



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
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NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**Northwest Regional Transportation
Planning Organization
(NWRTPO)**

AGENDA PACKET

**RTPO Technical/Policy
Committee Meeting**

Wednesday, May 10, 2017

10:00AM – 2:00PM

N.M.S.U. Small Business Development Center

701 E. Roosevelt, Grants, NM



Special Thanks to City of Grants

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Technical/Policy Committee Meeting

Wednesday, May 10, 2017

10AM – 2PM

NMSU Small Business Development Center
701 E. Roosevelt, Grants, NM

AGENDA

- I. Call to Order and Introductions.....Jeff Irving, *NWRTPO Chair*
- II. Agenda – Review & Approval.....Jeff Irving
- III. Minutes of 04/12/17 – Review & Approval..... Jeff Irving

ACTION ITEMS: *[Following Actions will be made as the NWRTPO Policy Committee] – none for this meeting*

DISCUSSION / PRESENTATION ITEMS:

- IV. NWRTPO Regional Work Program Status Report.....Robert Kuipers, NWRTPO Staff
- V. Regional (Long Range) Transportation Plan updates.....Robert Kuipers, NWRTPO Staff
- VI. TAP / RTP Awards.....NWRTPO Members, staff, DOT staff
- VII. Reports, Updates & Announcements:
 - A. RTPO Report: Regional News & Updates.....Robert Kuipers
 - B. Local Member Issues, Reports & Updates.....NWRTPO Members
 - C. State DOT Reports
 - 1. Planning/Government-to-Government Unit (Wade Patterson)
 - 2. Tribal Liaison (Ron Shutiva)
 - 3. District 5 (District 5 Staff – Stephen Lopez)
 - 4. District 6 (District 6 Staff – JoAnn Garcia)
 - 5. Santa Fe Administration /Central Regional Division

VIII. New Business/Open Floor – Members & Guests

- **Orientations:** Schedule RTPO Orientations for San Juan County, Cibola County and Pueblo of Zuni
- **Title VI / ADA Status**
- **Meeting Schedule:** RTPO member govt. representatives – please confirm reservation of your location for the meeting date specified in our public notice for NWRTPO meetings – May, 2017 – April, 2018; we have published this public notice!

IX. Review Calendar & Announcements / Training & Funding Opportunities

- Title VI plans: past due to NMDOT Construction & Civil Rights Bureau since January 13, 2017 – from all T/LPA's – contact Damian Segura for any questions at 505-629-9890 / damian.segura@state.nm.us.
- FHWA Office of Planning, Environment & Realty – Human Environment Digest: emailed to members 4/17 and 4/27, 2017
- Govt. to Govt. Updates: Weeks of 4/17/17 and 5/1/17 (with TAP / RTP award announcements) – emailed to members as they came out
- National Regional Transportation Conference: June 28 – 30, 2017, Denver, Colorado

X. Next Meetings

- June 14 – San Juan County Fire Operations Center, 209 S. Oliver Drive, Aztec, NM (San Juan County)
- July 12 – Chu Chu's Restaurant, 1344 Hwy 53, Zuni, NM
- August 9 - Laguna Public Works Dept., I-40 Exit 114 to NM124 Roundabout, then east on Old Rt. 66, left on L55 Rodeo Road, north to first parking lot, Pueblo of Laguna, NM

XI. Adjournment



NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday April 12, 2017

10:00 a.m. – 2:00 p.m.

East Fire Station

3700 Church Rock Street, Gallup, NM

ATTENDANCE:

Local & Tribal Governments:

Pueblo of Acoma	Dave Deutsawe
Pueblo of Laguna	Lucianne Deutsawe
Pueblo of Zuni	Royce Gchachu
Navajo Nation	Eastern Navajo - Vacant Larry Joe – Northern Navajo
Ramah Navajo	Joe Sanchez, Shane Lewis
Farmington MPO	Vacant at this time
City of Grants	Paul Pena
City of Gallup	Stan Henderson, Alicia Santiago
Village of Milan	Jack Moleris
Cibola County	Anna Larson
McKinley County	Jeff Irving
San Juan County	Nick Porell <i>[excused]</i>

Technical Agencies:

New Mexico Department of Transportation:	G-2-G Unit: Wade Patterson DOT District 5: Stephen Lopez DOT District 6: JoAnn Garcia, Marticia Holiday DOT Tribal Liaison: Ron Shutiva DOT – LTAP: DOT Admin:
Bureau of Indian Affairs	TTP:

NWRTPO Administration:

Northwest Regional Planning Organization	Robert Kulpers Evan Williams
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Guests:

<u>TOTAL ATTENDANCE:</u>	9 Members, 3 alternate members, 5 NMDOT, 2 RTPO Staff, 0 guests, TOTAL: 19
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- I. **Call to Order and Introductions:**.....Jeff Irving, NWRTPO Chair
 - Jeff Irving called the meeting to order at 10:10AM, welcomed those in attendance, and proceeded with introductions and approval of agenda and minutes. The meeting was hosted by the City of Gallup with special thanks for drinks, snacks and lunch provided.

- II. **Review & Approval of Agenda:**.....Jeff Irving, NWRTPO Chair
 - No discussion or changes to the agenda were made.
 - Agenda approved by acclamation.

- III. **Approval and Review of Minutes for March 8, 2017 Meeting:**.....Jeff Irving, NWRTPO Chair
 - There were no changes recommended by RTPO members.
 - Motion to accept meeting minutes with the documented changes made by Paul Pena, seconded by Anna Larson, all in favor, none opposed.

ACTION ITEMS: *[Following Actions will be made as the NWRTPO Policy Committee]*

No Action Items scheduled for this meeting

DISCUSSION / PRESENTATION ITEMS:

- IV. **Regional Transportation Plan (RTP) Review/Discussion:**..... NWRTPO Staff

BACKGROUND
<p>Why? One of the major functions of the Northwest RTPO is to develop, coordinate, and evaluate our regional long range transportation plan (RTP). All projects need to be aligned with this plan in order to advance the strategies, goals, and performance measures outlined within the RTP. More specifically, Function #1: "Long Range Planning and Implementation", includes the following tasks:</p> <ul style="list-style-type: none"> • Review and update the RTP, including tasks and goals, at least once every four years in coordination with the NMDOT Long Range Plan update. • Implement performance measures developed in RTPO RTP. Create and implement a strategic plan for implementation of the action items identified by RTPO members and stakeholders as part of the RTP development process. <p>Purpose. This discussion will begin the process of updating and evaluating our RTP, including:</p> <ul style="list-style-type: none"> • Provide an overhaul of our current RTP • Review staff recommendations for an RTP update • Begin the conversation on updating or adding performance measures, and • Review of staff's implementation evaluation spreadsheet / report. <p>Discussion/Finalization. Staff will provide a presentation on this information and engage members in a discussion on how to move forward.</p>
WORK to DATE
<ul style="list-style-type: none"> • RTPO staff reviewed the RTP and compiled a report of recommendations to update it. • RTPO Staff created an implementation evaluating spreadsheet to track and evaluate goals, strategies, tasks and performance measures. • RTPO staff researched other RTP's and federal guidance.
ANTICIPATED WORK
<ul style="list-style-type: none"> • Complete Revision #1 to the RTP; • Continue research and work on performance measures, data, and evaluation
ATTACHMENTS
<ul style="list-style-type: none"> • RTP: http://www.nwnmcog.com/uploads/1/2/8/7/12873976?northwest_rtp_2015_final.pdf • NWRTPO Long Range Transportation Plan Overview • RTP Review & Recommendation Report (Revision #1)

<ul style="list-style-type: none"> Implementation Evaluation – <i>to be emailed separately</i>
BUDGET IMPACT
<ul style="list-style-type: none"> None
ACTION ITEM
<ul style="list-style-type: none"> This is a discussion item only, unless the committee provides direction to the staff.

Discussion:

- Joe Sanchez raised concerns about Strategy 3.4 in the Regional Transportation Plan entitled “Address Legacy Challenges”. This strategy could have big implications and costs associated with jumping in all at once. This led to a good discussion and the need to put a placeholder that gets revisited as we go deeper into the RTP.
- This strategy is described as follows:
 - With limited funding available, the Northwest RTPO understands NMDOT’s strategy to ensure that NMDOT can affordably meet the condition standards set for each roadway tier by right sizing the State-owned network to provide the needed capacity to support statewide connectivity standards.
 - Legacy Challenges refer to the large constellation of issues associated with the trend toward “disinvestment” in roadway and other transportation infrastructure that has come about as a result of the inability (or, is it unwillingness?) on the part of elected officials to provide sufficient funds to maintain current assets in a state of good repair.
 - To facilitate conversations and discussions about shifting state responsibility to local entities and community concerns about right-sizing state-owned facilities and roadways, especially with regards to context and culturally sensitive solutions.
- Joe Sanchez brought up the topic of Asset Management and specifically sharing procedures, agreements, and best practices, in terms of localized equipment, stockpile, and other items. This led to a good discussion about:
 - Shared Maintenance agreements (and possibly equipment use)
 - Model Tiered Agreements
 - NMDOT millings for local public use
 - Standardize the process in a blanket agreement with NMDOT that all RTPO entities could tag onto.
- Larry Joe mentioned the Navajo Nation needs to update their MOA with the state(s) as Chapter communities are starting to notice deteriorating infrastructure impacts

Actions:

- RTPO staff will update then send out
 - Process Report on Call for Transportation Projects
 - RTP Update Recommendation Report
 - Implementation Evaluation Tracker
 - Southeastern RTP Performance Measures
 - NPS RTCA program link

V. NWRTPO Regional Work Program Status Report:.....Robert Kuipers, NWRTPO Staff

BACKGROUND
<ul style="list-style-type: none"> Why? Due to a NMDOT Office of Inspector General (OIG) Audit and subsequent findings NWRTPO and COG staff met with NMDOT Planning Bureau staff to develop a corrective action plan (CAP). Purpose. As part of our CAP RTPO staff will provide monthly reports showing line item budget expenditures and staff hours in comparison with the approved Regional Work Program (RWP) Budget. Discussion/Finalization. Based on this monthly analysis and report, staff will better manage time and funding investment, and assess where and when to seek a RWP amendment if needed.

CURRENT WORK
<ul style="list-style-type: none"> RTPO staff met with NMDOT staff on 12/7/16 to review a draft corrective action plan, detailing specific actions and controls in a number of areas to assure stronger compliance to the RWP budgeted time and financial

allocations.

- The Corrective Action Plan has been finalized and is now being executed.
- RTPO Staff have provided reports at monthly meetings: January – March 2017
- In quarter 2, RTPO staff submitted Amendment #1 to modify our hours per function and annual RTPO FFY17 budget, as approved by the RTPO Committee (February 2017). A copy of the FHWA/NMDOT approval of this amendment is attached.

ANTICIPATED WORK

- Ongoing reports to the NWRTPO members at monthly meetings.
- RWP amendment requests may be anticipated, as time and budget demands may vary as the fiscal year progresses.
- Our annual Quality Assurance Review (QAR) is also set for April 12, which will provide a good check-up on how the RTPO is performing.

ATTACHMENTS

- RWP & Budget Monthly Report.
- RTPO Amendment Approval Letter.

BUDGET IMPACT

- None.

ACTION ITEM

- This is a monthly report item only. No recommendation for an Amendment at this point.

Discussion:

- RTPO staff did explain that Function 5: General RTPO Support is on pace to exceed the budgeted hours and they will need to be cognizant and efficient with these hours going forward.
- Mr. Patterson did mention that the budget summary needed to be provided as part of this report.

ROUTINE ITEMS:

BACKGROUND

Why? To provide quick reports on projects and programs and share key information from the local/tribal members, NMDOT, FHWA, and RTPO perspectives.

Purpose. Coordinate and share information between RTPO members, RTPO staff, DOT staff, and the public.

- Jointly discuss and provide guidance to assist members in overcoming challenges and issues on programs or projects.
- To celebrate and share best practices to create a learning environment.
- Share funding and training opportunities in an efficient manner.

Informational Items

Reports:

- RTPO Report – March 2017
- Members Reports
- NMDOT Reports

New Business / Open Floor

Updates

VI. Reports, Updates & Announcements:

A) RTPO Report – January 2017

- **Orientations** – need to schedule orientations for Cibola County, San Juan County, and Pueblo of Zuni
- **Annual meeting schedule** – members need to confirm reservations for meeting locations. Three changes to be made:
 - Change Meetings between Pueblo of Zuni (February) and McKinley County (July)
 - Pueblo of Zuni is exploring new meeting location at UNM-Zuni College
 - Cibola County needs to find a new meeting location.
- **Member Roster** – two changes:
 - Switch Larry Joe with Karen Benally
 - Delete Duane Wakan as Farmington MPO planner
- **Road Forum:** explore COG supporting a similar Forum in San Juan County.
- **Distributed NPS-RTCA program guidance** for member's information:
<https://www.nps.gov/orgs/rtca/index.htm>

A. **FFY18 RTIPR/ZIPPER:** Over the past several months, RTPO staff, along with NMDOT and District staff, have completed the Call for Transportation Projects process. Last month, RTPO staff assembled and facilitated our District 6 ZIPPER meeting to “zip up” projects from Southwest RTPO and Mid-Region RTPO into one priority list. This document is available on our website at: <http://www.nwnmcog.com/important-documents.html>

B. **Annual RTPO Documents:** RTPO staff assisted the Committee in updating annual documents that govern and guide the RTPO function and process. These documents included:

- NWRTPO Bylaws;
- Title VI Plan;
- Open Meetings Act Resolution; and
- Public Participation Plan.

RTPO members and staff also updated the official membership roster, including assisting members with updating appointment forms. RTPO staff developed the annual meeting schedule and public notice for May 2017 – April 2018. Finally, the RTPO Committee did concur to continue RTPO leadership for another year with Jeff Irving (McKinley County) serving as Chairman and Dave Deutsawe (Pueblo of Acoma) serving as Vice-Chairman.

C. **Member Government RTPO Orientations:** RTPO staff worked with its members to provide an RTPO orientation session to local and tribal officials. Last month, RTPO staff presented to *City of Grants, City of Gallup, and Ramah Navajo*. The presentation demonstrates how the NWRTPO serves more cost and time effective development of transportation infrastructure, services and assets through local government collaboration with the NMDOT.

D. **Johnson Road:** RTPO staff provided support this past month to advance this McKinley County road project that provides access from US491 into the Twin Lakes Chapter of the Navajo Nation area. Last month, highlights included right-of-way approval by the Navajo Council.

E. **McKinley County Road Forum:** Robert Kulpers, Planning Assistant, was recruited to assist the County in planning another road forum to train especially Chapter Managers in the diverse local, tribal, State, and national transportation processes, including funding, project management, and grant administration.

F. **GIS Data Gathering and Compiling Work:** Carrie House continues to gather data from member entities and compile useable layers onto ArcGIS at the COG office. She contributes mapping support and represents a valuable addition to the COG, increasing technical support capacities for the NWRTPO. This past month, she has been focused on transit and infrastructure mapping.

G. **Zuni Mountains Trails Master Plan:** RTPO staff completed a final revision to this plan in support of the draft Decision Notice and final Finding of No Significant Impact on the associated trail system project.

H. **Legislative Session:** COG deployed staff to Santa Fe for the Legislative Session and a separate report will be discussed at this meeting on the outcomes of the Governor's actions.

B) Local Member Reports & Updates:

1. Cibola County:

- Quartz Hill Trail Project, part of the Zuni Mountains Trail Project, had to overcome some administrative issues with its Recreational Trails Project (RTP). Cibola County has worked out an agreement with the City of Grants to become the lead agency for this application, including updated PIF and letter of concurrence.
- Road Maintenance ongoing including cattle guards and culverts
- CR18-B Bridge, completed final design

2. McKinley County:

- Johnson Road (Twin Lakes Chapter), Navajo Nation President signed the ROW legislation and sent to BIA. BIA concurrence is pending and construction will start in next couple months.
- CR19, ROW package submitted for Navajo approval
- Deersprings Road (Mexican Springs Chapter), ROW package submitted for Navajo approval
- LGRF, chipseal projects started

3. San Juan County:

- No report this month

4. City of Gallup:

- Allison Bridge, started construction on February 15th
- NM118 (TAP), 75% complete
- Airport Runway Reconstruction, started Monday (April 10th)

5. City of Grants:

- First Street Phase II – State Road, Design is complete the project is shovel ready. Senator Pierce's office wanted a list of any projects that are ready for construction in the event that President Trump creates some additional infrastructure funding. The City sent a presentation to Senator Pierce's office, requesting funding for this project.
- First Street Phase III - The City has requested a Fee Proposal for design from our on-call Engineers.
- 2nd Street Box Culvert - WTB Loan/Grant funding. Construction is complete. We have begun the project close out.
- 2nd Street Phase III from Stephens Street to Washington – Funding MAP, and 2 Co-Op LGRF – This project is complete. We are currently working on closeout documents.
- 2nd Street Phase IV – The City has received a Fee Proposal for design from our on-call Engineers. The design will be funded with 2016-2017 MAP award. The Fee Proposal is being reviewed by the City.
- Legacy Trail - Funded by TAP. The final ROW maps have been submitted to the State for the 3rd time. The State ROW Bureau is reviewing them. We are awaiting the final review meeting.
- George Hanosh Bridge – 2016 Capital Outlay funding. 90% plan review was done on April 7th. All utility certifications have been submitted to NMDOT. Final PS& is expected to be scheduled in early May.
- Airport Runway Reconstruction – 50% design completed – 90% design next; anticipate construction late summer

6. Village of Milan:

- Rio San Jose Diversion Channel, re-seeding for erosion control

7. Northern Navajo

- Beclabito Safety Project, completed by NMDOT (February 2017)
- Submitted two projects for inclusion in District 5 ZIPPER (Beclabito B&P trail, north Shiprock US491 intersections RSA)
- Navajo Transit System new bus serving Shiprock that could act as a model for other major growth communities
- Tourism:
 - Shiprock Pinnacle, protection through development of tribal park
 - Farmington-Shiprock Trail, along river including 4 chapters through APS 6CEO program

8. Eastern Navajo:

- Chaco Canyon Access Road (San Juan County), meeting on Friday
- CFR25-170: new regulation supporting tribal roads inventories
- Re-classification of roadways to line-up with FHWA/State functional classifications
- Littlewater Access Road, NDOT is constructing this project in-house (potential cost saving model)
- Alamo Road Project, continuing work – requires collaboration with Pueblo of Laguna
- FET Projects, including Casemero Lake

8. Pueblo of Acoma:

- Pueblo is almost finished with CMGC (Community Manager – General Contractor) projects – including some FEMA projects, with two more projects to complete. In the process, they saved \$900K which they are going to apply toward their Pinsbaari Drive project. (Dave warned RTPO members to beware of FEMA pricing guides – which are considerably more expensive than more conventional sources.)
- The Pueblo is working on “Legacy Contracts” for two roads with the BIA.
- Closing out some dirt to gravel road projects and doing some culvert maintenance work.
- Doing a LGRF road improvement project for Veterans Blvd. to the hospital.
- Hoping for TAP funding for Pinsbaari Drive bike & ped project
- Exploring federal “Fast Lane” freight & rail funding for the Mesa Hill Bridge project
- A lot of road maintenance ongoing for the Pueblo

9. Pueblo of Laguna:

- L22 – Casa Blanca Road is now in construction
- L26 and L24 Rainfall Road segments are in design phase – L26 at 100% design and ready to bid for construction; L24 at 30% design and in receipt of PER – currently figuring out changes to a concrete box culvert
- L26 Deer Dancer Road and L243 Acorn Road design proposals are in review for award by late April
- L47 Encinal Road and M137 San Jose Bridge projects going to bid in May
- M154 Paguete Wash Bridge anticipating PER by the end of this month
- NM124 / L22 Casa Blanca Road Intersection PER and I-40 Exit 108 Interchange Study: Both TIF projects to commence in May for engineering services.

