

FARMINGTON METROPOLITAN PLANNING ORGANIZATION

Aztec • Bloomfield • Farmington • San Juan County

FISCAL YEAR 2010 UNIFIED PLANNING WORK PROGRAM

July 1, 2009 through June 30, 2010



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

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FARMINGTON MPO FY2010 UPWP

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MPO MEMBERSHIP AND STAFF

Farmington MPO Policy Committee

Sherri Sipe	City of Aztec	Commissioner
Sam Hinson	City of Bloomfield	Councilman
Dan Darnell	City of Farmington	Councilor
William Standley	City of Farmington	Mayor
Dr. Jim Henderson	San Juan County	Commissioner

Farmington MPO Technical Committee

Steve Christensen	City of Aztec
Julie Baird	City of Bloomfield
Cynthia Lopez	City of Farmington
Nica J. Westerling	City of Farmington
Dave Keck	San Juan County

Federal and State Representatives

Bruce Bender	Planning Management Leader	Federal Highway Administration
Dr. Bob Widoe	MPO Liaison	New Mexico Department of Transportation
Phil A. Gallegos, P.E.	District 5 Assistant District Engineer	New Mexico Department of Transportation
David J. Martinez	Technical Support Engineer	New Mexico Department of Transportation

Northwest NM Council of Governments

Bob Kuipers	RPO Planner, Gallup Office
Roshana Moojen	Associate Planner, Farmington Office

MPO Staff

Mike Sullivan	MPO Officer
Joe Delmagori	MPO Planner
Martin Lucero	MPO Associate Planner
Dee Dee Moore	MPO Administrative Aide

FISCAL YEAR 2010

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 FY2010 Unified Planning Work Program (UPWP) covers MPO activities for the period from July 1, 2009 through June 30, 2010. In addition to carrying out the requirements described in the federal transportation bill SAFETEA-LU, the MPO will undertake the update to the Metropolitan Transportation Plan (MTP) during FY2010. It is expected to be completed in April 2010. The full UPWP document is provided below and will be available on FMPO's web site (www.farmingtonmpo.org). This document is approved by the MPO's Technical and Policy Committees 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.

INTRODUCTION

With a 2000 census population of 53,294, the US Census Bureau officially designated the Farmington, New Mexico area 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).

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 on September 28, 2006. It will be in effect through September 30, 2009. A Memorandum of Agreement (MOA) between the Farmington MPO and the New Mexico Department of Transportation was executed on April 25, 2003. Also 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. In July 2005, the FMPO was estimated to have a population of 92,187 based on July 2005 US Census figures.

The Farmington MPO boundary is shown as Figure 1 in Appendix A at the end of the document.

The MPO is required by SAFETEA-LU (23 CFR 450.334) to complete the self-certification process annually. Self-certification indicates 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.

Sam Hinson
Farmington MPO
Policy Committee Chair

Gary Giron
New Mexico Department of Transportation
Cabinet Secretary

Date

Date

A. PURPOSE

The purpose of the Unified Planning Work Program (UPWP) is to outline transportation planning activities 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 based on population figures within the MPO. All planning activities discussed in this work plan are to be

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Amended on September 17, 2009*

conducted within the Metropolitan Planning Area for the fiscal year FY2010, covering the period of July 1, 2009 through June 30, 2010.

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 its 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 (TC);
- (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 the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), followed by the Transportation Equity Act for the 21st Century (TEA-21), and continued through the new transportation bill titled the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). 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 a minimum of 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.

The Farmington MPO Staff currently consists of Mike Sullivan, AICP (MPO Officer), Joe Delmagori (MPO Planner), Martin Lucero (MPO Associate Planner) and Dee Dee Moore (Administrative Aide).

Planning Coordinator(s)

Dr. Bob Widoe (NMDOT Planning) and David Martinez (NMDOT District 5) have been assigned from the NMDOT to work with the MPO and local governments. Phil Gallegos (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, local pueblos, and NMDOT. 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. Bob Kuipers is the primary contact at the

Northwest RPO. Roshana Moojen is the primary contact at the planner position at the Northwest New Mexico Council of Governments Farmington office.

FUNDING SOURCES

The program areas in the FY2010 Unified Planning Work Program are funded from federal, state, 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.

FY2009 UPWP ACCOMPLISHMENTS

The FY2010 UPWP builds on the work completed through FY2009. Some of the major accomplishments in FY 2009 were:

- Traffic counts were taken in October and November of 2008.
- MPO traffic counts from 2004 through 2008 are now available to the public via the TCDS web-based program.
- The FY2008 Annual List of Federally-Obligated Projects was completed.
- The MPO Policy Committee adopted the Access Management Plan on January 8, 2009.
- Staff updated the socioeconomic data to the 2008 base year and revised the forecast year out to 2030.
- The FY2010-2015 TIP was adopted.
- The City of Farmington was awarded a Phase 1 Safe Routes to School grant due to the efforts of a local champion.
- MPO website was updated as needed.
- Quarterly newsletters prepared and distributed.
- Quarterly and annual reports prepared.

