/MPO targets:

- 23 USC 134(j)(2)(D)
DISCUSSION: Mr. Kiely reported that the National Performance Management Measures for System Performance/Freight/CMAQ (PM 3) requires the MPOs to either agree to support the state’s targets or adopt their own. Policy Committee Resolution 2018-6 proposes to adopt the state’s targets as follows:

1) Two measures to assess system performance:
   a. Percentage of person-miles traveled on the interstate system that are reliable;
   b. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable;
2) One measure to assess freight movement:
   a. Truck Travel time Reliability (TTTR) index;
3) Three measures to assess the CMAQ Program:
   a. Annual hours of peak-hour excessive delay per capita – NM is not required to set a target for this measure;
   b. Percent on non-single occupancy vehicle (SOV) travel – NM is not required to set a target for this measure;
   c. On-road mobile source emissions reductions – NM is in non-attainment for Particulate Matter (PM) 10 in one area covered by the El Paso Metropolitan Planning Organization (EPMPO).

Mr. Kiely commented that much of the PM 3 target implications are for systems primarily outside of the FMPO area.

Chair Sharer opened the public hearing. There were no comments received from those present. Chair Sharer closed the public hearing.

ACTION: City Manager Rob Mayes moved to approve proposed Policy Committee Resolution 2018-6 regarding PM 3 Performance Measure Targets. Mayor Duckett Seconded the motion. The motion was approved unanimously.

5. 2019 ANNUAL MEETING SCHEDULE

<table>
<thead>
<tr>
<th>Subject:</th>
<th>2019 Annual Meeting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepared by:</td>
<td>MPO Staff</td>
</tr>
<tr>
<td>Date:</td>
<td>November 15, 2018</td>
</tr>
</tbody>
</table>

BACKGROUND

- Each year the Policy Committee approves a resolution ensuring compliance with the open meetings act and establishes its meeting schedule for the coming year.
NMDOTs STIP Procedures Manual outlines an annual calendar for TIP Amendments which may impact the meeting schedule on a quarterly basis. This schedule has been considered in developing this proposal.

**CURRENT WORK**

- Staff is presenting, herein, a proposed meeting schedule for discussion with the Policy Committee.
- It is suggested that the Policy Committee hold eight (8) regular meetings during 2019. The additional meeting in June is needed to consider a scheduled amendment to the UPWP.
- Meetings are recommended for January, February, April, May, June, August, September, and November.
- The Committee’s Meetings can continue to be held on the fourth Thursday at 1:30 pm, unless otherwise indicated, on a rotating basis among the entities.
- Approval of the 2019 meeting schedule and formal action to adopt a meeting resolution will be sought in November.

**ACTION ITEM**

- It is recommended that the Policy Committee review and consider approval of proposed Policy Committee Resolution 2018-4 regarding the proposed 2019 meeting schedule.

**DISCUSSION:** Mr. Kiely commented that proposed Policy Committee Resolution 2018-4 addressed the Policy Committee meeting calendar for 2019. Staff recommended keeping the same schedule of meetings to be held on the fourth Thursday of each month and rotating among the entities.

Mr. Kiely added that the schedule had been reviewed for possible conflicts with the RTPO calendar. The RTPO members agreed to defer to the MPO calendar as the MPO schedule is more intense with set deadlines and approvals.

**ACTION:** Mayor Duckett moved to approve the proposed Policy Committee Resolution 2018-4 regarding the proposed 2019 meeting schedule. Commissioner Sipe seconded the motion. The motion was approved unanimously.

**6. REPORTS FROM NMDOT**

**District 5 – Lawrence Lopez**

Mr. Lopez re-introduced David Quintana, the Assistant District Engineer for Engineering with NMDOT’s District 5. He also introduced Manuel Maestas, the new Assistant Regional Manager for NMDOT’s North Region Design Center. Mr. Maestas will be in charge of the T/LPA programs for District 5 and the North Region.

Mr. Lopez reported that he just heard from the City of Aztec that the final property needed to be acquired for the East Aztec Arterial project has been acquired. He stated that, unfortunately, the funding for that project was for FY2018. He said that NMDOT will
have to re-establish funding, but noted that Deputy Secretary Lujan has previously stated his support of this project. Mr. Lopez will present this new information to Mr. Lujan to address the federal portion of the funding, however added that another part of the funding for the project was legislative funding that will now have to be reapproved and pursued separately. Commissioner Sipe said that the City of Aztec has already begun that process. Mr. Lopez said that if the funding can be found the project could hopefully be completed in FY2019.

Mr. Lopez reported that NMDOT does have a contractor for the final phases of the US 64 project. This is in the early stages and there is no schedule available yet.

NMDOT is in the process of selecting a contractor for the project on NM 170.