10. Pueblo of Zuni:

- Road Maintenance, ongoing this season
- Crushing and milling yard asphalt
- Stockpile Sale (May) (gravel and millings can be purchased by citizens)
- Road Reconstruction (1-mile), completing readiness documents for areas needing attention
- On-call Engineer, request-for-qualifications
- Main Street Activities coming in May

11. Ramah Navajo:

- Ongoing monthly transportation committee meetings
- Developed access road turnout guidance drawing & specifications for non-commercial turnouts, approved by Chapter resolution
- Attended TTP Coordination meeting at Santa Ana – March 28
- Developing Commercial Access Road and Intersection Drawings & Specifications – will present to transportation committee then on to Chapter approval process.
- Continuing to work with Ramah PD to reduce near term crash data into GIS based record formatting.
- General maintenance ongoing for dirt and gravel roads, as well as pothole repair; repairing or replacing cattleguards, and graffiti removal.
- Four Road Maintenance staff attended (10 hr.) OSHA training at Sandia Pueblo.
- Purchased new GPS unit for transportation mapping (Leica ZENO 20 Data Collector).

C) State DOT Reports:

1. Planning / Govt. to Govt. Unit – Wade Patterson:

- RTP/TAP Awards: were pushed back to May 1st due to:
 - ADA Transition Plan and Title VI Plan compliance
 - High Risk entity review (EO 2013-006)
 - Much discussion related to NMDOT vs. State Auditor analysis of high risk / audit findings – Mike Firel is the NMDOT person to contact for information on high risk status
- HSIP Application process still being developed – funding may not be available until 2019

2. Tribal Liaison – Ron Shutiva:

- Alamo Road Project, the remaining 14 miles of the project goes through Pueblo of Laguna, which will need a government-to-government discussion between Navajo Nation and Pueblo of Laguna. Ron visited with Mr. Hooper at the Pueblo Road Dept. as well on this issue
- CMGC- compliments to Dave Deutsawe on the Pueblos projects that have benefited from the efficiency of this process.
- Project Management- reminded members to try to keep projects within timelines to avoid funding reversion – as the state is in a “financial crunch” at this time
- State-Tribal Collaboration Summit (June 9th, Santa Fe, El Dorado Hotel)

3. District 5 Staff – Steve Lopez:

- Shiprock High School: HSIP project will revisit design with Northern Design Center (for FY19-21 construction)
- Considering HSIP for Northern Edge Casino in 2019
- US491 Intersection Project is underway
- Shiprock RSA Application (status) – Steve Lopez will email Wade Patterson.
- Shiprock US64 Bridge Replacement (pushed back to 2024)
- Dist. 5 zipper meeting anticipated for September
- (Larry Joe added safety concerns for Burnham Junction intersection)

4. District 6 Staff – JoAnn Garcia/Marticia Holiday

- LGRF: final recommendations being made to State Transportation Commission
- MAP: extensions due (June 30th) – start now
- Capital Outlay: frozen and seeking projects without NOO/Contract for potential clawback.
- Navajo Nation CO Recon Meeting: Shiprock (April 21)

5. Central Regional Design / FHWA / Other:

- No report this month

VII. New Business / Open Floor – Members & Guests:

- None

VIII. Review Calendar & Announcements / Training & Funding Opportunities:

- **Title VI Training:** April 18th – 19th, presented by FHWA Civil Rights Resource Center, hosted by NMDOT, and taking place at the Associated Contractors of NM training room in Albuquerque.
- **Title VI & ADA Transition Plans:** April 30th - Final Deadline
- **Infrastructure Capital Improvement Plans (ICIP):** Special Districts (June 15th); Tribal (July 17th); and Cities/Counties (September 1st)
- **National APA Conference (NYC):** May 6th – 9th
- **Transit Letter of Intent Notice:** May 20th
- **National Regional Transportation Conference (Denver, CO):** June 28th – 30th
- **NPS-Rivers, Trails, & Conservation Assistance Program:** June 30th
- **FHWA Office of Planning, Environment & Realty – Human Environment Digest:** emailed to members 3/20/17
- **Govt. to Govt. Updates:** Weeks of 3/13/17 (incl. Road Diet Guide, Title VI / ADA Compliance list, & Title VI Training Opportunity 4/18-19/17 attachments), 3/27/17, and 4/5/17 – emailed to members as they came out

IX. Next Meetings

- **May 10** – NMSU Small Business Development Center, 701 East Roosevelt, Grants NM (City of Grants)
- **June 14** – San Juan Fire Ops, 209 south Oliver, Aztec, NM (San Juan County)
- **July 12** – TBD (Pueblo of Zuni)

X. Adjournment:

- At 1:19 PM: Dave Deutsawe motioned for meeting to adjourn, seconded by Larry Joe passed by consensus, none opposed.

MEETING ACTIONS:

RTPO Members –

- ADA Transition Plans and Title VI Plan due to NMDOT by April 30th
- Contact RTPO staff to schedule an orientation.

Staff –

- Continue to inform members on training and funding opportunities
- ICIP Help Desk information – send out from Local Government Division.
- Update and send out the following documents:
 - Process Report on Call for Transportation Projects
 - RTP Update Recommendation Report
 - Implementation Evaluation Tracker
 - Southeastern RTP Performance Measures
 - NPS RTCA program link: <https://www.nps.gov/orgs/rtca/index.htm>
- Annual Schedule – make final changes and publish Public Notice
- Member Roster – make changes and re-post to website
- Road Forum – send all members a Save the Date Card and start working with San Juan County on a Road Forum.

G2G Liaison –

- Continue to press for LTAP “cradle to grave” comprehensive project development training (detailing all possible phases)
- Assist us in getting James Mexia to make presentation on new HSIP process
- Assist us in getting presentations on NMDOT Funding Formula and FAST Act
- Help us locate data sets for the RTP performance measures.

Next Meeting:

May 10 – NMSU Small Business Development Center, 701 East Roosevelt, Grants NM (City of Grants)



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #IV:

NWRTPO Regional Work Program Status Report

Subject: RWP Monthly Report

Prepared by: Robert Kuipers

Date: 5/3/17

BACKGROUND

Why? Due to a NMDOT Office of Inspector General (OIG) Audit and subsequent findings, NWRTPO staff met with NMDOT Planning Bureau staff to develop a corrective action plan (CAP).

Purpose. As part of our CAP RTPO staff will provide monthly reports showing line item budget expenditures and staff hours in comparison with the approved Regional Work Program (RWP) Budget.

Discussion/Finalization. Based on this monthly analysis and report, staff will better manage time and funding investment, and assess where and when to seek a RWP amendment if needed.

WORK TO DATE

- RTPO staff met with NMDOT staff on 12/7/16 to review a draft corrective action plan, detailing specific actions and controls in a number of areas to assure stronger compliance to the RWP budgeted time and financial allocations.
- The Corrective Action Plan has been finalized and is now being executed.
- RTPO staff has provided reports at monthly meetings: January – March 2017
- In Quarter 2, RTPO staff submitted Amendment #1 to modify our hours per function and annual RTPO FFY17 budget, as approved by the RTPO Committee (February 2017). A copy of the FHWA/NMDOT approval of this amendment is attached.

ANTICIPATED WORK

- Ongoing reports to the NWRTPO members at monthly meetings.
- RWP amendment requests may be anticipated, as time and budget demands may vary as the fiscal year progresses.
- Our annual Quality Assurance Review (QAR) occurred on April 12th, which provided a good check-up on how the RTPO is performing.

ATTACHMENTS

- RWP & Budget Monthly Report

BUDGET IMPACT

- None.

ACTION ITEM

- This is a monthly report item only.

NWRTPO Quarterly / Monthly Regional Work Program Status Report

RTPO Regional Work Program	Staff hours (current vs. amendment #1)	FY17 1st Quarter Hours Used	FY17 2nd Quarter Hours Used	Total for first six months	April Hours Used	May Hours Used	June Hours Used	FY17 3rd Quarter Hours Used	Hours Remaining
Function 1 – 12% (Long Range Planning & Implementation)	300 / 250.0	82.75	59.5	142.25	32			32	75.75
Function 2 – 10% (Technical Support & Data Management)	100 / 200.0	64.5	8.25	72.75	10			10	117.25
Function 3 – 19% (Project Development & Monitoring) (uses more hours in the first 2 quarters – related to new RTIPR development)	400.0	209.75	30.25	240	7			7	153
Function 4 – 12% (Other Activities & Projects)	400 / 250.0	64.25	71	135.75	33.5			33.5	81.25
Function 5 – 33% (General RTPO Support)	400 / 600.0	196	221.5	417.5	48.5			48.5	134
Function 6 – 14% (RTPO Administration)	400 / 300.0	80.5	46	126.5	31			31	142.5
PROGRAM TOTAL	2000.0	697.75	436.5	1129.25	162			162	703.75

RTPO APER Budgeted Staff Hours Summary

Staff Hours Summary FFY17													
Function	Budgeted Hours	Amendment #1	Change	Q1	Q2	April	May	June	Q3	Q4	Total Actual hours	Hours Remaining	Percentage budgeted differs from actuals*
1	300	250	-50	82.75	59.5	32			32	0	174.25	75.75	-30.30%
2	100	200	100	64.50	8.25	10			10	0	82.75	117.25	-58.63%
3	400	400	0	209.75	30.25	7			7	0	247.00	153.00	-38.25%
4	400	250	-150	64.25	71	33.5			33.5	0	168.75	81.25	-32.50%
5	400	600	200	196.00	221.5	48.5			48.5	0	466.00	134.00	-22.33%
6	400	300	-100	80.50	46	31			31	0	157.50	142.50	-47.50%
TOTAL	2000	2000	0	697.75	436.5	162			162	0	1296.25	703.75	-35.19%

*If budgeted hours differ from actual hours by more than 20% in any function, provide a narrative explanation below

Explanation: #3 - project dev. & monitoring required more investment during RTIPR / DOT District RTIP period (1st - 2nd quarters); #5 - general support continues to capture the most monthly staff support activity.

Staff Hours Summary FFY18													
Function	Budgeted Hours			Q1	Q2				Q3	Q4	Total Actual hours		Percentage budgeted differs from actuals*
1	0			0.00	0				0	0	0		#DIV/0!
2	0			0.00	0				0	0	0		#DIV/0!
3	0			0.00	0				0	0	0		#DIV/0!
4	0			0.00	0				0	0	0		#DIV/0!
5	0			0.00	0				0	0	0		#DIV/0!
6	0			0.00	0				0	0	0		#DIV/0!
TOTAL	0			0.00	0				0	0	0		#DIV/0!

*If budgeted hours differ from actual hours by more than 20% in any function, provide a narrative explanation below

Explanation:

RTPO APER Budget Summary by Line Item

FFY17 Budget Summary by Line Item															
Line Item	Budgeted	Amendment #1	Change	Q1	Jan-17	Feb-17	Mar-17	Q2	Apr-17	May-17	Jun-17	Q3	Q4	Actual	Percentage budgeted differs from actuals*
Personnel	\$ 81,774.00	\$ 81,774.00	\$ -	\$ 22,677.57	\$ 4,689.80	\$ 4,689.80	\$ 4,689.80	\$ 11,365.17	\$ 3,653.30	\$ -	\$ -	\$ 3,653.30	\$ -	\$ 37,696.04	-53.90%
Wages & Salaries	\$ 67,843.00	\$ 67,843.00	\$ -	\$ 18,930.18	\$ 3,492.99	\$ 3,492.99	\$ 3,492.99	\$ 10,478.97	\$ 3,220.03	\$ -	\$ -	\$ 3,220.03	\$ -	\$ 32,629.18	-51.90%
Fringe Benefits (12.6%)	\$ 8,308.00	\$ 8,308.00	\$ -	\$ 2,569.77	\$ 901.41	\$ 901.41	\$ 901.41	\$ -	\$ 149.21	\$ -	\$ -	\$ 149.21	\$ -	\$ 2,718.98	-67.23%
Payroll Taxes (5.3%)	\$ 3,495.00	\$ 3,495.00	\$ -	\$ 1,177.62	\$ 295.40	\$ 295.40	\$ 295.40	\$ 886.70	\$ 284.06	\$ -	\$ -	\$ 284.06	\$ -	\$ 2,347.88	-32.82%
Annual Leave Accrual	\$ 2,128.00	\$ 2,128.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-100.00%
Travel & Training	\$ 8,000.00	\$ 7,000.00	\$ (1,000.00)	\$ 1,014.48	\$ 52.89	\$ 230.05	\$ 351.31	\$ 634.25	\$ 6.00	\$ -	\$ -	\$ 6.00	\$ -	\$ 1,654.73	-79.32%
Registration	\$ 2,000.00	\$ 2,000.00	\$ -	\$ 110.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110.00	-94.50%
Vehicle Mileage Cost	\$ 1,000.00	\$ 1,000.00	\$ -	\$ 198.66	\$ 52.89	\$ 199.52	\$ 351.31	\$ 603.72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 802.38	-19.76%
Travel & Per Diem	\$ 5,000.00	\$ 4,000.00	\$ (1,000.00)	\$ 705.82	\$ -	\$ 30.53	\$ -	\$ 30.53	\$ 6.00	\$ -	\$ -	\$ 6.00	\$ -	\$ 742.35	-85.15%
Office Expenses	\$ 7,850.00	\$ 5,475.00	\$ 2,625.00	\$ 1,607.67	\$ 177.12	\$ 190.53	\$ 89.08	\$ 456.73	\$ 476.06	\$ -	\$ -	\$ 476.06	\$ -	\$ 2,540.46	-10.56%
Office Supplies	\$ 975.00	\$ 975.00	\$ -	\$ 195.58	\$ 104.29	\$ 62.01	\$ 21.46	\$ 187.76	\$ 85.66	\$ -	\$ -	\$ 85.66	\$ -	\$ 469.00	-51.90%
Office Furniture & Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!
Duplication & Copying	\$ 175.00	\$ 1,600.00	\$ 1,425.00	\$ 454.48	\$ -	\$ -	\$ -	\$ -	\$ 83.51	\$ -	\$ -	\$ 83.51	\$ -	\$ 537.99	207.42%
Printing	\$ 125.00	\$ 125.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-100.00%
Postage & Delivery	\$ 50.00	\$ 200.00	\$ 150.00	\$ 49.56	\$ -	\$ 4.44	\$ -	\$ 4.44	\$ 16.32	\$ -	\$ -	\$ 16.32	\$ -	\$ 66.32	32.64%
Meetings	\$ 275.00	\$ 275.00	\$ -	\$ 185.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185.11	-32.69%
Advertising	\$ 500.00	\$ 500.00	\$ -	\$ 379.70	\$ -	\$ -	\$ -	\$ -	\$ 179.90	\$ -	\$ -	\$ 179.90	\$ -	\$ 553.60	10.72%
Subscriptions & Dues	\$ 250.00	\$ 1,000.00	\$ 750.00	\$ 178.41	\$ -	\$ 51.86	\$ -	\$ 51.86	\$ 18.00	\$ -	\$ -	\$ 18.00	\$ -	\$ 248.37	-0.65%
Telephone & Telecom	\$ 500.00	\$ 800.00	\$ 300.00	\$ 174.73	\$ 72.83	\$ 72.22	\$ 67.62	\$ 212.67	\$ 92.67	\$ -	\$ -	\$ 92.67	\$ -	\$ 480.07	-3.99%
Computer Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!
Facility Expenses	\$ 7,446.00	\$ 7,446.00	\$ -	\$ 1,876.24	\$ 679.53	\$ 568.33	\$ 1,196.11	\$ 2,443.97	\$ 399.75	\$ -	\$ -	\$ 399.75	\$ -	\$ 4,719.96	-36.61%
Insurance	\$ 1,136.00	\$ 1,136.00	\$ -	\$ 602.83	\$ 33.48	\$ 33.48	\$ 345.80	\$ 412.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015.59	-10.60%
Facility Maintenance	\$ 1,250.00	\$ 1,250.00	\$ -	\$ 197.24	\$ 278.38	\$ 156.65	\$ 469.77	\$ 904.80	\$ 65.02	\$ -	\$ -	\$ 65.02	\$ -	\$ 1,167.56	-6.60%
Rent	\$ 3,060.00	\$ 3,060.00	\$ -	\$ 765.00	\$ 255.00	\$ 255.00	\$ 255.00	\$ 765.00	\$ 255.00	\$ -	\$ -	\$ 255.00	\$ -	\$ 1,785.00	-41.67%
Utility	\$ 2,000.00	\$ 2,000.00	\$ -	\$ 310.67	\$ 112.67	\$ 123.20	\$ 125.54	\$ 361.41	\$ 79.73	\$ -	\$ -	\$ 79.73	\$ -	\$ 751.81	-62.41%
Purchased Services	\$ 4,760.00	\$ 3,989.59	\$ (770.41)	\$ 1,694.59	\$ -	\$ -	\$ 722.23	\$ 722.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,416.82	-49.23%
Audit	\$ 2,465.00	\$ 1,694.59	\$ (770.41)	\$ 1,694.59	\$ -	\$ -	\$ 722.23	\$ 722.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,416.82	-1.95%
Internship - General	\$ 1,565.00	\$ 1,565.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-100.00%
Professional Services - General	\$ 730.00	\$ 730.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-100.00%
Other (Internship-RTPO Specific)	\$ 1,420.00	\$ 965.41	\$ (854.59)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-100.00%
TOTAL	\$ 106,250.00	\$ 106,250.00	\$ -	\$ 28,870.55	\$ 5,599.34	\$ 5,678.71	\$ 7,048.53	\$ 18,326.58	\$ 4,535.11	\$ -	\$ -	\$ 4,535.11	\$ -	\$ 49,028.01	-53.66%