SAFETEA-LU

Planning Factors

SAFETEA-LU, which was signed into law on August 10, 2005, expands upon the factors identified by TEA-21 to eight broad areas that are to be considered in

metropolitan transportation planning. Safety and security were separated to emphasize their importance. Planning factor number 5 was expanded to include promoting consistency with other planning areas. 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.

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) – 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) - 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 counting program.

Long Range Transportation Planning (41.13.00) - Is primarily long range project level planning that includes traffic modeling, travel demand modeling, travel forecasting, appropriate database development and maintenance, and system analysis and plan development. It may also include corridor and sub-area studies.

Short Range Transportation Planning (41.14.00) - Includes system or project planning and analysis proposed in the next three to five years, transit planning, and appropriate database development and maintenance.

Transportation Improvement Program (41.15.00) - 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 FY2010, the MPO Officer will undertake general administration and oversight of the MPO. The MPO Planner and his staff will develop a UPWP for FY2011. Staff will perform the functions and duties required to properly operate the MPO.

Representative Product:

- Develop the FY2011 Unified Planning Work Program
- Local Stakeholder and staff meetings
- Day-to-day MPO activities
- Purchase additional software to assist with MPO activities:
 - GIS software license (for mapping and displays)
 - Graphic design software (e.g. Photoshop) for newsletters & advertisements
 - VISSIM program (for presenting results of the traffic model)

Expected Staff Hours: 50 hours (UPWP development only)

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Prepare/ Complete UPWP								X	X	X		

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 14, 2006.

Representative Product:

- Review and renew the Bylaws for another three year period

- Updates to the Bylaws as necessary

Expected Staff Hours: 25 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Renew Bylaws	X	X	X									

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.

Representative Product:

- Amendments to the FY2010 UPWP as necessary

Expected Staff Hours: 15 hours

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: 60 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Quarterly Reports	X			X			X			X		
Annual Report	X	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

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Policy Cmt Meetings			X		X		X		X	X		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: 350 hours

FY2010	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

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
- Semi-annual billings in October and April
- Budget documents
- Annual budget preparation
- Budget amendments as necessary

Expected Staff Hours: 50 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Budget Invoices/ Documents	X			X			X			X		
Annual budget preparation							X	X	X	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

- Public notices for local newspapers
- Annual Listing of Federally Obligated Projects
- Data collection for transportation projects as necessary

Expected Staff Hours: 125 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MPO Annual Certification										X		
Annual Listing of Projects				X	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, NHI Courses, ITS)
- MPO Quarterly Meetings
- Institute of Transportation Engineers (ITE) Conferences and Trainings
- Association of Metropolitan Planning Organizations (AMPO) Conference
- APA Conference and web-seminars
- VISUM Training Course
- Additional In-State Trainings and National Transportation Conferences

Expected Staff Hours: 350 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
MPO Qtrly Mtgs			X			X			X			X
ITE Conferences		X							X			
VISUM Training										X		
APA & NMAPA Conference				X						X		
AMPO Conference				X								

PUBLIC INVOLVEMENT - 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
- Public notices advertised 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
- Post MPO documents on the MPO website and at other locations described in the PPP
- Develop and implement pro-active strategies when soliciting public comments and involvement
- Develop a mailing list of local decision makers and send out invitations to attend MPO committee meetings

Representative Product:

- MPO Mailing and Contact Lists
- MPO Quarterly Newsletter
- Adhere to the procedures outlined in the Public Participation Plan
- Create stakeholder and advisory groups to assist with policy development
- Investigate the redevelopment of the Citizen’s Action Committee during development of the MTP
- Public meetings to assist with the MTP update

Expected Staff Hours: 200 hours

FY2010	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			
Anticipated MTP public meetings		X			X			X				

JOINT POWERS AGREEMENT – The JPA creating the MPO will expire at the end of September 2009. The update to the JPA will conclude in early FY2010.

Representative Product:

- Complete the renewal process for the JPA in order to adopt the new JPA by the end of September 2009

Expected Staff Hours: 20 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
JPA renewal	X	X	X									

ESTIMATED COSTS & STAFF HOURS FOR PROGRAM SUPPORT & ADMINISTRATION

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Administration	\$33,000	Yearly
Bylaws	\$625	25
FY2010 UPWP Amendments	\$375	15
Annual/Quarterly Reports	\$3,000	60
PC Meetings	\$7,500	150
TC Meetings	\$17,500	350
Budget Maintenance	\$1,250	50
Misc Administration	\$3,125	125
Professional Development	\$10,000	350
Public Involvement	\$10,000	200
JPA Renewal	\$1,000	20
41.11.00 SUBTOTAL	\$87,375	1345

GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING (41.12.00)

OBJECTIVE

This consists of the Metropolitan Transportation Plan (MTP), the long-range (20 year) plan for the MPO. 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 UPDATE

The MPO is required to develop a long-range (20-year) transportation plan that 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 its first Metropolitan Transportation Plan on April 21, 2005. According to SAFETEA-LU, an MPO in attainment status is required to update the MTP every five years. The MPO began the update in FY2009 and anticipates the adoption of the MTP update in April 2010. The update will involve revisions to base and future

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population, employment, and land use data, transportation priorities, updated plans by mode, a revised financial plan, and public involvement.