Mr. Lopez commented that with Mr. Quintana and Mr. Maestas on board, NMDOT is very eager to be as involved as possible in working with the entity staffs. He encouraged frequent communication between the local entities and NMDOT to work cooperatively to develop projects in the FMPO area.

Mayor Duckett asked if NMDOT had any plans to rebuild Murray Drive (the truck route) as it runs through Farmington. Mr. Quintana said there were no plans for this facility and said that the project would need to get added to the TIP. District 5 maintenance funds are separate from the TIP and are used around the District as needed. Mayor Duckett asked the NMDOT representatives to please drive the facility and perhaps provide some ideas on how best, and when, to get the needed work completed.

**Planning Liaison – Joseph Moriarty**

Mr. Moriarty reported that NMDOT’s public involvement plan is now available for public comment until December 13. This draft plan can be found on their website and written comments can be sent to him.

The New Mexico Bike Plan is currently being finalized. Mr. Moriarty thanked everyone who provided comments and feedback during the preparation of the plan. A final version of the plan will be posted on their website by the end of the year.

### 7. NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM (PM 1)

<table>
<thead>
<tr>
<th>Subject:</th>
<th>National Performance Management Measures for Highway Safety Improvement Program (PM 1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepared by:</td>
<td>MPO Staff</td>
</tr>
<tr>
<td>Date:</td>
<td>November 15, 2018</td>
</tr>
</tbody>
</table>

**BACKGROUND**

- 23 CFR §490 Subpart B – National Performance Management Measures for Highway Safety Improvement Program (see attached).
The FHWA requires that MPOs establish targets for five (5) safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target.

The five Performance Measures to be considered are: 1) Number of Fatalities, 2) Number of Serious Injuries, 3) Fatalities per 100 Million VMT (Vehicle Miles Traveled), 4) Serious Injuries per 100 Million VMT (Vehicle Miles Traveled) and, 5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

The first three targets are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).

MPOs may: Agree to support State target OR establish specific numeric targets for a safety performance measure (number or rate).

Reporting is done on an annual basis, leaving the choice to adopt State standards vs. establish MPO specific targets up to the MPO Policy Committee each year.

CURRENT ISSUES & RECOMMENDATIONS

This item will be presented to the Technical Committee for consideration in December and then brought back to the Policy Committee in January for their considered adoption.

Staff recommends that the state standards be adopted again for FFY2019.

FMPO Policy Committee action is due no later than February 27, 2019.

INFORMATION ITEM

This item will be considered and action sought by the Policy Committee in January 2019.

APPLICABLE CITATIONS

Requirement for MPOs to establish performance targets for Federal-aid highway measures and public transportation established by USDOT.

- 23 USC 134(h)(2)
- 49 USC 5303(h)(2)
- 49 USC 5304(d)(2)

Requirements to include discussion in the metropolitan and statewide improvement program as to how the planned program will achieve State/MPO targets:

- 23 USC 134(j)(2)(D)
- 23 USC 135(g)(4)
- 49 USC 5303(j)(2)(D)
- 49 USC 5304(g)(4)

DISCUSSION: Mr. Kiely explained that National Performance Management Measure (PM 1) for Highway Safety Improvement Program is another FHWA requirement. MPOs may either adopt the state standards or establish specific numeric targets of their own. The five safety related performance measures are:
The five Performance Measures that need to be set annually are:
1. Number of Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 Million VMT (Vehicle Miles Traveled)
4. Serious Injuries per 100 Million VMT (Vehicle Miles Traveled)
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

The consideration of adopting of the PM 1 targets will be brought back to the Policy Committee in January 2019.

8. COMMITTEE MEMBER DISCUSSION ITEMS

Subject: Committee Member Discussion Items
Date: November 15, 2018

DISCUSSION ITEMS

There were no additional discussion items provided by Policy Committee members for inclusion in the Agenda.

9. INFORMATION ITEMS

Subject: Information Items
Prepared by: MPO Staff
Date: November 15, 2018

INFORMATION ITEMS

e. Report on FFY2020 PLUS CMAQ Non-Mandatory Program - Next Steps
   PFFs for two projects were discussed at a CMAQ Feasibility Review Meeting held at the MPO Office on October 18. San Juan County’s Diesel Replacement project was deemed feasible. The next steps for this project are:
   - Monday, December 3, 2018 (by 5:00 p.m.) is the deadline for the completed application form and required materials (including Resolution of Sponsorship) as one PDF to MPO Staff;
   - Thursday, December 27, 2018 is the deadline for the FMPO Staff to submit the completed CMAQ project applications to NMDOT.