*If any line item differs from actual amount by more than 20%, provide a narrative explanation below

Explanation:

FFY18 Budget Summary by Line Item															
Line Item	Budgeted			Q1				Q2				Q3	Q4	Actual	Percentage budgeted differs from actuals*
(Use categories from your FFY16 budget)															
Personnel	\$ 82,750.00			0				0				0	0	0	-100.00%
Travel & Training	\$ 7,000.00			0				0				0	0	0	-100.00%
Facility Expenses	\$ 7,500.00			0				0				0	0	0	-100.00%
Purchased Services	\$ 3,500.00			0				0				0	0	0	-100.00%
Other (Internship-RTPO Specific)	\$ 2,500.00			0				0				0	0	0	-100.00%
TOTAL	\$ 106,250.00			0				0				0	0	0	-100.00%

*If any line item differs from actual amount by more than 20%, provide a narrative explanation below

Explanation:



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #V:

Northwest Regional Transportation Plan (RTP)

Subject: Review and Discussion of RTP

Prepared by: Robert Kuipers

Date: 5/3/17

BACKGROUND

Why? One of the major functions of the Northwest RTPO is to develop, coordinate, and evaluate our regional long-range transportation plan (RTP). All projects need to be aligned with this plan in order to advance the strategies, goals, and performance measures outlined within the RTP. More specifically, Function #1: "Long-Range Planning and Implementation", includes the following tasks:

- Review and update the RTP, including tasks and goals, at least once every four years in coordination with the NMDOT Long Range Plan update.
- Implement performance measures developed in RTPO RTP. Create and implement a strategic plan for implementation of the action items identified by RTPO members and stakeholders as part of the RTP development process.

Purpose. This discussion will begin the process of updating and evaluating our RTP, including:

- Provide an overhaul of our current RTP,
- Review staff recommendations for an RTP update,
- Begin the conservation on updating or adding performance measures, and
- Review staff's Implementation Evaluation spreadsheet/report.

Discussion/Finalization. Staff will provide a presentation on this information and engage members in a discussion on how to move forward.

WORK TO DATE

- RTPO staff reviewed the RTP and compiled a report of recommendations to update it.
- RTPO staff created an Implementation Evaluating spreadsheet to track and evaluate goals, strategies, tasks, and performance measures.
- RTPO staff researched other RTPs and Federal guidance; and have commenced updates to the RTP.

ANTICIPATED WORK

- Continue to complete Revision #1 to the RTP;
- Continue research and work on performance measures, data, and evaluation.

ATTACHMENTS

- RTP: http://www.nwnmcog.com/uploads/1/2/8/7/12873976/northwest_rtp_2015_final.pdf
- NWRTPO Regional Transportation Plan Overview
- RTP Review & Recommendation Report (Revision #1)
- Implementation Evaluation – *emailed separately in April*

BUDGET IMPACT

- None.

ACTION ITEM

- This is a discussion item only, unless the Committee provides direction to staff.

Northwest New Mexico Regional Transportation Plan Review
November 8, 2016

Updated: March 2017

RTPO staff reviewed our Regional Transportation Plan (Adopted: October 2015) for several months. This review included the development of an Implementation & Evaluation Tracker that looks to report progress on regional performance measures.

This review includes three types of revisions needed: (1) New Sections required by FHWA; (2) Items that need to be updated or improve; and (3) General.

(1) New FHWA Required Section:

Resiliency Section (<https://www.fhwa.dot.gov/environment/sustainability/resilience/>)

- RTPO Roundtable advised that the RTP's could use the Regional CEDS resiliency sections as a start and to tie together these two regional plans.

(2) Items that need to be updated:

PG 3-6: Update information, especially GELP and ZMTP – add Super Truck Center project being spearheaded by NMDOT and GGEDC.

PG 33: Transit Service (FY 2013 Ridership)

- City of Farmington – Red Apple Transit (141,612)
- City of Grants, Village of Milan, and Cibola County – Cibola Transit Authority (39,309)
- City of Gallup – Gallup Express (66,527)
- Navajo Nation - Navajo Transit System (78,526)
- Pueblo of Zuni - ZEE, Inc. (N/A)
- Laguna Pueblo - Shaa'skr'a Transit (8,384)

PG 34: Roadway by Tiered System – NMDOT guidance or develop our own for non-roads sections

PG 35: Total Lane Miles by Tier (increase due to completion of US491 four-laning)

PG 41: Review key issues with RTPO members – surveymonkey.com

Key Issues Raised in the Northwest Region RTPO Working Groups

- Need to address infrastructure maintenance, especially bridges.
- Address the lack of inter-jurisdictional coordination (Tribal, County, Federal, and State).
- Economic Development trend – Northwest New Mexico may develop into an energy hub.
- Need for rail connectivity for oil/gas, coal, fly ash, and agriculture products.
- Need for improved regional public transportation service.
- Unpaved roadways and improve school bus routes.
- Growth trend in San Juan County.

- Promote HUD-DOT-EPA Livable Community principles.
- Improve access to funding for rural transportation projects.

PG 43: Performance Measures – align Annual Report with PPM (November 15th)

PG 44: Action Items #C – Function 6 has now become Function 4 in the FFY17-18 RWP (Other Projects & Activities)

PG 45: Review and revise action items performance measures with direction from Carrie House.

PG 47-48: Need to develop a process and source for performance measure data needed – Carrie House has made some inroads but need to follow-up.

PG 48: Add number of RSA's funded and completed as two performance measures, along with, number of RSA countermeasures implemented.

PG 48: Ask for information and a presentation on "Systemic Safety Process" used by NMDOT.

PG 50: Need to follow-up and/or request a presentation from NMDOT on Transportation Asset Management Plan.

PG 51: Need to follow-up with NMDOT on tier system development.

PG 51-52: Need to develop a process and source for performance measure data needed – Carrie House has made some inroads but need to follow-up.

- Percent of pavement in good/fair/poor condition by tier
- Percent of bridges in good/fair/poor condition by tier
- Percent of transit assets in state of good repair by mode (bus, rail)
- Number of pavement miles preserved by tier
- Percent of airport runways rated "good"
- Total maintenance expenditures and maintenance cost per capita.

PG 56: Need to revisit the NWRTPo actions, as many are repetitive of the previous Goal #4.

Could add:

- ACITE freight corridor development,
- Super Truck Stop work,
- Present design guidance (including model plan and profile views for streets) to address pedestrian needs along NMDOT facilities in local communities and ADA compliant design standards to RTPO Committee.
- Participate in the establishment of "Capacity Expansion Evaluation Criteria" for determining when all feasible operational and system demand management strategies have been exhausted and, if so, for prioritizing roadway capacity investments in the STIP.

PG 57: Blend RTPO action #1 and #4 together – "advise and educate local and tribal governments about land use and transportation planning". Eliminate one of them.

PG 59: Strategy 5.1 is titled wrongly. This title is associated with Strategy 4.1. This needs to be changed to "Context Sensitive Solutions".

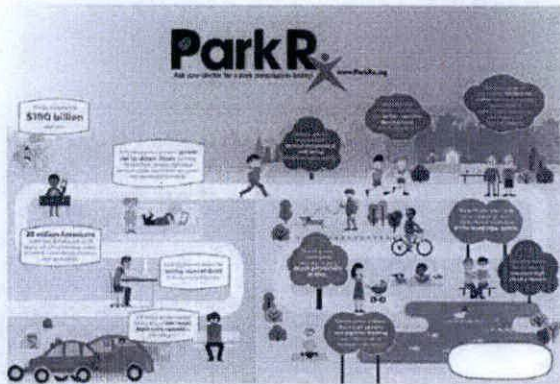
PG 60: Strategy 5.2 – revisit and potentially add “Tribal Plans”.

PG 64-65: RTPO Involvement in STIP Development & RTIPR– need to update and provide consistency with PPM and Call for Transportation Projects procedures.

PG 73: Update graphic on three foci of RTPO.

(3) General:

- Add NMEDD Map of MainStreets, ACDs, and Frontier Communities
- Add Slide from Park Rx Poster
- Add Handbook as a Resource --
https://www.nps.gov/public_health/hp/hphp/press/Parks_Trails_and_Health_Workbook_508_Accessible_PDF.pdf



NWRTPO Long Range Transportation Plan
(This plan is consistent with the NMDOT 2040 Plan)
Implications for Regional Project Development

Goal 1: Operate with Transparency and Accountability:

Strategy 1.1 Employee Excellence and Customer Service:

Annual Performance Measures:

- NWRTPO Annual Report submitted by August 15 each year. (*demonstrates relevance to other regional plans; completed projects relating to the NWRTPO RWP and LRTP*)
- Number of training opportunities provided to RTPO staff and members. (*professional service & collaboration; data management; use of technology*)
- Annual Quality Assurance Review by DOT RTPO Liaison addresses RTPO staff performance. (*performance relates to RWP and DOT Policies & Procedures Manual, quality of NWRTPO website*)
- Employee turnover rate.
- NWRTPO member ratings in annual satisfaction surveys.

Strategy 1.2 Partnerships and Coordination:

Annual Performance Measures:

- Number of non-member participants and new participants. (*inclusion of policy officials and stakeholders; presentations to related / collaborative groups on resources, problem solutions, development ideas, etc.: real-time project tracking on Panoramic; participation in NMDOT statewide planning initiatives— rail, freight, safety, trails, etc.*)
- Number of NMDOT Transportation Plan committee meetings attended by NWRTPO staff and stakeholders from our region. (*participation in cross-jurisdictional planning collaboration; coordination with EDO's, health & education institutions, tourism, etc. for regional project development; collaboration with Farmington MPO and NMDOT Districts*)

Strategy 1.3 Financial Stewardship:

Annual Performance Measures:

- Number of budget amendments annually. (*manage the RTPO RWP & budget in a cost-efficient and effective manner, delivering performance based outcome targets*)
- Number of external Audit findings; percentage of previous audit findings resolved. (*Same as above; and effective monitoring and corrective action for any audit findings or concerns*)

Strategy 1.4 Access to Integrated, High Quality Data and Information.

Annual Performance Measures:

- Facilitate and co-host an annual transportation data symposium. (*bring together cross-jurisdictional entities to collaborate on complexities of data gathering and sharing across jurisdictions; participate in opportunities to identify common data items and standards that can facilitate and accommodate sharing across jurisdictions; support NMDOT for a self-service data portal that can be shared by state and local level transportation professionals, along with stakeholders and the public*)

Implications for Project Development:

- Members: try to submit written reports on project status ahead of meetings
- Staff: submit quarterly and annual reports on time – copies to members
- Staff & Members: inform on training opportunities regularly as they arise

- Staff: seek to involve the public and stakeholders (individuals and agencies) in planning. Inform members, stakeholders and public on Panoramic website.
- Staff & Members: participate in statewide DOT plan development
- Staff: manage the Regional Work Program and budget responsibly
- Staff & Members: seek to better manage and share data for transportation project development in an increasingly data driven environment – related to justification and pursuing funding for projects. Look for and share tools and sources – i.e.:
 - Panoramic
 - <https://fhwaapps.fhwa.dot.gov/planworks/>
 - NHI / FHWA Basics of Transportation Planning webinar
- RTPO Members: please add your own ideas to this list

Goal 2: Improve Safety for All System Users:

Strategy 2.1 Data Driven Safety Analysis to reduce injuries & fatalities and identify “hot spots” and issues / concerns.

Annual Performance Measures:

- Total number of traffic fatalities or serious injuries. (see below / 3rd bullet)
- Total traffic fatalities or serious injuries per 100 million vehicle miles traveled. (see 3rd bullet)
- Pedestrian and bicyclist injuries and fatalities per 100,000 population. (*implement local, regional and NM Strategic Highway Safety Plan(s); develop countermeasures and reconstruct infrastructure to reduce crashes; evaluate effectiveness of safety investments; include safety factors when prioritizing / ranking projects for RTIPR; incorporate safety consideration into all project development; improve data quality collaborating with tribal partners and law enforcement for accurate / timely information; develop safety strategies for high/top risks and vulnerable system users; conduct RSA's for corridors or infrastructure of concern*)

Implications for Project Development:

- Staff & Members: consider safety features and regulations for all infrastructure projects; consider the project environment and safety mitigations in the design phase
- Staff & Members: collect and use traffic safety data to mitigate in reconstruction, or to justify the addition of safety features to existing infrastructure
- Staff & Members: consider multimodal bike and pedestrian safety enhancements in project development – starting in the design phase
- Staff & Members: improve regional cross-jurisdictional collaboration around safety data sharing
- Staff & Members: consider vulnerable users (elders and handicapped) when planning projects
- Members: consider Road Safety Audits (RSA's) for “hot-spots” and corridors or infrastructure of concern
- Staff & Members: consider multimodal safety issues when planning all transportation projects – especially around roadways and bridges – with stronger mitigation around larger / major infrastructure or heavy traffic corridors (including pedestrian traffic – such as main-street projects)
- RTPO Members: please add your own ideas to this list

Goal 3: Preserve and Maintain our Transportation Assets for the Long Term:

Strategy 3.1 Asset Management.

- NMDOT: *(maintain an inventory and GIS location database for all transportation infrastructure incl. condition, replacement and projected use information; implement Transportation Asset Management Plan – “TAMP” to maintain a state of good repair; incorporate life cycle cost consideration for construction and maintenance activities; prioritize maintenance & operations before adding capacity)*
- NWRTPPO: *(adapt information from TAMP for NWRTPPO region; provide staff and RTPPO member training asset management)*
- Local / Tribal Members: *(adapt asset management plan for local communities; prioritize maintenance & operations before adding new capacity; prioritize projects based on TAMP)*

Strategy 3.2 Support investment decisions based on life-cycle cost.

- NMDOT: *(utilize life cycle cost analysis for project development; identify data needs and evaluative tools for life cycle project analysis; implement training for life cycle analysis for DOT and RTPPO staff and members)*
- NWRTPPO: *(build staff/member skill sets for life-cycle cost analysis in project development; provide data and evaluation assistance to local governments for project development)*
- Local / Tribal Members: *(build capacity to conduct and utilize life-cycle cost analysis for project development)*

Strategy 3.3 Incorporate Priority Tiers and Minimum Standards.

- NMDOT: *(integrate tiered performance evaluation criteria for STIP project prioritization; develop asset condition performance targets for infrastructure)*
- NWRTPPO: *(Provide regional and local criteria for tiered project prioritization; assist local communities with alternative funding strategies for projects that don't meet FHWA/NMDOT funding criteria)*
- Local / Tribal Members: *(provide local / tribal perspective to NMDOT criteria)*

Strategy 3.4 Address Legacy Challenges. (Refers to the issue of government - at all levels - disinvestment in transportation infrastructure as a result of inability or unwillingness in a difficult economy on the part of elected officials to sufficiently fund current assets in a state of good repair)

- NMDOT: *(Support local capacity building to shift roadway maintenance and management to local agencies; prioritize investment by corridor tiers and data; evaluate state highway system integrity and connectivity related to NMDOT objectives; develop criteria for re-use of DOT assets)*
- NWRTPPO: *(facilitate collaboration around state vs. local management of transportation infrastructure, with consideration toward context and culturally sensitive solutions)*
- Local / Tribal Members: *(provide local perspective toward local vs. state management of infrastructure)*

Annual Performance Measures for all 4 Strategies:

- Percent of pavement in good/fair/poor condition by tier.
- Percent of bridges in good/fair/poor condition by tier.
- Percent of Transit assets in good repair by mode (bus / rail).
- Number of pavement miles preserved by tier.
- Percent of Airport runways rated “good”.