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 MPO and public transit operators 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.

In compliance with federal regulations citizens are given an opportunity to provide input, review and comment on the content of the 2035 MTP. The public participation process provides ways to fully engage the public as the MPO develops the MTP. Public involvement efforts include conducting meetings in different cities within the region, holding MTP Open Houses, conducting interviews, and distributing wide notice of all upcoming meetings in various locations.

The use of additional PL funds in FY2010 will allow for more public outreach opportunities to engage the public during the MTP update process. Staff will use funds for additional analysis of elements of the plan as needed. The funds will provide for better quality for the final products of the MTP update.

Metropolitan Transportation Plan: Demographic Forecasting

Staff will develop demographic forecasting scenarios through the horizon year of 2035 and verify forecasts through the use of the travel demand modeling. Base year and projected land use data will be used as the basis for the various transportation plans by mode.

Representative Product:

- Develop various demographic forecast scenarios and test the forecast scenarios in correlation to the future, proposed transportation system
- Run the base year and future year travel demand models and review the results with the Technical Committee and other entity staff
- Document forecast and network development, revisions and model run output

Expected Staff Hours: 60 hours

MTP UPDATE TIMELINE – July 2009 to April 2010										
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010
LAND USE DATA										
Develop Forecast Scenarios										
Base and Future Year Model Runs										
Land Use Data Documentation										

Metropolitan Transportation Plan: Multi-Modal Transportation Modes

Transit service and bicycle/pedestrian facilities are critical elements to a balanced transportation system. Good transit service relies on proximity to residential neighborhoods and connections to public institutions. Bike lanes, complete sidewalk networks, and off-road facilities provide viable options and an alternative to the automobile for many trips.

As part of the transit plan, the MPO will complete a needs assessment of the Red Apple Transit system. Options for the expansion of the system will also be identified.

Critical elements of the FMPO Bicycle/Pedestrian Plan will be incorporated into the MTP update. Staff will work with the entities to establish a prioritized list of regional walking and biking projects.

To expand the model's capacity, the MPO will consider working with a third party provider to build a possible Mode Split element into the model to estimate the share of travel on each available mode given the time and cost characteristics of each mode and the socio-economic characteristics of trip makers.

Representative Product:

Elements of the Transit Needs Assessment

- Evaluate transit ridership/demand forecasts to predict the ridership among the various Red Apple Routes
- Develop and implement Travel Surveys for on board Transit Origin/Destination evaluation
- Identify areas where new transit could serve
- Develop/revise alternatives for the expansion of the transit system
- Evaluate trips made within the MPO area for the development of mode shares for:
 - Vehicles

- Public Transit
- Possibly non-motorized travel such as bicycle and pedestrian usage

Bicycle/Pedestrian Plan

- Prioritize regional bicycle/pedestrian projects
- Develop and/or revise policies by transportation mode
- Continue to develop funding strategies for the regional projects

Expected Staff Hours: 175 hours

MTP UPDATE TIMELINE – July 2009 to April 2010										
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010
BICYCLE/PEDESTRIAN										
Prioritize regional Bicycle/Pedestrian projects										
Develop Pedestrian Safety Action Plan										
Revise/expand policies and implementation strategies										
Final Bicycle/Pedestrian Work Products										
TRANSIT										
Develop/revise transit policies										
Security strategies										
Develop implementation strategies										
Final Transit Work Products										
MULTI-MODAL										
Identify future nodes as regional activity centers										
Land Use/Transportation policies										
Safe Routes to School Initiatives										

Metropolitan Transportation Plan: Roadway Plan and Freight Study

Future road alternatives will be evaluated to address potential deficiencies in the existing road network. Staff will analyze project information to determine the most feasible projects. Recommended alternatives will be prioritized to create a long range Vision Plan.

Staff will perform analyses of freight movement within the MPO study area as a component of the Metropolitan Transportation Plan.

Staff will develop future travel forecasts and identify potential roadway improvements that can be evaluated using the travel demand model.