f. Report on FFY2020-21 Transportation Alternatives Program (TAP) & Recreation Trails Program (RTP). Five TAP and RTP projects provided their project application forms and required materials (including the Resolution of Sponsorship) to MPO Staff by the October 26, 2018 deadline:
   - City of Farmington Foothills Drive Enhancement Phase II
Foothills Drive Pedestrian and Traffic Calming Improvements
- San Juan County
  Kirtland Schools Path Extension
  Glade Run Recreation Area (GRRA) Extension
- Farmington Municipal School District
  Safe Routes to Schools Program

These projects will be submitted to the NMDOT TAP/RTP Coordinator by the November 30, 2018 (5:00 p.m.) deadline.

g. **MPO Officer.** Applications from four potential candidates for the position of MPO Officer are being reviewed with interviews scheduled soon.

h. **Bicycle/Pedestrian Plan Update.** The consultant provided several draft chapters of the Bicycle/Pedestrian Plan Update on October 26 for initial review by the Technical Committee and Staff. Additionally, the consultant briefed the Technical Committee on November 7th and made arrangements with members and NMDOT staff to finalize their input into the Plan.

**DISCUSSION:** Mr. Kiely reported that the FFY2020 PLUS CMAQ Non-Mandatory Program is open to all MPOs to apply for available program funds. A project review meeting was held on October 18 and San Juan County’s diesel replacement project was deemed feasible. The next deadline is for the completed application form and required materials (including Resolution of Sponsorship) to be submitted to MPO Staff as one PDF. Chief Operations Office for the County, Mr. Stark stated that the required match was approved by the County Commission at their last meeting.

Projects for the FFY2020-21 Transportation Alternatives Program (TAP) & Recreation Trails Program (RTP) programs had five projects that provided project application forms and required materials (including the Resolution of Sponsorship) to MPO Staff by the October 26, 2018 deadline. The projects will be submitted to NMDOT by the November 30, 2018 deadline. Those projects were:
- City of Farmington
  Foothills Drive Enhancement Phase II
  Foothills Drive Pedestrian and Traffic Calming Improvements
- San Juan County
  Kirtland Schools Path Extension
  Glade Run Recreation Area (GRRA) Extension
- Farmington Municipal School District
  Safe Routes to Schools Program

Mr. Kiely reported that the NWNMCOG has been advertising for the MPO Officer since mid-August using various methods. There have been numerous inquiries, but most were not qualified. Recently however, four completed applications from qualified applicants were received; two were local, one was within New Mexico, and one was from Texas. Mr. Kiely then sent out a fairly challenging questionnaire to these applicants to gauge their understanding of planning, what they know of the MPO area, how well they communicate, along with other questions. Only the applicant from Texas provided responses to the questionnaire.
Mr. Kiely has not yet followed up with this applicant or with the others to see why they did not provide their responses. Mr. Kiely and the Policy Committee discussed thoughts on how to proceed:

- Set up Skype interview with the one applicant who completed the questionnaire. If like him, invite him to New Mexico for in-person interview;
- FMPO has two professional positions open:
  - One is more administrative/technical review along with planning;
  - Other is more simply planning/visionary.
- Consider starting new hire at the Planner position, see how they work out, and then possibly promote them to the MPO Officer position;
- Put out another request for statements of interest noting the FMPO is actively seeking to fill two positions;
- Find out why the other applicants did not respond
  - Applicants were given one week to complete the questionnaire;
  - Did they actually receive the questionnaire?
  - If they did not respond to the questionnaire by the deadline, will they be reliable if hired?
  - Fair to applicant who did respond to now re-consider others?
    - Need to hire competent staff in a difficult market;
    - No need to bend over backwards, but be more open-minded;
    - Must now demonstrate a true interest in the position(s);
    - See if there were extenuating circumstances for their lack of response;
    - Check back with each of the original applicants to see if they are still interested.

Chair Sharer, Mayor Duckett, and Commissioner Sipe offered to participate on an interview committee. Mr. Kiely will reach out to the one applicant who did respond to all requirements, as well as the other applicants to verify their interest. He will then notify the interested Policy Committee members when interview(s) have been scheduled.

Mr. Kiely reported that several draft chapters of the bike/ped plan update have been provided by the consultant to be reviewed by Staff and the Technical Committee. A conference call with the consultant, NMDOT, and Staff is planned in the next few weeks to clear up any questions and get final comments before the draft plan is completed.

10. BUSINESS FROM THE CHAIRMAN, MEMBERS AND STAFF

There was no business from the Chairman, Members and Staff.

11. PUBLIC COMMENT ON ANY ISSUES NOT ON THE AGENDA

There was no public comment on any issues not on the agenda
12. **ADJOURNMENT**

Mayor Duckett moved to adjourn the meeting. Mr. Stark seconded the motion. The motion was approved unanimously. Chair Sharer adjourned the meeting at 2:19 p.m.

_________________________        ___________________________
Sean Sharer, Policy Committee Chair       June Markle, Administrative Assistant