Implications for Project Development:

- Maintain an inventory of transportation infrastructure and equipment, and maintain a maintenance schedule to maximize life cycle, and proactively finance and replace.

- Develop a transportation infrastructure management evaluative process based on a data system that projects asset life and a prescribed maintenance schedule, and assesses a) state of repair, along with b) infrastructure conditions that exasperate wear on equipment and roads / trails / bridges, etc. (therefore sometimes requiring more aggressive maintenance). Replacement projections should take into account inflation.
 - This method of documentation and management facilitates extending life through maintenance and operations, before having to add capacity.
 - Incorporate life cycle financial management system for equipment and infrastructure, to stay a step ahead for ongoing scheduled maintenance / operations, and development of new infrastructure. (*pursuing funding in advance for projected maintenance and development – which in rural areas demands multiple funding sources, helps keep transportation on track with needs and growth – without the added pressure of inadequate funding contributing to project delays and funding reversions.*)
- Rural Transportation professionals should collaboratively and regionally catalogue and share alternative funding sources for local infrastructure and equipment. Federal Funding through the USDOT, FHWA, and FTA is already inadequate for regional / state road and bridge development for adequately functionally classified corridors. Investing time in understanding alternative funding sources, and matching them to transportation sources – while managing the differentiating \$ time constraints for the project(s), helps to mitigate and reduce the negative impact of “Legacy Challenges” (*hesitance by elected leaders to adequately invest in transportation infrastructure*).
- Increasingly, managing transportation infrastructure will require collaboration with other types of agencies and the community infrastructure which they manage. These could be both public and private sector contributors to the community.
- Engage transportation staff in relevant training – asset management, equipment maintenance, life cycle process, Travel Demand Management (TDM), Intelligent Transportation Systems (ITS), Transportation Systems Management & Operations (TSM&O), and understanding design principles that prolong infrastructure and quality of place through better interface with the environment.
- Develop tiered infrastructure performance evaluation criteria in order to maintain critical system infrastructure first and foremost, along with transportation asset performance targets. Execute in a manner that meets both critical (functionally classified) regional and state infrastructure performance needs as well as related local transportation infrastructure connectivity and performance. Take CSS, local culture, environment, history, and quality of life into consideration for transportation infrastructure development that accommodates this level of environmental land use and growth planning; in the interface between major state corridors and local corridors.
- RTPO Members: please add your own ideas to this list

Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity:

Strategy 4.1 Operations & Demand Management First. (*With limited resources, proactively implement all reasonable operations and demand management opportunities first, before strategically expanding capacity*)

- NMDOT: *(Incorporate Travel Demand Management (TDM) and Intelligent Transportation Systems (ITS) into strategic planning; cooperate with MPO's & RTPPO's for Transportation Systems Management & Operations (TSM&O) strategies; provide training to MPO/RTPPO's on TDM and TSM&O; use these TDM and TSM&O strategies to provide high quality / timely transportation info to system users -- road conditions, public transit, rest areas, etc.; broadly collaborate to update / maintain quality information on roads and DOT issues; provide TDM data links for corridor planning and project development)*
- NWRTPPO: *(Implement TSM&O, ITS and TDM strategies where appropriate for the region, and provide training on these tools as needed; provide information to RTPPO members on TDM strategies & plans when developed; support transit stakeholders when/if they pursue a Regional Transit Alliance or Regional Transit District)*
- Local / Tribal Members: *(provide local perspective for the use of TSM&O, ITS and TDM strategies)*

Strategy 4.2 Strategic Investment in Key Corridors. (minimize costs thru transportation & land use planning)

- NMDOT: *(Establish tiers and criteria for all transportation modes; develop tools & data to address NM population travel modes and patterns; develop evaluative criteria for capacity expansion; plan & develop a statewide commercial trucking system network; support regional transit services and districts along with web-based information; develop a statewide bicycle-pedestrian-equestrian plan and support multimodal connectivity; support & enforce ADA compliance; support aviation technology and infrastructure)*
- NWRTPPO: *(provide regional perspective to NMDOT for tiered / multi-modal criteria; support local communities with alternative funding strategies for non-qualifying projects; support transit providers for Regional Transit Alliance or Regional Transit Districts; participate in BPE planning)*
- Local / Tribal Members: *(provide local perspective for DOT modal tiered criteria; support financing for integrated transit services; participate in BPE planning and implementation for multimodal connectivity)*

Strategy 4.3 Land Use-Transportation Coordination.

- NMDOT: *(Coordinate transportation planning with other community agencies and infrastructure to improve community development, cost efficiency and safety; develop guidance for better local infrastructure planning; coordinate better state road / community interface related to community growth and development; establish standards for state road capacity expansion responding to community growth and development)*
- NWRTPPO: *(provide technical support to local governments for land use and transportation planning -- especially around new facility / infrastructure development and it's interface with transportation infrastructure)*
- Local / Tribal Members: *(prioritize projects that incorporate land use with transportation planning -- for community facility and infrastructure development)*

Strategy 4.4 Changing Demographics. (Facilitate access for all citizens, regardless of age or ability)

- NMDOT: *(Use transit service plan to facilitate needs of older adults and disabled individuals; identify gaps in transit -- especially for healthcare & services; collaborate with N.M. Dept. of Aging & Long Term Services to identify safety and other transportation features needed to support disabled and aging populations)*
- NWRTPPO: *(collaborate with NMALTS and Navajo Agencies on Aging to identify transportation needs)*
- Local / Tribal Members: *(consider aging and disabled populations in transportation planning)*

Annual Performance Measures for all 4 Strategies:

- Transit provider annual ridership
- Household transportation costs as a percentage of median household income
- Work with NMDOT to develop measures that connect local with regional and statewide performance targets.

Implications for Project Development:

- Again, implement all reasonable demand management and operations opportunities first, to get the most out of existing infrastructure by adding and adapting, before expanding capacity within transportation planning, related to development for multi-modal system connectivity.
- Employ Travel Demand Management (TDM) and Intelligent Transportation Systems (ITS) into transportation planning for multi-modal infrastructure development to help synchronize multimodal interface in a manner that serves efficiency and effectiveness for the system.
- Support Public Transportation / Transit development, collaboration and coordination, as a multi modal opportunity for seniors, disabled, low income and employment / service destinations. Support Transit providers efforts to obtain a Regional Transit Alliance or Regional Transit District certifications – supporting stronger route coordination and collaboration, and fiscal sustainability. Collaborate with NM Aging and Long Term Services Dept. to identify safety and other features that support equal access and mobility for projects.
- As recommended in Goal 3, with support of TDM, ITS, and TSM&O tools, establish tiers and data / criteria for the multi-modal transportation system.
- Plan for system interface with the commercial trucking system network respectful and considerate of system efficiency, safety and mobility; to provide adequate separation, along with freight corridors into communities that are conducive to CSS and quality of place.
- Support regional transit services and collaborate with NMDOT and the transit providers to improve access and connectivity in a safe, coordinated manner (across jurisdictions / corridors and the region) that benefits multimodal access and connectivity for both people and traffic.
- Participate in statewide Bicycle-Pedestrian-Equestrian trail planning to develop and sustain safe municipal and recreational trail projects that properly interface with traffic infrastructure for multi-modal connectivity and access to services.
- Pay attention and stay updated on ADA compliance and Title VI regulation to incorporate equal access, safety, and connectivity for all types of transportation infrastructure and users.
- Support Aviation infrastructure, technology, and system interface as another component of multi-modal access.
- Again, identify alternative funding strategies, and coordinate with relative community agencies to contribute other funding that mutually supports other community infrastructure and transportation development, in order to adequately maintain (existing) - and develop (new) infrastructure. Undertake this in a fiscally constrained and sustainable manner that helps address Legacy Challenges and supports coordinated broader community and land use planning, while providing adequate funding for maintenance, growth, quality of place, and measured, sustainable project development under funding constraints and coordinated timelines.
- Coordinate transportation planning with other community agencies and infrastructure, for better comprehensive community design and growth improving cost efficiency, safety, access and connectivity.
- RTPO Members: please add your own ideas to this list

Goal 5: Respect New Mexico's Cultures, Environment, History, and Quality of Life:

Strategy 5.1 Operations and Demand Management First:

- NMDOT: *(Collaborate with local governments to ensure implementation of Context Sensitive Solutions principles; evaluate the success of project development related to CSS goals; provide CSS training for local govts; engage a public process for project development; support local communities planning and implementation for road diets; assure tribal participation from the onset of transportation projects on tribal lands)*
- NWRTPPO: *(participate in NMDOT's criteria and checklists for CSS principles; provide members and staff with training on CSS)*
- Local / Tribal Members: *(provide local and tribal perspective for project development respectful of local culture, environment, history, and quality of life; provide local and tribal perspective on criteria and checklists for NMDOT's CSS principles)*

Strategy 5.2 Require and Respect Local Plans:

- NMDOT: *(provide guidance to local communities for local performance based transportation plans that are consistent with and relevant to the NM Transportation Plan; work with RTPPO's to support local governments development of performance based plans that lead to feasible projects, respectful of the cultural landscape; develop design standards for local communities that respond to CSS principles, providing quality – cost-efficient options that comply with design regulations)*
- NWRTPPO: *(Collaborate with NMDOT to support local governments for development of local performance based transportation plans that respond to CSS principles leading to projects that are compatible with the cultural landscape)*
- Local / Tribal Members: *(provide local / tribal perspective for local plans that respond to CSS principles considering culture, environment, history and quality of life in a performance based manner, while bearing some relevance or consistency with regional and statewide planning)*

Strategy 5.3 Environmentally Friendly Practices (avoid negative environmental impacts in project development)

- NMDOT: *(model fuel efficient, low emissions vehicle fleet; implement LEED standards for buildings and FHWA "INVEST" highway rating system for CSS and sustainability; conduct early evaluations of sensitive lands for project development; cooperate with NM Game & Fish and Tribal wildlife programs to reduce negative transportation impacts)*
- NWRTPPO: *(procure fuel efficient – low emission vehicles; where possible use virtual meetings and webinars)*

Strategy 5.4 Recreation and Tourism (promote tourism and recreation while minimizing adverse impacts to cultural and environmental resources)

- NMDOT: *(collaborate with Econ. Dev., Tourism agencies, COG's and other partners to define "cultural corridors"; collect data on tourism patterns to improve relevant corridors; collaborate with relevant agencies and Mainstreet / Arts & Cultural Districts to support CSS transportation infrastructure that contributes to visitor experience; protect tribal, local and federal land assets through CSS transportation management; support state and federal historic sites and trails when considering relevant transportation development)*
- NWRTPPO: *(support business and CSS tourism development along our scenic byways, main-street corridors, and adventure tourism trails and opportunities)*
- Local / Tribal Members: *(develop local transportation infrastructure with CSS principles in mind, to support tourism that is respectful to community context and local culture, history, environment and quality of life)*

Annual Performance Measures for all 4 Strategies:

- Tourism / Visitor numbers
- Number of communities with updated plans (comprehensive, ICIP, Trails, etc.)

Implications for Project Development:

- Collaboration between local and tribal governments with NMDOT to ensure Context Sensitive Solutions (CSS) principles apply to the statewide, regional and local transportation system interface. Engage public participation in project development for the interface of transportation and other community infrastructure supporting quality of place and life, safety, connectivity and cultural / environmental context.
- Assure Tribal participation in transportation development through the NMDOT, and in collaboration with other neighboring local governments, from the onset, to assure incorporation of tribal values and priorities in the early and design phases – especially for infrastructure on tribal lands.
- Assure attention to and incorporation of local culture, environment, history and quality of life (CSS principles) for all project development in the system network, and particularly within the tribal or local government lands.
- NMDOT provide guidance to tribal and local governments for performance based transportation local plans, that bear relevance and consistency with the statewide plan, and lead to feasible projects for CSS and the state, tribal and local interface, providing adequate safety, access, mobility and connectivity across functional classifications and multimodal infrastructure. Plans should provide cost efficient design standards that take land use planning, safety, CSS and system interface into account. Other local plans should be reviewed and considered for better planning consistency.
- Projects should include environmental responsibility using such tools as CSS, LEED standards for buildings, and FHWA “INVEST” highway rating system.
- Projects should pay attention to sensitive lands early in the process, sustainability, and collaboration with Forestry and NM Game & Fish Dept. and tribal wildlife programs to minimize transportation impacts.
- Again, collaborate with other public and private community development organizations (Econ. Dev., Tourism, COG’s, Land Use Planning – etc.) to define cultural corridors, Main-street projects, Arts & Cultural Districts and transportation interface, to support CSS infrastructure.
- Collect data on tourism travel patterns and modes to maintain infrastructure that promotes tourism and economic development; provides the visitors a quality of place and life experience, and protects tribal, local, state and federal assets.
- Support and protect state, federal and local historic sites and trails through CSS transportation development along with education to our visitors.
- Utilize scenic byways, main-street corridors, arts and cultural districts, alternative - adventure and recreational trails, to contribute transportation support for tourism, economic development, and quality of place / experience
- RTPO Members: please add your own ideas to this list

USDOT / FHWA MAP 21 National Performance Goals
Implications for Regional Project Development

1. **Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.**
 - Utilize the project recommendations in the Safety section of the NWRTPO Regional Transportation Plan to support this federal goal.
 - As transportation developers, support and collaborate with law enforcement and emergency response organizations, to identify transportation infrastructure and design contributions, that improve safety, and promote efficient response opportunities through the transportation system network.
 - Support public education and treatment initiatives to address distracted or intoxicated driving; support state and federal laws, with local regulation and enforcement.
 - As stated in our NWRTPO LRTP, design, maintain and construct transportation infrastructure that applies current safety principals and regulation to design and construction. Prioritize maintenance and/or reconstruction to critical safety infrastructure and “hot spots”.
 - Promote the same cross jurisdictional collaboration that exists with our regional law enforcement agencies (resulting in cross-deputized, regional enforcement), among emergency response and transportation development / management agencies for better consistency and mutual support for transportation safety.

2. **Infrastructure Condition: Maintain the highway infrastructure asset system in a state of good repair.**
 - This is a state (NMDOT) primary responsibility, but also a local responsibility for major corridors supporting the system network. Again, this requires responsible, well-planned, fiscally constrained, tiered / prioritized, maintained, and life-cycle managed infrastructure.
 - This also requires attention toward travel demand management and operations before expanding capacity, in a fiscally constrained environment (including “Legacy Challenges”).
 - Also requires infrastructure and equipment life cycle financial and maintenance planning; Tiers and minimum standard prioritization, and collaborative pursuit of alternative funding – along with managing varied funding timelines.
 - In a nutshell – never stop evaluating and maintaining, schedule appropriate maintenance, prioritize the system network, be prepared for emergency mitigation, and maximize the life cycle before adding capacity. Provide data driven performance criteria and maintenance scheduling.
 - Rural areas such as ours, must constantly engage cross-jurisdictional collaboration to find and share alternative funding resources (for maintaining and developing major/regional and local infrastructure), in collaboration with the NMDOT and other participating agencies.

- 3. Congestion Reduction:** Achieve a significant reduction in congestion on the national highway system.
 - Address congestion, access, connectivity, and efficient mobility for the local transportation network's interface with regional and statewide transportation infrastructure.
 - Involve emergency management and law enforcement (and NMDOT advisement) when planning and designing key corridors which facilitate efficient connectivity, access, and mobility options for congestion mitigation within the transportation system network.
 - Engage other agencies that address broader community infrastructure and land use planning when designing and developing transportation infrastructure for the community.
 - Apply ITS, and network / system planning (Travel Demand Management) when designing corridors, intersections, and traffic control.

- 4. System Reliability:** Improve the efficiency of the surface transportation system.
 - Local and tribal governments should collaborate with each other, the NMDOT, and federal DOT/FHWA/NHI/BIA state based personnel / agencies, when considering corridor interface, and participating in the regional transportation system network.
 - Consideration should be given to multi-modal / cross-jurisdictional contributions to local transportation system infrastructure planning, design, maintenance and interface (surface transportation, aviation, transit, multi-modal / trails / BPE / safety / planning & design / Bridge / FLAP) with the regional / statewide network, in order to coordinate system reliability consistency and route options across the network.
 - Local and Tribal Governments should engage local priority tiers, minimum standards, life cycle cost planning, and prioritized maintenance and operations, supported by a Transportation Asset Management Plan to assure sustainability and connectivity for efficient / effective interface of reliable local corridors with the regional and state system.

- 5. Freight Movement and Economic Vitality:** Improve the national freight network. Strengthen the ability of rural communities to access national and international trade markets. Support regional economic development.
 - For our region, prioritize system reliability measures to produce adequately planned, designed, constructed and safe freight corridors and their interface with other local transportation infrastructure as well as regional / state freight corridor networks.
 - Continue to support and prioritize the Energy Logistics Park and potential Navajo Inland Port to the west and north of Gallup for a rail / highway energy supply facility and potential trans-loading (warehousing) facility that supports potentially significant infrastructure, job, and economic development for our region, through major participation in national rail and truck freight movement. Support development of a commercial freight super center in proximity.
 - Complete the 4-laning of US491, along with north-south system network congestion mitigation and connectivity (expansion) in Gallup, to support the potential significant increase in commercial freight associated with these corridors (east-west / north) connection and increased capacity, and potential rail connection cited in the above bullet.

- Support regional tribal and local governments for participation in our regionally increasing capacity for contributing to and participating in the national freight movement network. This may include planning and design for industrial transportation corridor interface within our communities.
- Encourage and forward freight movement training opportunities to RTPO staff and members. Continue to research public / private funding sources for ongoing and expensive freight capacity development in our region (with the promise of major returns on investment).
- Consider, plan, design and develop system reliability for commercial / freight vs. personal traffic interface for our region with respect toward local corridors, traffic control, ITS, safety, mobility/connectivity, access, and efficiency / congestion mitigation; as our opportunity to participate in freight movement continues to grow.