Representative Product:

Roadway Plan

- Identify areas of deficiency
- Run 'No Build' scenarios to determine areas of future congestion
- Develop project details for proposed alternatives
- Run model analysis for proposed alternatives
- Revise network(s) as appropriate and re-run model as necessary
- Prioritize roadway alternatives
- Develop/revise regional road policies

Freight Plan

- Actively engage major stakeholders as well as the general public in freight studies
- Examine and document major freight issues and analyze their impact on the transportation system
- Major issues may include but not be limited to:
 - Congestion management
 - Designated freight routes on major roadways
 - Roadway design standards
 - Anticipated economic growth in the region
- Based on the impact analysis, staff will develop alternative strategies for managing freight movement, including proposed locations of major freight terminals

Expected Staff Hours: 300 hours

MTP UPDATE TIMELINE – July 2009 to April 2010										
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010
ROADWAY PLAN										
Finalize project details for alternatives analysis										
Calibrate model based on revised land use data										
Run alternatives analysis										
Prioritize list of roadway projects										

Develop/revise regional road policies										
Congestion management techniques										
MTP UPDATE TIMELINE – July 2009 to April 2010										
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010
Environmental mitigation strategies										
System preservation strategies										
Implementation strategies										
Final Work Products										
FREIGHT PLAN										
Develop safety measures for freight movement										
Identify new freight corridors										
Develop freight policies										
Final Work Products										

Metropolitan Transportation Plan: Safety and Security

Staff will develop strategies to increase the safety and security for both non-motorized and motorized users, to reduce travel demand at the regional level, and to increase the safety of the traveling public.

Representative Product:

- Consult with local safety organizations on safety planning
- Establish safety-related goals, objectives, and performance measures relevant to all modes of transportation
- Develop policies and design practices to create a safe intermodal transportation network
- Develop security goals and apply them to critical regional facilities

Expected Staff Hours: 50 hours

MTP UPDATE TIMELINE – July 2009 to April 2010										
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010
SECURITY ELEMENT										
Security strategies										
Identify critical facilities & corridors										
Develop security goals										

Metropolitan Transportation Plan: Document

All elements of the MTP are expected to be completed for adoption by April 2010.

Representative Product:

- Identify and develop a list of financially constrained and prioritized transportation projects and identify corresponding funding sources for the anticipated projects expected to be completed prior to 2035
- Hold public meetings and workshops to fully engage the public in the MTP update process
- Develop a financial plan based on District targets, local funding, and other reasonably expected funding sources
- Complete the final document for adoption and distribution

Expected Staff Hours: 175 hours

MTP UPDATE TIMELINE – July 2009 to April 2010										
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	2009	2009	2009	2009	2009	2009	2010	2010	2010	2010
INTRODUCTION										
Executive Summary										
Planning Context										
MTP elements & Outcomes										
PUBLIC PARTICIPATION										
Public meetings		X			X			X		
Hold public workshops										

FINANCIAL PLAN												
Targets from District 5												
Local contribution estimates												
Year of Expenditure figures												
Cost estimates												
Financial charts and summary												
DELIVERABLES												
Draft Plan Development												
Final Plan Development												
Public Comment												
Adoption												X

TRAFFIC COUNT PROGRAM – The MPO is required to conduct traffic counts and provide such 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 all obsolete 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) software. 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 80 locations on an annual basis
- Summarize traffic count data
- Speed and vehicle classification data reports
- Traffic count data and maps posted on the MPO website
- Upload traffic count data into the traffic count database system software

Expected Staff Hours: 175 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Prepare annual count list										X	X	X
Take annual traffic counts		X	X	X	X							
Summarize & post traffic count data					X	X	X	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 for an additional two years 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:

- Review and update the ITS architecture and make minor changes on an as needed basis
- Create an ITS maintenance plan for the MPO
- Investigate funding for ITS implementation
- Attend training courses on ITS

Expected Staff Hours: 35 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
ITS Maint. Plan							X	X	X	X		

GENERAL CONSULTANT FEES – The MPO has reserved funding for consultant fees to assist with planning activities, which provides flexibility to the MPO to use a portion of the additional PL at a later time. General consultant fees could be used for the MTP update, the traffic count program, or transit activities.

**ESTIMATED COSTS & STAFF HOURS FOR GENERAL DEVELOPMENT
AND COMPREHENSIVE DEVELOPMENT**

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
MTP Update		
Demographic Forecasting	\$1,500	60
Multi-modal Planning	\$4,375	175
Roadway Plan and Freight Study	\$15,000	300
Security/Safety	\$1,250	50
Document	\$8,750	175
General Consultant Fees	\$10,000	150
Traffic Forecasts	N/A	As requested
ITS Maintenance Plan	\$3,875	75
	\$44,750	985
Traffic Count Program	\$12,500	175
	41.12.00 SUBTOTAL	\$57,250
		1160

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

- Develop survey and/or collect Census data to support model development activities in conjunction with the MTP development
- Road network updates
- Collect socioeconomic data to support traffic model activities on a quarterly basis
- Calibrate the model based on revised land use data
- Attend a training course on the VISUM program
- Investigate mode split component to model
- Collect data and determine trip rates for a mode split
- Build a transit element into the traffic model
- Hire a consultant for mode split assistance
- See the MTP Update section for additional travel model activities.

