



MPO POLICY COMMITTEE **MEETING AGENDA**

November 21, 2019
1:30 p.m.

Council Chambers
Kirtland Town Hall
47 Road 6500
Kirtland, New Mexico

AGENDA
FARMINGTON METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
November 21, 2019 10:00 AM

This regular meeting will be held in Council Chambers at Kirtland Town Hall, 47 Road 6500, Kirtland, New Mexico.

ITEM	PAGE
1. Call to Order: Call meeting to order	
2. Minutes: Approve the minutes from the September 26, 2019 Technical Committee Meeting.	31-38
3. Review and consider approval of proposed Amendment #1 to the FFY2020-2025 TIP and the Self Certification for the FFY2020-2025 TIP: a. Review the projects in proposed TIP Amendment #1; b. Hold a public hearing on proposed TIP Amendment #1; c. Consider approval of proposed Amendment #1 to the FFY2020-2025 TIP and the Self Certification for the FFY2020-2025 TIP. Action Item Presented: Mary L. Holton, AICP	1-13
4. Review, discuss, and consider approval of proposed Policy Committee Resolution 2019-9 (2020 Policy Committee Meeting Schedule). Action Item Presented by: Mary L. Holton, AICP	14-19
5. Review NMDOT's Performance Measure (PM1) Target Report for 2020 Presented by: Mary L. Holton, AICP	20-25
6. Quarterly Education: The Road to Zero Presented by: Mary L. Holton, AICP	26-27
7. Reports from NMDOT a. Update from the Planning Bureau (<i>Joseph Moriarty</i>) b. Update from District 5 (<i>Matt Grush</i>)	
8. Committee Member Discussion Item(s) <i>No additional discussion items were presented for inclusion on the Agenda.</i>	28
9. Information Items a. MPO Quarterly – December 3 in El Paso b. MTP Update c. No Policy Committee meeting in December Presented by: Mary L Holton, AICP	29
10. Business from Chairman, Members, and Staff	
11. Public Comment on Any Issues Not on the Agenda	
12. Adjournment	

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.

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)

FARMINGTON METROPOLITAN PLANNING ORGANIZATION
Agenda Item #6

Subject:	Quarterly Educational Presentation – The Road to Zero
Prepared by:	Mary L Holton, AICP, MPO Officer
Date:	November 21, 2019

PRESENTATION

From The Road to Zero's summary:

“Why Zero? Is This Really Possible?”

...the idea of a future with literally zero roadway deaths seems like a pipe dream. Roadway deaths—deaths due to traffic crashes—have been increasing, not decreasing, over the past two years. In 2016, more than 37,000 Americans died on the roads—5,000 more people than died in 2011.

The United States has made good progress in road safety over the long run, despite this recent backsliding, but incremental progress is no longer acceptable given the increasingly rapid advances in technology and the wealth of knowledge about how to prevent crashes. Inspired by the goals and progress in other countries, the broader traffic safety community is now working together to achieve a common vision—that by 2050, nobody would be killed in a traffic crash on U.S. roads.

Why zero? That raises the question, "What level of death on the roads should we as a society accept?" How many of our own family members, classmates, neighbors, or people in our community losing their lives to crashes would be considered an appropriate number? These deaths are preventable—the safety community deliberately calls them crashes, not accidents, for this very reason. Accident implies unforeseeable circumstances or a twist of fate, but crashes can be prevented. The number of roadway deaths has long been accepted as a "price" of mobility, but 37,000 deaths is more than 100 Americans killed per day. Imagine the outcry if plane crashes or natural disasters killed 100 Americans every day.

As to whether this is possible, the country has seen enormous improvements in safety in other areas. As of 2017, no commercial U.S. airline passenger flight has had a fatal crash since 2009, thanks in large part to a collaborative government/industry safety management system. The number of people who smoke has fallen by more than half in 50 years, thanks to education campaigns and laws limiting where people can smoke.

In addition, the experiences of other high-income countries show that more-significant change is feasible. In 2013, the U.S. roadway death rate was more than twice the average of other high-income countries, and almost all of those countries have seen greater improvement than the United States over the past two decades. Sweden, where the idea of Vision Zero began, has seen declines in its crash death rates of 50 percent or more,