6. Environmental Sustainability: Enhance the performance of the transportation system while protecting and enhancing the natural environment.

- As stated in the NWRTPO Regional LRTP, continue to engage planning tools such as CSS, TDM, ITS, TSM&O, and similar tools when considering the transportation interface with local and tribal community infrastructure, land use, comprehensive planning, and quality of life and place.
- Incorporate multi-modal development, fuel efficient options, coordination with land use planning and other community infrastructure / agencies planning – as well as other plans (ICIP, Comprehensive, Trails – etc.), to design and interface transportation infrastructure in a manner that supports and respects community context, cultural landscape, history, land use planning and quality of life & place.
- Incorporate sensitive lands evaluations early on in the planning process and collaborate with State and Tribal EPA, Forestry and Game & Fish / Wildlife agencies for their input toward environmental stewardship and sustainability in the transportation development process.
- Collaborate with State, Tribal and National Parks and Monuments agencies along with Historic Preservation agencies – especially with regard to our World Heritage Sites, along with our Tribal sacred sites, for development of transportation infrastructure and tourism / visitor policies which will preserve and protect these assets, while enhancing the experience
- Consider the level of environmental assessment required early on for projects, in order to accurately assess time and funding needs and commitments, and consult relevant professionals and agencies for project ideas and best practices, as well as intervention options
- Give equal consideration to the broader and longer perspective of community and land use planning related to responsible environmental sustenance and management, when conducting transportation planning and development, in order to execute an optimal interface between transportation infrastructure and the local / regional environment. Give consideration to history, culture, vegetation and wildlife, water and other resource management, so transportation infrastructure protects, enhances and compliments the local and regional environment.

7. Reduced Project Delivery Delays: Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process; including reducing regulatory burdens and improving agencies' work practices.

- Participate with the NMDOT, and become familiar with their Planning & Procedures Manual, as well as maintaining tight collaboration for project guidance, to assure compliance with regulations, time constraints, and local resources. Most projects experience problems related to unanticipated delays for planning, ROW & clearance certifications, design and construction phases, which cause the project to a) become more expensive than anticipated and b) more time consuming – thus presenting the liability of funding reversion. Avoid these delay and cost problems, by engaging tight collaboration with NMDOT, the contractor, and related agencies to the project for adequate guidance on time and cost requirements.
- Pay attention to federal, state and tribal policies around development on or near sensitive lands, tribal sacred and historic sites, ROW over multiple jurisdictions, jurisdictional policy or funding source timeline inconsistencies, all of which can delay development of a corridor which travels over multiple jurisdictions, in a land base full of historic / arch. sites, wetlands, mining areas, and environmentally sensitive areas pertaining to vegetation or wildlife ecosystems.
- Take advantage of various federal tools for project efficiency such as the CMGC (Construction Management General Contractor) collaborative process, FONSI's and other such support.
- In general, take more time up front, to involve / consult all needed agencies and parties, consider all phased development constraints and requirements, consider possibilities for anything to go wrong – along with potential barriers – whether related to policy or process or cross-jurisdictional collaboration and approvals.
- Over time, develop a trusted list of contractual planning, engineering, and construction agencies, who can be trusted to deliver their contribution to the project development process within timelines.
- When needed – make sure to request extensions with adequate justification and within timelines.

Sustainability

FHWA Transmittal of CEQ Guidance on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews

From Shepherd, Gloria (FHWA)
Sent Thursday, August 04, 2016 9:16 AM
To FHWA Field Offices
Subject INFORMATION CEQ's Guidance on Climate Change in NEPA

To The Attention Of Division Environment, Planning And Air Quality Staff:

The purpose of this message is to make you aware of the Council on Environmental Quality's (CEQ's) just released guidance on Climate Change in NEPA and address initial questions regarding its implementation. On August 2, 2016, the CEQ issued *Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews*, which describes how agencies should address climate change in NEPA reviews.

The CEQ guidance applies to Environmental Assessments (EAs) and Environmental Impact Statements (EISs) and calls for an analysis of direct and indirect greenhouse gas (GHG) emissions from proposed Federal agency actions. The guidance establishes that the level of analysis should be commensurate with the quantity of projected GHG emissions. It also calls for consideration of the impacts of a changing climate on the proposed action and on the affected environment.

Greenhouse Gas Analysis

FHWA encourages a Planning and Environmental Linkages (PEL) approach. A planning level analysis could be a statewide level greenhouse gas analysis or an analysis at the MPO, corridor, or subarea planning levels. It would include an estimate of the difference in cumulative GHG emissions over the life of a transportation plan or study with or without implementing the transportation plan or project. Where a proposed project was included in a greenhouse gas analysis conducted at a planning level, the planning-level analysis may be incorporated by reference into the NEPA study (see FAST Act section 1305 and 23 U.S.C. 168).

Resources for conducting a PEL approach are available in the Environmental Review Toolkit at <https://www.environment.fhwa.dot.gov/integ/index.asp> and on the PlanWorks website at <https://fhwaapps.fhwa.dot.gov/planworks/>.

When a planning-level greenhouse gas analysis is not available or is not relevant for incorporation by reference into EAs or EISs, agencies should include a project-level greenhouse gas analysis. There are different methods for estimating such emissions and further information will be forthcoming.

Addressing the Impacts of Climate Change

The CEQ guidance calls for an assessment of the impacts of climate change on the proposed Federal agency action and on the affected environment when the project is located in an area considered vulnerable to the effects of climate change. FHWA Division offices should work with their State DOTs and MPOs to use the results of planning-level climate change vulnerability assessments and adaptation plans. These studies may include relevant and useful information that could be used in this analysis and can be incorporated into the NEPA study using a PEL approach.

Applicability

The guidance applies to new proposed Federal agency actions where an EA or an EIS commences on or after the release date of the CEQ guidance, August 2, 2016. For EISs and EAs where environmental effects analysis is not substantially complete, agencies should include a climate change analysis where practicable. The guidance does not apply retroactively to completed EISs and EAs.

Our offices plan to provide additional information and technical assistance on approaches to GHG emissions analysis and incorporating climate change effects into NEPA studies. If you have any questions in the interim, please contact James Gavin in the Office of Project Development and Environmental Review (james.gavin@dot.gov), or Becky Lupes in the Office of Natural Environment (rebecca.lupes@dot.gov).

Sustainability

Ongoing and Current Research

PDF files can be viewed with the [Acrobat® Reader®](#)

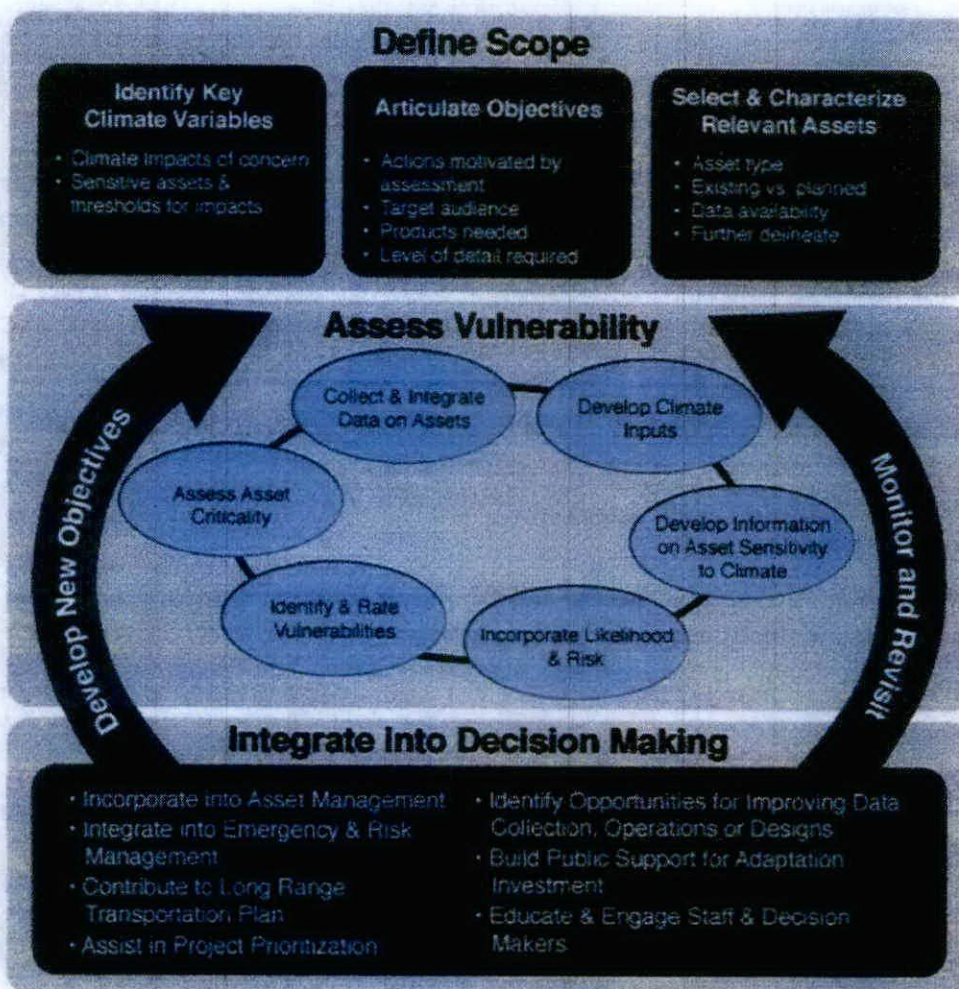
- **Building Climate Resilient Transportation** (also in [PDF](#) , 2.8MB) - Four page graphic summary of current FHWA work on climate change adaptation. Describes how FHWA, states, and regions are responding to climate change and what transportation agencies can do.
- **Climate Resilience Pilots** - This project funds pilots for DOTs, MPOs, and FLMAs to implement a framework to use in conducting vulnerability and risk assessments of infrastructure to the projected impacts of climate change and extreme weather events and to develop adaptation options.
- **Green Infrastructure Techniques for Improving Coastal Highway Resilience** - This project is investigating nature-based techniques (e.g. Living Shorelines) that could be implemented as part of highway and bridge planning, design, maintenance and construction to preserve and/or improve natural infrastructure function, thereby increasing the resilience of highways to the effects of storm surges and sea level rise. Project elements include green infrastructure assessment pilots, a white paper, regional peer exchanges, and an implementation guide. Proposals for pilot projects are due June 1, 2016.
- **Gulf Coast Study** - FHWA is now publicizing the nationally applicable tools and lessons learned that emerged from this groundbreaking study. Products include tools to help transportation agencies process and interpret climate data, assess vulnerabilities, and analyze adaptation options. The research comprises a multi-modal study of climate change impacts and adaptation in the Central Gulf Coast region. Phase 1 (completed in 2008) examined the impacts of climate change on transportation infrastructure at a regional scale, while Phase 2 (completed in 2015) focused on a smaller region, enhancing regional decision makers' ability to understand potential impacts on specific critical components of infrastructure and to evaluate adaptation options.
- **Hurricane Sandy Follow-up and Vulnerability Assessment and Adaptation Analysis** - The objective of this project is to assess the impacts of October 2012's Hurricane Sandy, (and to a lesser extent, Hurricane Irene, Tropical Storm Lee, and the Halloween Nor'easter in 2011) on the transportation assets within the greater NY- NJ - CT metropolitan region, assess the vulnerability of those assets to the impacts of extreme weather events and the possible future impacts of climate change, and identify adaptation strategies to increase the resilience of the transportation system.
- **Transportation Engineering Approaches to Climate Resiliency (TEACR)** The objective of this project is to develop recommended engineering practices for identifying and evaluating project-level vulnerabilities from future extreme weather events and climate change, and designing solutions to respond and adapt to those vulnerabilities. Engineering analyses of a diverse set of transportation assets around the country will be performed in order to identify best practices for improving the resiliency of the transportation system to extreme weather and climate change. The result will be a cross-cutting set of recommendations for engineering practice to cover a wide range of facility types and locations.
- **Summary of FHWA Climate Adaptation Initiatives** - A chronological summary of FHWA climate adaptation initiatives and how the work began and evolved.

Sustainability

Virtual Framework for Vulnerability Assessment

This section of FHWA's Climate Change Adaptation website provides resources, tools, and guidance to help local and regional transportation agencies implement the Federal Highway Administration's (FHWA's) [Climate Change and Extreme Weather Vulnerability Assessment Framework](#), a guide to assessing the vulnerability of transportation assets to climate change and extreme weather events.

The section's structure follows that of the framework as shown in the graphic below. *Click on any area of the graphic to go to its corresponding module in the Virtual Framework site, or use the page list in the navigation bar at left to navigate through the modules.* Each module includes an overview, a summary of key steps, an introductory video, and links to case studies, tools, and other resources. Several of the modules include tools developed by FHWA to help transportation agencies implement their assessments.



Module 1:
[Articulate Objectives](#) »

Introductory Video

Introduction to Vulnerability Assessme...



This short video provides an overview of FHWA's Climate Change and Extreme Weather Vulnerability Assessment Framework, and describes the benefits of conducting a vulnerability assessment.

Highlighted Resources



CREAT 1.0 (Climate Resilience Evaluation and Awareness Tool)

CREAT is a software tool to assist drinking water and wastewater utility owners and operators in understanding potential climate change threats and in assessing the related risks at their individual utilities. CREAT provides users with access to the most recent national assessment of climate change impacts for use in considering how these changes will impact utility operations and missions.



Getting on the Right Track: Real-world Approaches to Climate Change Adaptation

This workshop focused on addressing impacts of climate change on public transit systems in the United States. Sponsored by the Federal Transit Administration, in collaboration with the American Public Transportation Association.



A Vulnerability Assessment for the Saco Bay Communities of Biddeford, Saco, Old Orchard Beach, and Scarborough

This vulnerability assessment was conducted by the Saco Bay Sea Level Adaptation Working Group (SLAWG), and assessed the vulnerability of Saco Bay communities to sea-level rise (SLR), flooding and erosion.



City of Lewes, Delaware Hazard Mitigation and Climate Adaptation Action Plan

In 2011, the City of Lewes, Delaware undertook a pilot project to develop a unified Hazard Mitigation and Climate Adaptation Action Plan, which considers the City's vulnerability to climate change, particularly sea-level rise, and includes an evaluation of the vulnerability of roads and critical evacuation routes.



City of Santa Cruz Climate Adaptation Plan

This plan identifies the infrastructure and resources most vulnerable to climate change impacts, including critical transportation infrastructure. It also presents climate adaptation action items ranked by priority based on risk to the community

[See more Tools and Documents »](#)



MEMBERSHIP AND SERVICE THROUGH COOPERATION
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NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization
(NWRTPO)

**Agenda Item #VI: Transportation Alternative Program (TAP) &
Recreational Trail Program (RTP) Awards to NWRTPO**

Subject: FFY 18-19 TAP and RTP Awards to NWRTPO local governments

Prepared by: Robert Kuipers

Date: 5/3/17

BACKGROUND

- **Why?** The Federal TAP and RTP funding cycle occurs on a biennial basis, and the NWRTPO competitively ranked and prioritized these projects in the FFY18 RTIPR.
- **Purpose.** Announce and present for review the TAP and RTP projects awarded to our region from the NMDOT, along with next steps to move these projects forward.
- **Discussion/Finalization.** RTPO members will review the awarded projects, and those member governments receiving funding awarded for their projects, will take responsibility to move those projects forward based on guidance and collaboration with the NMDOT.

WORK TO DATE

- The NWRTPO prioritized TAP and RTP projects in the RTIPR during the 1st & 2nd quarters for potential funding
- The NMDOT has reviewed statewide TAP and RTP applications, and made awards statewide, including 2 TAP awards to Pueblo of Laguna and RTP awards to Cibola and McKinley Counties.

ANTICIPATED WORK

- Pueblo of Laguna (TAP) and Cibola County (*with City of Grants as fiscal agent*) as well as McKinley County (RTP) will follow up with NMDOT for next steps to move their respective projects forward
- Funding will allow for two segments of the NM124 trail to be designed for the Pueblo of Laguna, along with one segment constructed via \$1 million in TIGER funds.
- Funding will allow for two ZMTP trail segments to be constructed including the 30 mile Quartz Hill segment in Cibola County, and the 36 mile McGaffey / Milk Ranch segment in McKinley County.

ATTACHMENTS

- TAP and RTP – DOT Selection Process & Feedback
- TAP and RTP award documents – indicating the funding amount awarded for each project
- TAP and RTP Award Next Steps – providing guidance to awarded governments for developing their projects in collaboration with the NMDOT.

BUDGET IMPACT

- No impact to the RTPO budget. Funding benefits awarded member governments projects.

ACTION ITEM

- Information item, no action required from the NWRTPO.