Expected Staff Hours: 300 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Model Development with MTP	X	X	X									
Transit Mode Split				X	X	X	X	X	X	X	X	X
Socioeconomic data collection		X			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:

- Purchase an additional GIS software license
- 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 flow maps
- To assist with the MTP update, create maps for presentations at public meetings
- Use GIS to assist with other activities described in the annual work program
- Attend GIS training courses

Expected Staff Hours: 200 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
GIS data collection	X	X		X	X		X	X		X	X	

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:

- Propose functional classification changes as part of the future Roadway Network Map
- Updates to the Functional Classification System as needed, especially when regionally significant roads are built or reconstructed

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.

Representative Activities & Products:

- Assist with final design plans for Phase 2 of the project

Expected Staff Hours: 25 hours

PIÑON HILLS BOULEVARD EXTENSION STUDY – The extension of Piñon Hills Blvd across the Animas River to CR 3950 has been shown by the travel model to have a significant reduction on traffic volumes on Browning Parkway and reduces out-of-direction travel for the area. As a result, the City of Farmington and San Juan County began studies into this project in FY2009. The two entities are continuing work on design, ROW acquisition, and environmental assessment. The MPO will assist with these efforts where possible.

Expected Staff Hours: 15 hours

HIGHLINE ROAD STUDY/ NORTHWEST LOOP STUDY – MPO staff will work with the local entities to model potential roads to assist with regional travel. The Highline Road from Farmington to US 550 through Crouch Mesa has been identified as a new east-west route to provide relief to NM 516 and to serve the growing population in Crouch Mesa. The Northwest Loop in Aztec could potentially provide relief to Lt Plant Road and NM 516 within the city limits. Staff may be requested to run the traffic model to evaluate these proposed corridors.

Expected Staff Hours: 15 hours

AIR QUALITY AND OZONE STANDARDS – Recent data has shown that stations in San Juan County are near the threshold for ozone non-attainment. A final designation will be made by the EPA in March 2010 regarding non-attainment areas within the state of New Mexico. If a non-attainment designation is assigned by EPA, the MPO will coordinate with the NM Environmental Department (NMED) where necessary to assist with a transportation conformity plan.

Representative Activities & Products:

The MPO will develop pro-active measures to mitigate the effects on transportation on air quality:

- Develop scenarios for emissions reduction
- Analysis of air quality analysis in conjunction with NMED
- Develop policies for air quality mitigation

**ESTIMATED COSTS & STAFF HOURS FOR
LONG RANGE TRANSPORTATION PLANNING**

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Travel Demand Modeling	\$15,000	300
GIS	\$5,000	200
Functional Classification	\$625	25
US 64 Final Design	\$625	25
PHB Extension	\$375	15
Highline/NW Loop Studies	\$375	15
Air Quality	\$8,000	100
41.13.00 SUBTOTAL	\$30,000	680

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 Presbyterian Medical Services, regarding projects and program modifications. MPO staff will work with Red Apple Transit to develop and revise the transit plan during the MTP update.

Representative Product:

- Work with Red Apple Transit on a transit needs assessment and a line route analysis study
- Hire a consultant for a comprehensive transit study
 - Perform a needs assessment to determine potential transit demand
 - Collect data on ridership and population/employment statistics
 - Conduct analysis and develop transit expansion scenarios
 - Consultant fees
- Perform a cost analysis for transit alternatives identified in the MTP update process
- Analyze a feasible location for a transit hub
- See the MTP update section for additional transit activities
- Assist with other Red Apple Transit activities as necessary

Expected Staff Hours: 200 hours

FY2010	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Needs Assessment	X	X	X	X								
Cost analysis	X	X	X	X	X							
Line Route Study	X	X	X	X	X	X	X					
Comprehensive Transit Study/ Consultant Assistance				X	X	X	X	X	X	X	X	X

SAFE ROUTES TO SCHOOLS – The MPO will continue to support SRTS initiatives that have been started by the City of Farmington. The MPO in cooperation with the schools and cities will oversee development of the program.

Representative Activities & Products:

- Assist entities and/or schools with their applications for SRTS grants to support SRTS implementation
- Provide assistance with the development of the Farmington Walk and Roll Program
- Document SRTS activities through the MPO website

- Coordinate with existing and additional SRTS champion(s) who will provide direction for the MPO and the schools
- Work with other local school districts to develop SRTS programs
- Create and use evaluation criteria to identify schools and neighborhoods as potential SRTS candidates
- Evaluation walking conditions at participating schools

Expected Staff Hours: 150 hours

FY2010	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

SCENIC BYWAYS PROGRAM – In partnership with the Northwest Regional Planning Organization, the MPO will investigate its role in developing the Scenic Byways Program. Some initial roles may include tying together local trails development with the overall Corridor Management Plan and seeking financial support for development.