T/LPA	MPO /RTPO	NMDOT District	Project Name	FFY18 Award			FFY19 Award			FFY20 Award			Total Project		
				Total TAP	Match	Non Match	Phase	Total TAP	Match	Non Match	Phase	Total TAP		Match	Non Match
Village of Angel Fire	NERTPO	4	Sidewalk Intersection Improvement	\$ 27,479	\$ 4,683	\$ 339	Design	\$ 527,392	\$ 89,908	NA	Construction	NA	NA	NA	\$ 649,801
City of Clovis	SERTPO	2	Main Street Streetscape Improvements	\$ 256,320	\$ 43,680	NA	Final Design/Construction	NA	NA	NA	NA	NA	NA	NA	\$ 300,000
Village of Cuba	MERTPO	6	NM 126 Sidewalk	\$ 42,720	\$ 7,280	NA	Design	\$ 170,880	\$ 29,120	NA	Construction	NA	NA	NA	\$ 250,000
Town of Edgewood	MERTPO	5	Town Commons Truss Bridge	\$ 35,030	\$ 5,970	NA	Design	\$ 316,128	\$ 53,872	NA	Construction	NA	NA	NA	\$ 411,000
City of Farmington	FMPO	5	20th Street Project Phase III	\$ 102,443	\$ 17,457	NA	Design	\$ 638,579	\$ 108,821	NA	Construction	NA	NA	NA	\$ 867,300
City of Farmington	FMPO	5	Foothills Drive Enhancement Ph II	\$ 163,171	\$ 27,465	NA	Construction	NA	NA	NA	NA	NA	NA	NA	\$ 188,636
Pueblo of Laguna	NWRTPO	6	NM Highway 124 Trail and Pedestrian Facilities, west of Rio San Jose Road to Roundabout	\$ 128,160	\$ 21,840	NA	Design	NA	NA	NA	NA	NA	NA	NA	\$ 160,000
Town of Mesilla	MVMPPO	1	La Llorona and Calle	\$ 44,673	\$ 7,613	NA	Design	\$ 481,949	\$ 82,310	NA	Construction	NA	NA	NA	\$ 616,545
Las Cruces Public Schools	MVMPPO	1	LCPS SRTS Program Coordinator	\$ 78,604	\$ 13,396	NA	Non-Infrastructure	NA	NA	NA	NA	NA	NA	NA	\$ 92,000
Los Alamos County	NPRTPO	5	Canyon Rim Trail Underpass	\$ 273,408	\$ 46,592	NA	Design	NA	NA	NA	NA	NA	NA	NA	\$ 234,000
North Central Regional Transit District	NPRTPO	5	ADA Transition Plan	\$ 102,528	\$ 17,472	NA	Design	\$ 768,960	\$ 131,040	NA	Construction	NA	NA	NA	\$ 1,020,000
City of Roswell	SERTPO	2	Bicycle and Pedestrian Plan	\$ 93,984	\$ 16,016	NA	Planning	NA	NA	NA	NA	NA	NA	NA	\$ 110,000
Village of Ruidoso	SERTPO	2	Ruidoso River Trail Phase III	\$ 34,176	\$ 5,824	NA	Design	\$ 478,464	\$ 81,536	NA	Construction	NA	NA	NA	\$ 600,000
San Miguel County	NERTPO	4	San Miguel/Las Vegas Regional Multiuse Trail Project	\$ 68,352	\$ 11,648	NA	Design	\$ 657,888	\$ 112,112	NA	NA	NA	NA	NA	\$ 850,000
Santa Fe County	SFMPPO	5	Santa Fe Rail Trail, Segment 5	\$ 389,062	\$ 66,301	NA	Construction	NA	NA	NA	NA	NA	NA	NA	\$ 455,363
Santa Fe County	SFMPPO	5	Arroyo Hondo Trail, Phase 4	\$ 1,238,880	\$ 211,120	NA	Construction	NA	NA	NA	NA	NA	NA	NA	\$ 1,450,000
Town of Silver City	SWRTPO	1	Restriping to include bike lanes on 12th St. from Alabama St. to Gold St. and Swan St. from 12th to 16th	\$ 34,291	\$ 5,844	NA	Design	\$ 204,734	\$ 34,889	NA	Construction	NA	NA	NA	\$ 279,758
Town of Silver City	SWRTPO	1	The Silver City Greenways, Big Ditch, CDT Connectivity Hub	\$ 56,174	\$ 9,573	NA	Design	\$ 227,738	\$ 38,809	NA	Construction	NA	NA	NA	\$ 332,294
Socorro County	SCRTPO	1	Socorro County ADA Transitional	\$ 38,448	\$ 6,552	NA	Planning	NA	NA	NA	NA	NA	NA	NA	\$ 45,000
City of Tucumanari	NERTPO	4	2nd Street Pedestrian Route	\$ 8,544	\$ 1,456	NA	Design	\$ 95,133	\$ 16,212	NA	Construction	NA	NA	NA	\$ 121,345

Transportation Alternatives Program (TAP): Federal Fiscal Year 2018-2019 Funding Cycle
Overview of Statewide Selection Process and Feedback

Selection Process:

Per federal regulation, TAP is a competitive application process whereby project applications are rated and ranked according to certain criteria. The TAP criteria are outlined in the FFY18/19 NMDOT Active Transportation and Recreational Programs Guide, which entities used during the application process. The criteria were developed in coordination with New Mexico's five MPOs and seven RTPOs. The questions on the TAP Application were derived from FHWA's eight transportation planning factors.

The TAP Selection Committee rated and ranked the applications according to the criteria. The Committee was comprised of representatives from the following: NMDOT Planning, NMDOT Construction and Civil Rights Bureau (CCRB), NMDOT Design Center, MPO Representative, and RTPO Representative. The meeting was facilitated by NMDOT's TAP Coordinator. The Committee met on February 6, 2017 and award letters were transmitted to entities via email on April 26, 2017.

There were 45 applications reviewed, rated and ranked by the Committee. These applications requested, in total, \$5.3 million in FFY18 and \$16.5 million in FFY19. For each year, NMDOT estimated \$4.7 million in total funds to be awarded, broken into three pots: \$1.1M Small Urban, \$677K Rural, and \$2.9M Flexible. This funding distribution means that not all applications received could be awarded funding for this round. Ultimately, the Committee funded 21 of the 45 applications received. A more detailed report showing which projects received funding will be distributed by NMDOT in the near future.

Feedback:

The details of how projects were rated and ranked are contained in the FFY18/19 NMDOT Active Transportation and Recreational Programs Guide. The Guide includes information on how applicants could receive planning points, and how the narrative questions on the TAP Application were scored. Entities could receive 0-3 points based on the following:

3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.

1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.

0 points: Does not meet factor.

Attributes of Higher-Ranked Applications:

The following is a list of attributes observed on the applications that tended to score higher:

- Project appeared in numerous local planning documents, including the Infrastructure and Capital Improvements Plan (ICIP), and the required documentation was provided.
- Application included supporting documentation for all or some of the narrative questions contained on the application.
- Application demonstrated a thorough understanding of narrative questions and effectively explained how their project will contribute to the transportation system.

Attributes of Lower-Ranked Applications:

The following is a list of attributes observed on the applications that tended to score lower:

- Project did not appear in local planning documents, including ICIP, or required documentation was not provided.

- Application did not include supporting documentation for many of the narrative questions on the application, meaning it could not receive the full 3 points.
- Application demonstrated a minimal understanding of questions or did not effectively explain how their project contributed to the transportation system.
- Application did not include responses to all questions on TAP Application.
- Application was not edited, and included spelling and grammatical errors.

Additional Notes:

Project Merit: The competitive process is not intended to evaluate the inherent merit of particular projects. Rather, the application is a forum for entities to demonstrate the merit of their project by effectively responding to the narrative questions. All of the projects that applied for funding have merits, particularly to their local residents. The competitive process provides a mechanism to determine which of the projects to fund.

Planning Points: When projects are included in local/tribal planning documents or studies, it demonstrates community support for that project, and shows how a project fits into the stated goals of the community. Adopted plans go through robust public involvement processes, and are formally adopted by councils and commissions. To provide the greatest benefit to communities, as well as to help ensure successful projects, NMDOT's goal is to fund projects that meet local needs and desires and that have broad community support.

TAP Award: Next Steps

Congratulations on receiving a TAP funding award for the FFY18, FFY19 and partial FFY20 cycle! Your agency's attention to critical deadlines and the requirements of federal funding are necessary for successful project development and completion. This document outlines the critical first steps your agency must take in order to get your project moving in the right direction. Also, please remember that any work done prior to receiving your notice to proceed will not be reimbursed.

All award recipients are required to attend one of the upcoming orientation meetings. Meetings are being scheduled and are anticipated to take place in June. Please ensure that someone from your agency will attend. Outlook meeting invitations will be sent after meeting dates have been finalized.

For infrastructure projects:

1. Review the enclosed Award Form, sign and return within two weeks of receiving your award.
2. Contact the appropriate T/LPA Coordinator for your region. Their contact information is on the back of this handout and on the enclosed Award form. The T/LPA Coordinator will assist you through your agreement, design and certification processes. Check in with them as soon as possible.
3. Agreement Request Form (ARF): your T/LPA Coordinator will supply you with this form. It can be submitted once the State Transportation Commission (STC) approves the baseline 2017-2022 STIP.
4. Design and certification phase: All federally-funded infrastructure projects will need the following certifications: 1) Environmental, 2) Utility, 3) Railroad, 4) Right-of-Way (ROW), 5) Intelligent Transportation Systems (ITS), and 6) Design.
 - a. If you have FFY18 construction funds, please begin working with your T/LPA Coordinator as soon as possible to obtain these certifications. You can do this concurrently with the agreement process. You will be required to have all these certifications in place for your Plans, Specifications and Estimates (PS&E) meeting, which must occur no later than May 2018. NMDOT must obligate your FFY18 construction funds no later than June 15, 2018.
 - b. If you have FFY18 preliminary engineering/design funds, you must wait to begin your certifications until after your agency receives a fully executed agreement and a notice to proceed/purchase order. You will be required to have all these certifications in place for your Plans, Specifications and Estimates (PS&E) meeting, which must occur no later than May 2019, as NMDOT must obligate your FFY19 construction funds no later than June 15, 2019. In the event that your agency received FFY20 construction funds, those funds must obligate no later than June 15, 2020.

For TAP non-infrastructure projects (SRTS Coordinator, local plans):

1. Review the Award Form, sign and return within two weeks of receiving your award.
2. Contact Dan Watts, TAP Coordinator, at Danial.Watts@state.nm.us or (505) 470-8545 to begin the agreement process.
3. The agreements cannot be fully executed until after the beginning of the FFY (10/1/17), but we can move them through the appropriate local processes beforehand.
4. Once your agreement is fully executed and your agency has received its notice to proceed/purchase order, you may begin your project.

Tribal/Local Public Agency (T/LPA) Coordinator Contact Information:

NMDOT's T/LPA Coordinators are housed at our Regional Design Centers, which each include two NMDOT Districts. If you do not know in which District your agency falls, please refer to the map on the NMDOT website: <http://dot.state.nm.us/content/nmdot/en/Districts.html>

Please refer to the information below to determine your agency's T/LPA Coordinator:

Districts 1 & 2:

South Region Design
750 N. Solano Dr.
Las Cruces, NM 88001

T/LPA Coordinators:

Mark Salazar, Mark.Salazar@state.nm.us (575) 524-7357
Kim Fetherlin, kimberley.fetherlin@state.nm.us, 575-525-7355

Districts 3 & 6:

Central Region Design
7500 Pan American Fwy NE
Albuquerque, NM 87109

T/LPA Coordinators:

Luke Smith, Luke.Smith@state.nm.us, 575-373-7411

Districts 4 & 5:

North Region Design
1120 Cerrillos Rd.
Santa Fe, NM 87504

T/LPA Coordinator:

Brad Fisher, BradleyF.Fisher@state.nm.us, (505) 827-5396

FFY18/19 Recreational Trails Program (RTP) Awards - Final

Tribal/Public Agency	MPO / RTPO	Project Name	Selected Funding Awarded (RTP + match)		RTP Category
			FFY18	FFY19*	
City of Grants	NWRTPO	Zuni Mountain Trails - Quartz Hill	\$ 831,545	\$ -	2
Lincoln National Forest	SERTPO	LNF Trail Maintenance	\$ -	\$ 154,963	3
McKinley County	NWRTPO	Zuni Mountain Trails - McGaffey & Milk Ranch	\$ -	\$ 945,670	2
San Juan County	FMPO	Glade Run Recreation Area Trails	\$ 700,000	\$ -	68% 4; 32% 1

	Targets:		Selected:**	
	FFY18	FFY19	FFY18	FFY19
non-motorized (30%)	\$ 476,443	\$ 476,443	\$ 1,055,545	\$ 945,670
motorized (30%)	\$ 476,446	\$ 476,443	\$ 476,000	\$ -
diverse (40%)	\$ 635,257	\$ 635,257	\$ 831,545	\$ 1,100,633

*FFY19 unprogrammed funds represent motorized portion; NMDOT did not receive enough motorized applications to meet both years' targets.

**RTP categories 1, 2 meet non-motorized; categories 2, 3, 5 meet diverse; categories 4, 5 meet motorized.

April 28, 2017

Recreational Trails Program (RTP): Federal Fiscal Year 2018-2019 Funding Cycle
Overview of Statewide Selection Process and Feedback

Selection Process:

RTP funds are awarded through a competitive application process whereby project applications are scored and ranked according to certain criteria. The RTP scoring criteria are outlined in the [FFY18/19 NMDOT Active Transportation and Recreational Programs Guide](#), which entities used during the application process. The criteria were developed in coordination with New Mexico's Recreational Trails Advisory Board (RTAB) and in consideration of FHWA's transportation planning factors.

The RTAB scored and ranked the applications according to the criteria. Members of the RTAB are appointed by the governor and represent diverse trail user groups including off-highway vehicle (OHV) users, pedestrians/hikers, equestrians, and bicyclists. The RTAB scoring meeting was facilitated by NMDOT's RTP Coordinator and took place on February 2, 2017. Awards were formally announced on April 26, 2017. Award letters were sent to recipients on April 26, 2017.

Overall, NMDOT received 16 applications for funding for eligible projects, totaling approximately \$3.0 million in FFY18 and \$5.1 million in FFY19. The total funding requested vastly exceeds the estimated annual RTP apportionment for New Mexico (approximately \$1.58 million annually with match included). Additionally, RTP funds must be divided among motorized, non-motorized, and diverse projects at a ratio of 30/30/40. NMDOT received one application for a motorized project for this funding cycle, which was awarded in FFY18. However, this means NMDOT did not award 30% of the estimated annual RTP apportionment in FFY19. Based on the RTAB's scoring of the applications, NMDOT was able to award funds for four projects.

Feedback:

The details of how projects were scored and ranked are contained in the FFY18/19 NMDOT Active Transportation and Recreational Programs Guide. Entities could receive 0-3 points for each narrative question based on the following:

3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.

1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.

0 points: Does not meet factor.

Attributes of Higher-Scoring Applications:

The following is a list of attributes observed in higher scoring applications:

- Project appeared in numerous planning documents, and the supporting documentation was provided.
- Application included supporting documentation for all or most of the narrative questions contained on the application, allowing it to score 3 points each on those questions.
- Application demonstrated a thorough understanding of questions and was able to effectively explain how the project would contribute to the goals of each scoring factor.

Attributes of Lower-Scoring Applications:

The following is a list of attributes observed in lower scoring applications:

- Project did not appear in planning documents, or supporting documentation was insufficient or not provided.

- Application did not include supporting documentation for many of the narrative questions on the application, receiving 2 or less points.
- Application demonstrated a minimal understanding of questions or did not effectively explain how the project contributed to the goals of each scoring factor.

Additional Notes:

Project Merit: The competitive process is not intended to evaluate the *inherent* merit of a particular project, but rather to be a forum for entities to *demonstrate* the merit of their project. All of the projects that applied for funding have merits, particularly to their local residents. The competitive process provides a mechanism for determining which projects to award given the limited funding.

Planning Points: When projects have many partners and are included in planning documents or studies, it demonstrates community support for that project, and shows how a project helps meet the goals of a community or region. Adopted plans go through robust public involvement processes, and are formally adopted by councils, commissions, and agencies. To provide the greatest benefit to communities, as well as to help ensure successful projects, NMDOT's goal is to fund projects that meet local needs and desires and that have broad community support.

RTP Award: Next Steps

Congratulations on receiving an RTP funding award for the FFY18 and FFY19 cycle! Your agency's attention to critical deadlines and the requirements of federal funding are necessary for successful project development and completion. This document outlines the critical first steps your agency must take in order to get your project moving in the right direction. Also, please remember that any work done prior to receiving your notice to proceed will not be reimbursed.

RTP projects often are not considered traditional infrastructure projects (e.g. sidewalks, roadways, bridges), and therefore go through a different process than the majority of Tribal/Local Public Agency (T/LPA) projects at NMDOT. For these RTP projects, the project manager will work directly with the RTP Coordinator on the agreement and reimbursement process, instead of working directly with the Regional Design Centers and District offices, which handle infrastructure projects.

For FFY18 and FFY19 RTP projects ("non-infrastructure"):

1. Review the enclosed Award Form, sign, and return within two weeks of receiving your award.
2. To begin the agreement process, contact Rosa Kozub, interim RTP Coordinator, at rosa.kozub@state.nm.us or (505) 476-3742.
3. NMDOT will require any environmental/NEPA review that your agency has completed, prior to moving forward with your project.
4. NMDOT will require documentation of the project location in relation to the lead and partner agencies' jurisdictions (maps, surveys, etc.).
5. Agreements cannot be fully executed until after the beginning of the FFY (10/1/17 for FFY18 projects, or 10/1/18 for FFY19 projects), but we can begin moving them through the appropriate local processes beforehand. Agreements must be fully executed no later than May 2018 (for FFY18 projects) and May 2019 (for FFY19 projects).
6. Once your agreement is fully executed and your agency has received its Notice to Proceed, you may begin your project.



REPRESENTING THE INTERESTS OF GOVERNMENTS
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NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**Northwest Regional Transportation Planning Organization
(NWRTPO)**

**Agenda Items #VII, VIII, & IX: Reports, Updates &
Announcements; New Business; Calendar & Training /
Funding Opportunities**

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 5/3/17

BACKGROUND

- **Why?** Update RTPO members on news, training, funding, and other items of special interest
- **Purpose.** Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources

Informational Items

Training & Funding Opportunities

- TAP & RTP funding awards covered in previous agenda section
- Northern Navajo Safety Project funded
- National Regional Transportation Conference – Denver, Colorado – June 28-30, 2017

Regional News & Updates

- RTPO Report
- Call for Transportation Projects Process Report
- Meeting schedule – May, 2017 – April, 2018

Member Special Reports:

- None submitted prior to the meeting

NMDOT Reports:

- DOT Planning Unit – Govt. to Govt. Weekly Updates
- FHWA Office of Planning, Environment & Realty Reports
- Title VI and ADA compliance reports

New Business / Open Floor:

- No formal requests submitted



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Monthly Report – April 2017

- A. **FFY18 RTIPR/ZIPPER:** Over the past several months, RTPO staff, along with NMDOT and District staff, have completed the Call for Transportation Projects process. In March, RTPO staff assembled and facilitated our District 6 ZIPPER meeting to “zip up” projects from the SWRTPO (Catron County), MRRTPO (Sandoval County), and NWRTPO (McKinley & Cibola Counties) into one priority list. This document is available on our website at: <http://www.nwnmcog.com/important-documents.html> We are still waiting to hear when the DOT District 5 Office will hold their RTIP (ZIPPER) meeting which includes MRRTPO (Torrence County), NPRTPO (Santa Fe, Taos, Rio Arriba & Los Alamos Counties) and NWRTPO (San Juan County & Northern Navajo).
- B. **Annual RTPO Documents:** In recent months, RTPO staff assisted the Committee in updating annual documents that govern and guide the RTPO function and process. These documents included the NWRTPO Bylaws, Title VI Plan, Open Meetings Act Resolution and Public Participation Plan. RTPO members and staff also updated the official membership roster, including assisting members with updating appointment forms. RTPO staff developed the annual meeting schedule and public notice for May 2017 – April 2018. Finally, the RTPO Committee did concur to continue RTPO leadership for another year with Jeff Irving (McKinley County) serving as Chairman and Dave Deutsawe (Pueblo of Acoma) serving as Vice-Chairman.
- C. **Member Government RTPO Orientations:** RTPO staff continue working with its members to provide an RTPO orientation session to local and tribal officials. In previous months the orientation was presented to *City of Gallup*, *City of Grants*, and *Ramah Navajo*. Last month, RTPO staff presented to *Village of Milan* and the *Pueblo of Acoma*. In May, the orientation is scheduled for *McKinley County*, and in June for the *Pueblo of Laguna*. Staff is working to schedule orientations for *San Juan County*, *Cibola County*, and the *Pueblo of Zuni*. Navajo Nation is not due for the orientation until 2018, but we will be presenting at the upcoming Road Forum. The presentation demonstrates how the NWRTPO serves as a venue for planning and development of transportation infrastructure, services, and assets through local government collaboration with NMDOT.
- D. **Johnson Road:** RTPO staff continue supporting this project to advance a McKinley County road project that provides access from US491 for many families into the Twin Lakes Chapter region of the Navajo Nation area. It remains a process to finalize approval through the Navajo Nation to commence road improvements in an area that includes many sensitive lands.
- E. **McKinley County Road Forum:** Robert Kuipers, Planning Assistant, has been assisting the County in planning another road forum to train rural and tribal elected leaders and key staff in the diverse local, tribal, State, and national transportation processes, including funding and grant administration, as well as project development, maintenance, and management. The Road Forum is scheduled for June 13, 2017 in Gallup.
- F. **GIS Data Gathering and Compiling Work:** Carrie House continues to gather data from member entities and compile useable layers onto ArcGIS at the COG office. She contributes mapping support and represents a valuable addition to the COG, increasing technical support capacities for the NWRTPO. In recent months, she has been focused on trails, transit, and other infrastructure mapping.
- G. **Zuni Mountains Trails Project:** RTPO staff completed a final revision to this plan in support of the draft Decision Notice and final Finding of No Significant Impact on the associated trail system project.
- H. **TAP & RTP Awards:** NWRTPO Area awards included:
The NWRTPO learned at the end of April, that the Pueblo of Laguna was awarded two TAP projects for two segments of the NM Hwy 124 bike & ped. trail. RTP projects were awarded to Cibola County (with City of Grants as fiscal agent) and McKinley County for two ZMTP trails including Quartz Hill in Cibola (30 mile segment), and McGaffey & Milk Ranch in McKinley (36 mile segment).



**Northwest RTPO
Call for Transportation Projects – FY16-FY17
Process Report
February/March 2017**

June 8 – **Call for Transportation Projects Guidance**: This document did evolve from its original posting in June 2016, to now include a prioritization process and all NMDOT guidance to date.

Scoring Criteria: RTPO set up sub-committee that reviewed several other scoring criteria's statewide including Ramah Navajo, Farmington MPO, Santa Fe MPO, MR and SE RTPOs, etc. RTPO Committee approved scoring criteria for Roadway/Bridge and TAP/RTP project categories that were driven by our Regional Transportation Plan but that are slightly different than the Active Transportation and Recreational Programs criteria.

July 31 – **Project Feasibility Form (PFF)**: Worked with Eric Ghahate (NPRTP) to utilize a webform. This will allow us the ability in two years to pull up projects that were not funded and update information. It will allow us to enter projects from anywhere, any time -- in order to parking lot them for discussion during the next cycle.

Consultation Meeting Report: Developed a consultation report template that is used after the consultation meetings between RTPO, DOT, District, and Entity reps. This report model can be improved especially in identifying and recommending alternative sources of funding like NM FUNDIT does for economic and community development projects.

Comprehensive Projects List (20-Year Plan): Based on PFFs, local plans, and ICIPs, RTPO staff generated a comprehensive list of transportation needs and projects (\$777K) that could be an adjunct document to our Regional Transportation Plan and our 20-year projects plan.

October 28 – **Project Identification Form (PIF)**: Need to work on enhancing the PFF/Project webform so once the project receives a green light from District Engineer -- it can be updated for additional information needed in the PIF and not recreate information already provided in PFF. The webform should allow us an easier screen in terms of a checklist to provide feedback to members on areas that are missing, inaccurate, and/or inconsistent with the PFF. We did create a PIF Review Document that was customized back to DOT, District, and Entity representation along with project documentation (Panoramic could easily replace this process).

Applications: Our internal review needs to be stronger - we underestimated the support needed, as most of the folks doing these are not grant writers. It would be helpful to understand how NMDOT staff review these as that process can help eliminate any fatal flaws.

December – **Presentations**: Created Roadway/Bridge and TAP/RTP presentation templates based on scoring criteria. We video-taped all presentations for a number of reasons (to provide access to District Engineers that could not be present, as a coaching tool for presenters to improve, as many are not professional presenters, and for RTP/TAP Boards if they desired them). If all goes right, it should be up and available on our YouTube channel.

Scoring Sheets: Developed a scoring sheet based on our approved scoring criteria that aggregates individual scoring sheets -- added percentages to make this information usable and applicable to Panoramic and TAP/RTP scoring criteria.

Panoramic/RISTRA Posting: We posted all projects that submitted applications and/or made presentations, onto the Panoramic system and shared them on RISTRA (so you can look at it) under Regional Transportation Plan section. Example project is Grants Legacy Trail: <http://www.ristraproject.com/project/2222/55522> Eric G. was able to add the TAP/RTP scoring goals and thermometers directly into each proposed project.

Draft RTIPR: Used our scoring criteria to prioritize the draft RTIPR. This was the first time/cycle we cleared the RTIPR and this process reduced the list from like \$350M to \$65M. Basically, from a wishlist to a priority list in which all inherent projects qualify for federal funding through the NM-DOT. Our one bridge project is a third of that requested amount.

January 2017 – **District Presentations**: We invited District Engineers to our next meetings to present their **RTIP**, while we present the draft RTIPR -- which helped educate us all in making strategic and data-based decisions.

February – **RTIPR Finalization/Approval**: at our monthly meeting, RTPO Committee approved the final RTIPR that is submitted and posted to website.

March – **ZIPPER**: working with other RTPOs to zip up projects from other RTIPRs that effect NMDOT Districts in our region, to create the DOT District RTIP (zipper) project list.

For District 6, the process is:

- (1) Send previous year's ZIPPER to SWRTPO and MRRTPO for review
- (2) Request RTIPR from SWRTPO and MRRTPO with highlighted projects in D6.
- (3) Draft ZIPPER for March meeting agenda packet; took place March 8 this year.
- (4) Invite other RTPO's to participate in the ZIPPER meeting, in person or via teleconference.
- (5) Send them the approved ZIPPER document.

For District 5, the process is:

- (1) NWRTPO sends an email to NPRTPO staff, District 5 Engineer/Staff, and effected members -- highlighting our RTIPR projects in D5 for inclusion in their ZIPPER.
- (2) If a meeting is needed, we can attend with Northern Navajo and/or San Juan County representatives. This year there were just 2 projects submitted from Northern Navajo.
- (3) Otherwise, we need a copy of final D5 ZIPPER for our records. Presently the Dist. 5 meeting is projected for September of this year.

Call for Transportation Projects FY 18 - FY19 cycle begins in June, 2018.

Now that we have a process, templates and tools, we can streamline and work on efficiency -- any tips, guidance, and/or constructive criticism gladly welcomed.

BIA-N36 RSA
issues funded

State	Tribal Name	Project Title	Category	Funded Amount
AK	Native Village of Kotzebue	Third Avenue Sidewalk Project	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$160,000.00
AK	Metlakatla Indian Community	Tribal Transit Safety Plan Sidewalk Installation Proposal	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$65,000.00
AK	Native Village of Tanana	Native Village of Tanana Road Safety Assessment Project	Safety Planning Activities	\$21,664.00
AK	Native Village of Kotzebue	Nikaitchuat Igsigviat School Zone & Parking Lot Improvements	Safety Planning Activities	\$43,861.00
AK	Organized Village of Kake	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Native Village of Minto	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Igiugig Village Council	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Sun'aq Tribe of Kodiak	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Tanana Chiefs Conference (Healy Lake Village)	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Birch Creek Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Angeon Community Association	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Hughes Village Council	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Karluk IRA Tribal Council	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Chilkat Indian Village	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Chilkoot Indian Association	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Native Village of Koyukuk	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Native Village of Chenega	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Native Village of Kwigillingok	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Kaitag Tribal Council	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AK	Native Village of Eagle	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
AZ	Kaibab Band of Paiute Indians	SR 389 Intersection Improvements	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$495,000.00
AZ	Colorado River Indian Tribes	1st Avenue Intersection Improvements	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$408,500.00
AZ	Yavapai-Prescott Indian Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Yurok Tribe of the Yurok Reservation, California	Road Safety Audits for three locations along US Highway 101 and one along California State Route 169	Safety Planning Activities	\$28,329.00
CA	Dry Creek Rancheria Band of Pomo Indians	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Middletown Rancheria of Pomo Indians	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Big Valley Band of Pomo Indians	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Bishop Paiute Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Potter Valley Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Colusa Rancheria, Colusa Indian Community Council	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	The Utu Utu Gwaitsu Paiute Tribe of the Benton Paiute Reservation	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Viejas Band of Kumeyaay Indians	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Cahto Tribe of Laytonville Rancheria	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	San Pasqual Band of Mission Indians	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Twenty-Nine Palms Band of Mission Indians	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Fort Independence Indian Reservation	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
CA	Cahuilla Band of Indians	Develop a New Tribal Safety Plan	Safety Plan	\$6,500.00
CT	Mashantucket Pequot Tribal Nation	Update Tribal Safety Plan	Safety Plan	\$7,500.00
CT	The Mohegan Tribe of Indians of Connecticut	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
FL	Seminole Tribe of Florida	Hollywood Reservation Strategic Transportation Safety Plan	Safety Plan	\$12,500.00
IA	Sac and Fox Tribe of the Mississippi in Iowa	West Village Frontage Road Phase II Design	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$156,560.00
IA	Sac and Fox Tribe of the Mississippi in Iowa	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
ID	Nez Perce Tribe	Nez Perce Tribe Parade Avenue Guardrail Project	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$20,377.00
MI	Bay Mills Indian Community	Bay Mills Indian Community Multi-Purpose Pedestrian Pathway	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$401,160.00
MN	Leech Lake Band of Ojibwe	Onigum Road Trail	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$950,175.00
MN	Lower Sioux Indian Community	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00

AWARDS LIST
 FY2016 Tribal Transportation Program Safety Fund

State	Tribal Name	Project Title	Category	Funded Amount
MT	Chipewa Cree Tribe of the Rocky Boy's Indian Reservation	Chipewa Cree Tribe Road Infrastructure Improvement Project	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$297,915.00
MT	Confederated Salish and Kootenai Tribes	CSKT Mission Valley Burchard Installation and Upgrade	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$438,531.00
MT	Confederated Salish and Kootenai Tribes	2016-2017 CSKT Mission Valley Sign Installation Project	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$204,000.00
MT	Blackfoot Tribe of the Blackfoot Indian Reservation	Animal/Vehicle Collision Reduction Project	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$140,000.00
MT	Fort Peck Assiniboine Sioux Tribes	Acquisition of a Public Safety Software Program (PSSP)	Safety Planning Activities	\$70,000.00
MT	Fort Peck Assiniboine Sioux Tribes	Update Tribal Safety Plan	Safety Plan	\$7,500.00
ND	Spirit Lake Tribe	BIA Route 6 Silver Grading	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$536,690.00
ND	Standing Rock Sioux Tribe	Standing Rock Speed Study (Statler Traffic Data Collector)	Safety Planning Activities	\$2,535.00
(NM)	Navajo Nation	Addressing the annual right-of-way of the BIA Corridor (RIS)	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$500,000.00
(NM)	Navajo Nation	Addressing the safety issues of BIA Route 166 around White Mesa (RIS)	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$72,000.00
NM	Pueblo of Santa Ana	Road Safety Audit for US550 at Indian Service Road 74	Safety Planning Activities	\$30,000.00
NM	Pueblo of Zia	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
NM	Taos Pueblo	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
NV	Washoe Tribe of NV & CA	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
NY	Ogida Nation of New York	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
OK	Quapaw Tribe of Oklahoma	Develop a New Tribal Safety Plan	Safety Plan	\$12,400.00
OR	Cogswell Indian Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
SD	Flandreau Santee Sioux Tribe	Flandreau 3 Mile Road Pathway-Phase I	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$380,000.00
SD	Yankton Sioux Tribe, South Dakota	Many Main Pathway	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$515,000.00
SD	Yankton Sioux Tribe, South Dakota	Develop Crash Records System	Safety Planning Activities	\$105,000.00
SD	Crow Creek Sioux Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
SD	Lower Brule Sioux Tribe	Develop a New Tribal Safety Plan	Safety Plan	\$12,500.00
Utah	Confederated Tribes of the Goshute Reservation	Isipah Road Safety Project	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$107,115.00
WA	Muckleshoot Indian Tribe	SF 164 Pedestrian Facility Improvements	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$344,410.00
WA	Silligumish Tribe of Indians	Safety Engineering Improvements Project: 236th Street NE Corridor	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$311,000.00
WA	Muckleshoot Indian Tribe	Muckleshoot Indian Tribe - Road Safety Audit	Safety Planning Activities	\$5,000.00
WA	Confederated Tribes of the Colville Reservation	Colville Traffic Data Tracking and Reporting Improvement Project	Safety Planning Activities	\$41,500.00
WA	Squaxin Island Tribe	Squaxin Island Tribe Road Safety Audit	Safety Planning Activities	\$62,800.00
WI	Forest County Potawatomi Community	FCPC Intersection Safety Project: Phase II - Kweeda Mlk Lane/U.S. Highway 8 Intersection	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$799,981.00
WI	Ho-Chunk Nation of Wisconsin	WIS 21, Essex Ave and Eureka Road Intersection Improvements	Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)	\$735,000.00
WI	Menominee Indian Tribe of Wisconsin	Update Tribal Safety Plan	Safety Plan	\$7,500.00

\$8,990,503.00

	NM TLPA List	ADA	Title VI
1	Acoma Pueblo	Not Required	Not Required
2	Agua Fria		
3	Alamo		
4	Alamogordo	x	x
5	Albuquerque	x	x
6	Angel Fire	x	x
7	Anthony	< 50	x
8	Arenas Valley		
9	Arroyo Seco		
10	Artesia	x	
11	Atoka		
12	Aztec	x	x
13	Bayard	< 50	x
14	Belen	x	x
15	Berino		
16	Bernalillo	x	x
17	Bernalillo County	x	x
18	Black Rock		
19	Bloomfield	x	x
20	Boles Acres		
21	Bosque Farms	< 50	x
22	Capitan		
23	Carlsbad	x	x
24	Carnuel		
25	Carrizozo		
26	Catron County		x
27	Causey		
28	Chama		x
29	Chaparral		
30	Chaves County	x	x
31	Chimayo		
32	Church Rock		
33	Cibola County	x	x
34	Cimarron		x
35	Clayton		
36	Cloudcroft		
37	Clovis	x	x
38	Cochiti Pueblo	Not Required	Not Required
39	Colfax County		
40	Columbus	< 50	x
41	Corona	< 50	
42	Corrales	< 50	x
43	Crownpoint		
44	Crystal		
45	Cuba	<50	x
46	Curry County	x	x
47	De Baca County	< 50	
48	Deming	x	x
49	Des Moines		
50	Dexter		
51	Doña Ana		
52	Doña Ana County	x	x