Expected Staff Hours: 15 hours

**ESTIMATED COST & STAFF HOURS FOR
SHORT RANGE TRANSPORTATION PLANNING**

TASK	ESTIMATED COST	EXPECTED STAFF HOURS
Transit Planning	\$10,000	200
Comprehensive Transit Study	\$40,000	250
SR2S Implementation	\$3,750	150
Scenic Byways	\$375	15
41.14.00 SUBTOTAL	\$54,125	615

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 FY2010 to FY2015 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 financial plan for TIP
- 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

FY2010	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	\$5,000	100
41.15.00 SUBTOTAL	\$5,000	100

VII. BUDGET SUMMARY *(as amended by the Policy Committee)*

Table 1 – FY2010 Budget by Fund Source, shows the revised FY2010 MPO budget to indicate actual PL and 5303 amounts for FY2010. In addition, the MPO portion of the unobligated PL is listed along with 5303 carryover funds from FY2009. The FY2010 estimated budget is compared to the final FY2010 budget. Overall, federal funding increased by \$115,379. As a result, required local match increased by \$20,157. However, the additional federal funding will greatly reduce the local overmatch contribution from the local entities. The grand total for the MPO for FY2010, as approved by the Farmington City Council, is \$293,688.

The New Mexico obligation limitation rate for FY2010 was originally estimated to be 91.5% but has been revised to 90.0%. In FY2010, the MPO will receive \$229,327 in FHWA PL 112, with \$195,937 in federal and \$33,390 in required local match. Once again, \$12,500 will be dedicated to the annual traffic count program. For FTA 5303, the MPO will receive \$28,023 in federal and \$7,006 in required local match for a total of \$35,029.

MTP development will continue through the majority of FY2010. Much of the work is expected to be completed in-house; however, general consultant services have been indicated in the revised UPWP in the event that the MPO needs to hire a consultant to assist with elements of the MTP update.

Table 1 – FY2010 MPO Budget by Fund Source

Fund Source	FY2010 Estimated Budget (from Apr 2009)	Revised FY2010 Budget (based on Work Authorizations)	Unobligated PL & 5303 Carryover	Final FY2010 MPO Budget
FHWA PL - Federal Share	\$ 86,771	\$ 85,151	\$ 110,786	\$ 195,937
FHWA PL Required Match	\$ 14,787	\$ 14,511	\$ 18,879	\$ 33,390
FHWA PL Total	\$ 101,558	\$ 99,662	\$ 129,665	\$ 229,327
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	\$ 21,810	\$ 23,144	\$ 4,879	\$ 28,023
FTA 5303 Required Match	\$ 5,453	\$ 5,786	\$ 1,220	\$ 7,006
FTA 5303 Total	\$ 27,263	\$ 28,930	\$ 6,099	\$ 35,029
Federal Share of FY2010 MPO Budget	\$ 119,261			\$ 234,640
Local Required Match	\$ 22,059			\$ 42,216
Local Overmatch Total	\$ 152,745			\$ 16,832
MPO Grand Budget	\$ 294,065			\$ 293,688

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

Final FHWA PL (Federal)	\$ 195,937			
Final FHWA PL (Local)	\$ 33,390			
Final FTA 5303 (Federal)	\$ 28,023			
Final FTA 5303 (Local)	\$ 7,006			
Estimated Local Overmatch (Total)	\$ 16,832			
	Aztec	Bloomfield	Farmington	SJ County
FHWA PL Local Share	\$ 3,339	\$ 3,339	\$ 20,034	\$ 6,678
FHWA PL Traffic Counts	\$ 182	\$ 182	\$ 1,092	\$ 364
	\$ 3,521	\$ 3,521	\$ 21,126	\$ 7,042
FTA 5303	\$ 701	\$ 701	\$ 4,204	\$ 1,401
FY 2010 Required Match Total	\$ 4,222	\$ 4,222	\$ 25,330	\$ 8,443
Estimated Max. Local Overmatch	\$ 1,683	\$ 1,683	\$ 10,099	\$ 3,366
Estimated Max. Local Contribution	\$ 5,905	\$ 5,905	\$ 35,429	\$ 11,810

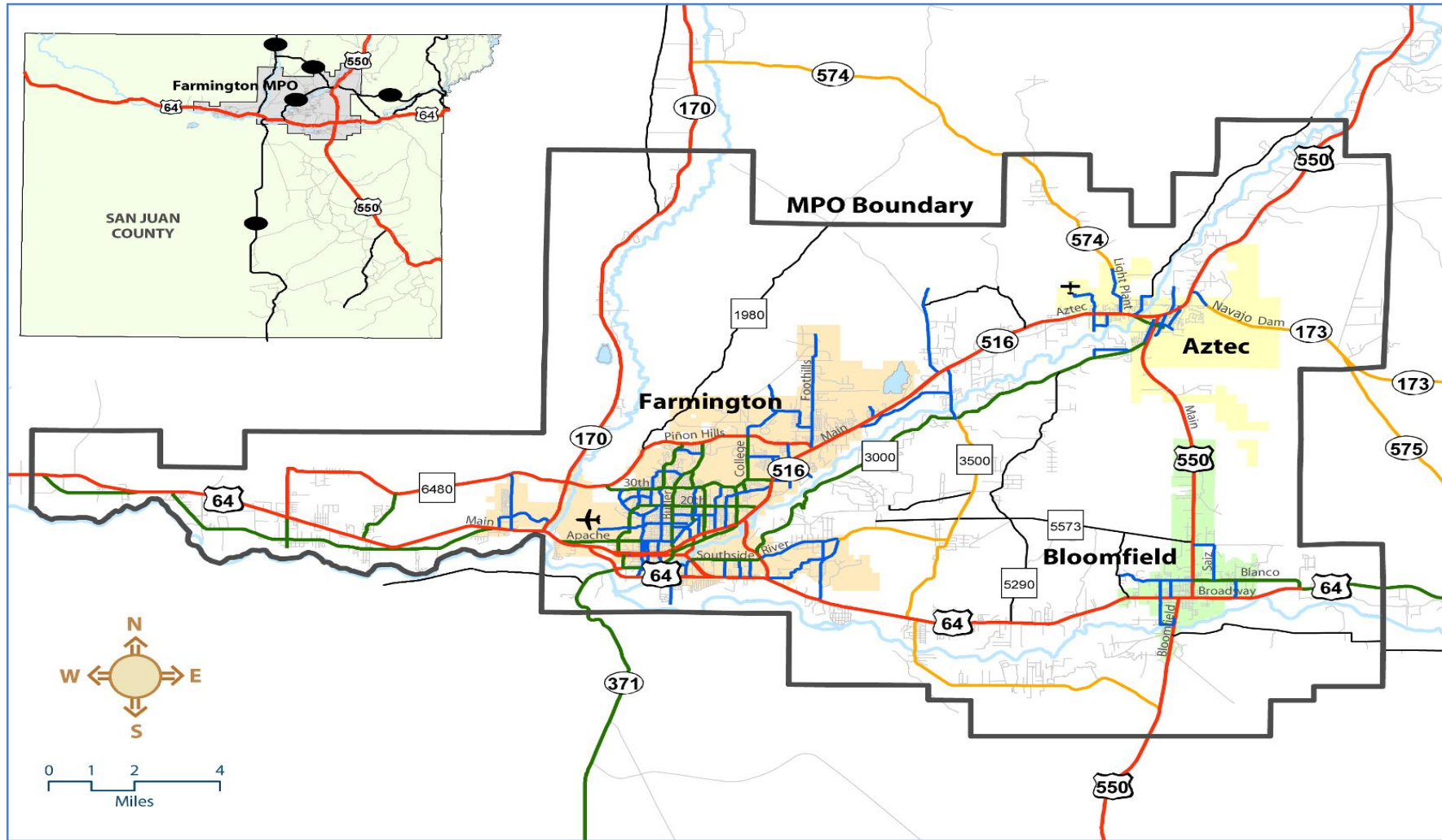
Table 3 – Budget Summary by Program - shows the revised total amount for FY2010 by each program area and funding source.

Table 3 - Budget Summary by Program Area

FARMINGTON MPO - FY 2010 BUDGET SUMMARY BY PROGRAM AREA									Table #3
FUNDING SOURCE	PROGRAM AREA					FUNDING TOTALS			% of Total Budget
	41.11 Program Admin	41.12 General Development	41.13 Long Range	41.14 Short Range	41.15 TIP	Federal	Local	All Sources	
FEDERAL HIGHWAY ADMINISTRATION (FHWA)									
FHWA 112 PL (85%)	\$ 58,781.10	\$ 78,374.80	\$ 29,390.55	\$ 19,593.70	\$ 9,796.85	\$ 195,937.00			70.77%
Local Match (15%)	\$ 10,017.00	\$ 13,356.01	\$ 5,008.50	\$ 3,339.00	\$ 1,669.50		\$ 33,390.01		12.06%
Aztec	\$ 1,001.70	\$ 1,335.60	\$ 500.85	\$ 333.90	\$ 166.95		\$ 3,339.00		
Bloomfield	\$ 1,001.70	\$ 1,335.60	\$ 500.85	\$ 333.90	\$ 166.95		\$ 3,339.00		
Farmington	\$ 6,010.20	\$ 8,013.60	\$ 3,005.10	\$ 2,003.40	\$ 1,001.70		\$ 20,034.01		
San Juan County	\$ 2,003.40	\$ 2,671.20	\$ 1,001.70	\$ 667.80	\$ 333.90		\$ 6,678.00		
TOTAL (FHWA 112 PL + Match)	\$ 68,798.10	\$ 91,730.81	\$ 34,399.05	\$ 22,932.70	\$ 11,466.35	\$ 195,937.00	\$ 33,390.01	\$ 229,327.01	82.83%
FHWA 112 PL TC (85%)	\$ -	\$ 10,680.00	\$ -	\$ -	\$ -	\$ 10,680.00			3.86%
Local Match (15%)	\$ -	\$ 1,820.00	\$ -	\$ -	\$ -		\$ 1,820.00		0.66%
Aztec	\$ -	\$ 182.00	\$ -	\$ -	\$ -		\$ 182.00		
Bloomfield	\$ -	\$ 182.00	\$ -	\$ -	\$ -		\$ 182.00		
Farmington	\$ -	\$ 1,092.00	\$ -	\$ -	\$ -		\$ 1,092.00		
San Juan County	\$ -	\$ 364.00	\$ -	\$ -	\$ -		\$ 364.00		
TOTAL (FHWA 112 PL TC + Match)	\$ -	\$ 12,500.00	\$ -	\$ -	\$ -	\$ 10,680.00	\$ 1,820.00	\$ 12,500.00	4.51%
FHWA TOTAL	\$ 68,798.10	\$ 104,230.81	\$ 34,399.05	\$ 22,932.70	\$ 11,466.35	\$ 206,617.00	\$ 35,210.01	\$ 241,827.01	87.35%
FEDERAL TRANSIT ADMINISTRATION (FTA)									
FTA Grant 5303 (80%)	\$ 2,802.30	\$ 2,802.30	\$ 4,203.45	\$ 16,813.80	\$ 1,401.15	\$ 28,023.00			10.12%
Local Match (20%)	\$ 700.58	\$ 700.58	\$ 1,050.86	\$ 4,203.45	\$ 350.29		\$ 7,005.75		2.53%
Aztec	\$ 70.06	\$ 70.06	\$ 105.09	\$ 420.35	\$ 35.03		\$ 700.58		
Bloomfield	\$ 70.06	\$ 70.06	\$ 105.09	\$ 420.35	\$ 35.03		\$ 700.58		
Farmington	\$ 420.35	\$ 420.35	\$ 630.52	\$ 2,522.07	\$ 210.17		\$ 4,203.45		
San Juan County	\$ 140.12	\$ 140.12	\$ 210.17	\$ 840.69	\$ 70.06		\$ 1,401.15		
TOTAL FTA 5303 + Match	\$ 3,502.88	\$ 3,502.88	\$ 5,254.31	\$ 21,017.25	\$ 1,751.44			\$ 35,028.75	12.65%
FTA TOTAL	\$ 3,502.88	\$ 3,502.88	\$ 5,254.31	\$ 21,017.25	\$ 1,751.44	\$ 28,023.00	\$ 7,005.75	\$ 35,028.75	12.65%
GRAND TOTAL	\$ 72,300.98	\$ 107,733.68	\$ 39,653.36	\$ 43,949.95	\$ 13,217.79	\$ 234,640.00	\$ 42,215.76	\$ 276,855.76	
Percent of 112 PL	30.00%	40.00%	15.00%	10.00%	5.00%				100.00%
Percent of 112 TC	0.00%	100.00%	0.00%	0.00%	0.00%				100.00%
Percent of 5303	10.00%	10.00%	15.00%	60.00%	5.00%				100.00%
Percent of Total Budget	26.12%	38.91%	14.32%	15.87%	4.77%	84.75%	15.25%		100.00%

APPENDIX A

Map of the Farmington MPO



APPENDIX B

ACRONYM LIST

AADT	Annual average daily traffic
ADT	Average Daily Traffic
AAWDT	Annual average weekday traffic
ADA	Americans with Disabilities Act of 1990
APA	American Planning Association
ARRA	American Recovery and Reinvestment Act
AMPO	Association of Metropolitan Planning Organizations
BLM	United States Department of the Interior, Bureau of Land Management
BPAG	Bicycle & Pedestrian Advisory Group
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
EIS	Environmental impact statement
EJ	Environmental justice
EPMPO	El Paso Metropolitan Planning Organization
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
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
GRIP	Governor Richardson's Investment Partnership
ITE	Institute of Transportation Engineers
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent transportation systems
JARC	Job Access and Reverse Commute program
JPA	Joint Powers Agreement
LCMPO	Las Cruces MPO
LOS	Level of service
LRTP	Long Range Transportation Plan
MIS	Major investment study
MOA	Memorandum of agreement

MPO	Metropolitan planning organization
MTP	Metropolitan Transportation Plan
MRCOG	Mid-Region Council of Governments
NCBW	National Center for Bicycling and Walking
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
PBIC	Pedestrian and Bicycle Information Center
PC	Policy Committee of the Farmington MPO
PIP	Public Involvement Plan
PL	Planning funds provided through FHWA
PTPB	Public Transportation Programs Bureau
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
SFMPO	Santa Fe MPO
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
TEA-21	Transportation Efficiency Act for the 21 st Century
TIA	Traffic impact analysis
TIP	Transportation Improvement Program
TSM	Transportation System Management
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