53	Dora		
54	Dulce		
55	Eagle Nest		x
56	Eddy County		x
57	Edgewood	<50	x
58	El Cerro		
59	El Rancho		
60	Eldorado		
61	Elephant Butte	< 50	
62	Elida	<50	x
63	Encino		
64	Española		
65	Estancia	< 50	x
66	Eunice	x	x
67	Farmington	x	x
68	Flora Vista		
69	Floyd		
70	Folsom		
71	Fort Sumner	< 50	
72	Gallup	Not Required	Not Required
73	Grady	<50	x
74	Grant County	x	x
75	Grants	x	x
76	Grenville		
77	Guadalupe County		
78	Hagerman	< 50	
79	Harding County		
80	Hatch		
81	Hidalgo County		
82	Hobbs	x	x
83	Hope		
84	House		
85	Hurley	Not Required	x
86	Isleta Pueblo	Not Required	Not Required
87	Jal		
88	Jarales		
89	Jemez Pueblo	Not Required	Not Required
90	Jemez Springs		
91	Jicarilla Apache Reservation	Not Required	Not Required
92	Keeler Farm		
93	Kirtland		
94	La Cienega		
95	La Huerta		
96	La Luz		
97	La Puebla		
98	La Union		
99	Laguna		
100	Laguna Pueblo	Not Required	Not Required
101	Lake Arthur		
102	Las Cruces	x	x
103	Las Maravillas		
104	Las Vegas	x	x
105	Lea County		
106	Lee Acres		

20

107	Lincoln County		
108	Logan		
109	Lordsburg	<50	x
110	Los Alamos		
111	Los Alamos County	x	x
112	Los Chaves		
113	Los Lunas	x	x
114	Los Ranchos de Albuquerque		
115	Loving		
116	Lovington	x	x
117	Luna County	x	x
118	Magdalena		
119	Maxwell		x
120	McIntosh		
121	McKinley County	x	x
122	Meadow Lake		
123	Melrose	<50	x
124	Mescalero		
125	Mescalero Apache Tribe	Not Required	Not Required
126	Mesilla	<50	
127	Mesquite		
128	Milan	< 50	x
129	Monterey Park		
130	Mora		
131	Mora County		
132	Moriarty		
133	Mosquero		
134	Mountainair		
135	Nambe Pueblo	Not Required	Not Required
136	Navajo		
137	North Valley		
138	Ohkay Owingeh	Not Required	Not Required
139	Otero County		
140	Paradise Hills		
141	Pecos		
142	Peralta	< 50	x
143	Picuris Pueblo	Not Required	Not Required
144	Placitas		
145	Pojoaque		
146	Ponderosa Pine		
147	Portales	x	x
148	Quay County		
149	Questa		
150	Radium Springs		
151	Ramah Navajo Chapter	Not Required	Not Required
152	Ranchos de Taos		
153	Raton		x
154	Red River		
155	Reserve		
156	Rio Arriba County		
157	Rio Communities	< 50	
158	Rio Rancho	x	x
159	Roosevelt County	x	x
160	Roswell	x	x

161	Roy	x	x
162	Ruidoso	x	x

163	Ruidoso Downs		
164	San Felipe Pueblo	x	Not Required
165	San Ildefonso Pueblo	Not Required	Not Required
166	San Jon		
167	San Juan County	Not Required	x
168	San Miguel		
169	San Miguel County	x	x
170	San Ysidro		
171	Sandia Heights		
172	Sandia Knolls		
173	Sandia Pueblo	Not Required	Not Required
174	Sandoval County		x
175	Santa Ana Pueblo	Not Required	Not Required
176	Santa Clara	< 50	x
177	Santa Clara Pueblo	Not Required	Not Required
178	Santa Fe	x	x
179	Santa Fe County	x	x
180	Santa Rosa		
181	Santa Teresa		
182	Santo Domingo Pueblo (Kewa Pueblo)	x	Not Required
183	Sausal		
184	Shiprock		
185	Sierra County		
186	Silver City	x	x
187	Skyline-Ganipa		
188	Socorro		x
189	Socorro County	x	x
190	South Valley		
191	Spencerville		
192	Springer	< 50	
193	Sunland Park	x	x
194	Taos		
195	Taos County		
196	Taos Pueblo	Not Required	Not Required
197	Taos Ski Valley		
198	Tatum		
199	Tesuque Pueblo	Not Required	Not Required
200	Texico	<50	x
201	Thoreau		
202	Tijeras	< 50	
203	To'hajiilee Navajo Reservation	Not Required	Not Required
204	Tome		
205	Torrance County		
206	Truth or Consequences		
207	Tucumcari	x	x
208	Tularosa	<50	
209	Twin Lakes		
210	Union County		
211	Upper Fruitland		
212	Vado		
213	Valencia		
214	Valencia County	x	x
215	Vaughn		
216	Virden		

217	Wagon Mound		
218	Waterflow		
219	West Hammond		
220	White Rock		
221	White Sands		
222	Willard		
223	Williamsburg	< 50	
224	Zia Pueblo	Not Required	Not Required
225	Zuni Pueblo	Not Required	Not Required

Notes:

Tribal entities not required to submit ADA Transition and Title VI Plans

< 50 denotes entities with less than 50 employees (ADA plan not required)

Fw: NMDOT Govt to Govt Update - Week of 5/1/17

RK Robert Kuipers    Reply all | v
Tue 5/2/2017 3:25 PM

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov;
Royce.Gchachu@ashiwi.org; Joe J. Sanchez <JoeSanchez@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; rita@co.cibola.nm.us; Alicia Santiago <asantiago@gallupnm.gov>;
kbenally@navajodot.org; mfelipe@puebloofacoma.org; lucianned@lagunapueblo-nsn.gov;
Roxann Hughte <Roxann.Hughte@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;
Patterson, Wade, NMDOT <Wade.Patterson@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us;
Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams ↗

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2017
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RTPO members:

The latest Govt. to Govt. Update, with news on TAP and RTP awards.

-Bob

rkuipers@nwnmcog.org

From: Kozub, Rosa, NMDOT <Rosa.Kozub@state.nm.us>

Sent: Tuesday, May 2, 2017 2:45 PM

To: Andrew Wray; Dave Pennella; Efren Meza (emeza@elpasompo.org); Keith Wilson; Mark S. Tibbetts (mstibbetts@santafenm.gov); Michael Medina (mmedina@elpasompo.org); Steven Montiel; Tom Murphy; Mary Holton; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Valerie Hermanson (vhermanson@mrcog-nm.gov); Sandy Gaiser; Erick Aune (ejaune@santafenm.gov); Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary (mholton@fmtn.org); Christina Stokes (cstokes@elpasompo.org); vsoule@epcog.org; Evan Williams; Jeffrey Kiely; Derrick Garcia (degarcia@fmtn.org); Dolores Gonzalez; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers

Cc: Haas, Tamara P, NMDOT; Griffin, Jessica, NMDOT; Sandoval, Michael, NMDOT; Duran, Yolanda, NMDOT; Shutiva, Ron, NMDOT; Sittig, Paul, NMDOT; Herrera, Jolene M, NMDOT; Sandoval, Sean, NMDOT; Watts, Danial, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT;

Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Mexia, James, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Eppler, Marsha, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); Reeves, Sally, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 5/1/17

Hi All—please see the information below for the latest updates on NMDOT information relevant to the MPOs and RTPOs.

Announcements

- FFY16-21 STIP Amendment 8 was approved by FHWA/FTA. Please see attached letter.
- TAP and RTP awards were announced last week. NMDOT sent correspondence directly to those that both received and didn't receive awards. Attached are summary PDFs showing which projects were awarded. I also attached the Selection Process Overview and Feedback documents for TAP and RTP.
- SHSP: On 4/26/17, FHWA approved the NM 2016 Strategic Highway Safety Plan (SHSP). The SHSP is available on the NMDOT website [here](#). Jessica will provide a brief overview of the SHSP at the upcoming RTPO and MPO Quarterly meetings. If you have any questions, please contact Jessica at Jessica.Griffin@state.nm.us.
- FHWA is seeking public comments regarding a Federal Register update on equal access for over-the-road buses; please see the attached email.

Upcoming Meetings/Conferences/Trainings

- May 4, 11am: webinar on Incorporating Safety Data into the Planning Process at the Rural Level, hosted by the National Center for Rural Road Safety. More information, including registration, is [online](#).
- May 25 (tentative): RTPO Quarterly Roundtable, hosted by SWRTPO in Silver City; Cerisse Grijalva is in charge of the agenda (grijalvac1@swnmcog.org).

Title VI/ADA Transition Plan Compliance

Attached is a list from NMDOT's Construction & Civil Rights Bureau (CCRB) of entities and their compliance status, as of 5/1/17. Compliance for Title VI means that the entity has submitted an approved (by local governing body) plan for review. Compliance with ADA means that the entity has either submitted a transition plan, a milestone schedule (two examples attached), or documentation of having less than 50 employees (meaning they're exempt). Please direct questions on Title VI to Damian Segura (Damian.Segura@state.nm.us, 505-629-9890), and for ADA Transition Plan information contact Sally Reeves (Sally.Reeves@state.nm.us, 505-467-9887).

Thank you,

Rosa Kozub | Urban & Regional Planner

Gov't to Gov't Unit Supervisor

New Mexico Department of Transportation

P.O. Box 1149

Santa Fe, NM 87504

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us

Fw: NMDOT Govt to Govt Update - Week of 4/17/17

RK

Robert Kuipers

Today, 2:44 PM

Anna Larson <al Larson@co.cibola.nm.us>; jirving@co.mckinley.nm.us; +21 more



Reply all | v

Sent Items

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Title VI Training Announ...
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RE: F
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RTPO members and DOT colleagues:

The latest Govt. to Govt. Update.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Kozub, Rosa, NMDOT <Rosa.Kozub@state.nm.us>

Sent: Monday, April 17, 2017 1:50 PM

To: Andrew Wray; Dave Pennella; Efren Meza (emeza@elpasompo.org); Keith Wilson; Mark S. Tibbetts (mstibbetts@santafenm.gov); Michael Medina (mmedina@elpasompo.org); Steven Montiel; Tom Murphy; Mary Holton; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Valerie Hermanson (vhermanson@mrcog-nm.gov); Sandy Gaiser; Erick Aune (ejaune@santafenm.gov); Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary (mholton@fmtn.org); Christina Stokes (cstokes@elpasompo.org); vsoule@epcog.org; Evan Williams; Jeffrey Kiely; Derrick Garcia (degarcia@fmtn.org); Dolores Gonzalez; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers

Cc: Haas, Tamara P, NMDOT; Griffin, Jessica, NMDOT; Sandoval, Michael, NMDOT; Duran, Yolanda, NMDOT; Shutiva, Ron, NMDOT; Sittig, Paul, NMDOT; Herrera, Jolene M, NMDOT; Sandoval, Sean, NMDOT; Watts, Danial, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT; Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Mexia, James, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Eppler, Marsha, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); Reeves, Sally, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 4/17/17

Hi All—please see the information below for the latest updates on NMDOT information relevant to the MPOs and RTPOs.

Upcoming Meetings/Conferences/Trainings

- **Title VI Training: TOMORROW, 4/18-4/19**, presented by FHWA Civil Rights Resource Center, hosted by NMDOT, and taking place at the Associated Contractors of NM training room in Albuquerque. See attached flyer for additional information, including how to register. Please share widely.
- **FHWA's Advanced Transportation and Congestion Management Technologies Deployment Program Solicitation Webinar: 4/25, 11am MDT**. More information, including registration, on their [website](#).
- **National Parks Service Informational Webinar, Rivers, Trails and Conservation Assistance Program (RTCA): 4/26, 10am MDT**. More information, including registration, on their [website](#).

Title VI/ADA Transition Plan Compliance

Attached is a list from NMDOT's Construction & Civil Rights Bureau (CCRB) of entities and their compliance status, as of 4/17/17. Compliance for Title VI means that the entity has submitted an approved (by local governing body) plan for review. Compliance with ADA means that the entity has either submitted a transition plan, a milestone schedule (two examples attached), or documentation of having less than 50 employees (meaning they're exempt). Please direct questions on Title VI to Damian Segura (Damian.Segura@state.nm.us, 505-629-9890), and for ADA Transition Plan information contact Sally Reeves (Sally.Reeves@state.nm.us, 505-467-9887). Entities must be in compliance by 4/30/17 to receive federal funds (see attached PDF letter). Additionally, Damian sent out Deputy Secretary Lujan's 3/27 letter to T/LPAs last week. The attached email shows entities that he failed to get in touch with. Please check to see if any of your entities are included.

Thank you,

Rosa Kozub | Urban & Regional Planner

Gov't to Gov't Unit Supervisor

New Mexico Department of Transportation

P.O. Box 1149

Santa Fe, NM 87504

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us

Fw: FHWA Office of Planning, Environment, and Realty (HEP) Weekly Digest Bulletin

RK

Robert Kuipers

Mon 4/17/2017 3:34 PM

   Reply all | v

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov;
Royce.Gchachu@ashiwi.org; Joe J. Sanchez <JoeSanchez@ramahnavajo.org>
Cc: Alicia Santiago <asantiago@gallupnm.gov>; kbenally@navajodot.org; mfelipe@puebloofacoma.org;
lucianned@lagunapueblo-nsn.gov; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
Shane Lewis <ShaneLewis@ramahnavajo.org>;
Patterson, Wade, NMDOT <Wade.Patterson@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us> ^

RTPO members:

FYI

Bob Kuipers

rkuipers@nwnmcog.org

From: FHWA Office of Planning - Environment - and Realty - HEP <FHWA.HEP@public.govdelivery.com>

Sent: Sunday, April 16, 2017 5:57 AM

To: Robert Kuipers

Subject: FHWA Office of Planning, Environment, and Realty (HEP) Weekly Digest Bulletin



Planning, Environment, & Realty

Early Registration Ends on April 13th (16th TRB National Transportation Planning Applications Conference)

04/10/2017

**The 16th TRB National Transportation Planning Applications Conference, May 14-15, 2017
Sheraton Downtown Raleigh, N.C.**

The deadline is fast approaching for taking advantage of the Early Bird Conference Registration rate (\$395) and the Early Bird Hotel Room Rate (\$139/night plus tax while they last). After 13th, these rates will jump to \$425 for Online Conference Registration/\$475 On Site Conference Registration and \$299/night plus tax for Conference hotel rooms. Don't delay! Register your hotel arrangements today by following the appropriate links found here: <https://www.trbappcon.org/registration.aspx>

FHWA Office of Planning, Environment, and Realty (HEP) | New in HEP Update

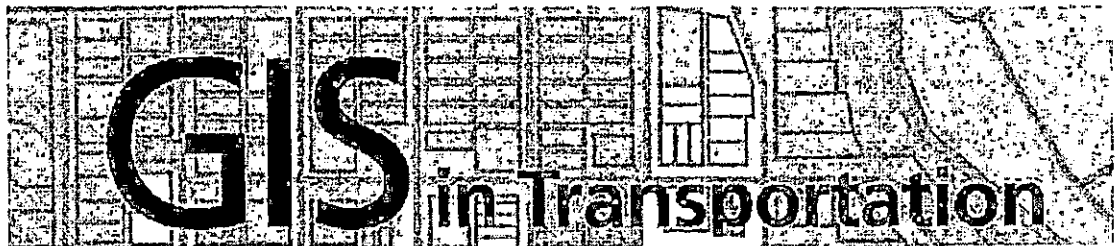
04/11/2017

You are subscribed to What's New in HEP for FHWA Office of Planning, Environment, and Realty (HEP). This information has recently been updated, and is now available.

http://www.fhwa.dot.gov/hep/whats_new/

Upcoming GIS in Transportation Webcast: LA Metro, Waze on 4/27

04/14/2017



Please join the Federal Highway Administration (FHWA) for the 32nd installment in a quarterly webcast series, highlighting applications of geospatial technologies in transportation

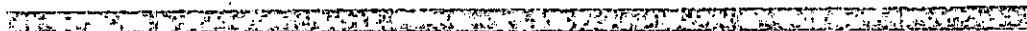
**Kali Fogel, RIITS Program Manager of LA Metro
Presents on**

Regional Integration of Intelligent Transportation Systems (RIITS) use of Waze
data through the Waze Connected Citizens Program

Thursday, April 27th 2017

2:00 - 3:00 PM EDT

<



>

The Connected Citizens free data exchange program from Waze is connecting citizens and government through data. The Los Angeles County Metropolitan Transportation Authority (Metro), serving the Los Angeles County metropolitan area and parts of adjacent counties, is the region's largest transportation agency and administrator of the Regional Integration of Intelligent Transportation Systems (RIITS). As the administrator of RIITS, Metro follows the National Intelligent Transportation Systems architecture to develop, integrate, store, exchange, manage, host, operate, maintain and expand the collection, distribution and use of transportation and related data. Waze is an excellent resource using familiar methods to exchange near real-time incident data. This workshop will explain the communications, transportation, and institutional architecture existing in Southern California to develop and implement potential uses of Waze.

Featured Speaker:

- Kali Fogel, RIITS Program Manager, LA Metro

==Click Here to Register for this Webcast==



[mark.sarmiento@dot.gov]

This webcast series is intended for planners and GIS practitioners from State Departments of Transportation, Metropolitan Planning Organizations, FHWA Division Offices, and State and Federal resource agencies. For questions about the webcast, or if you would like to highlight one of your agency's geospatial applications in an upcoming webcast, please contact Michael Green (Michael.Green@dot.gov or 617-494-2553). Information on previous webcasts can be found on FHWA GIS in Transportation website at www.gis.fhwa.dot.gov.

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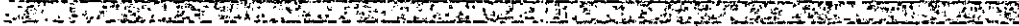
U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration | 1200 New Jersey Avenue, SE | Washington, DC 20590 | 202-366-4000

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Fw: FHWA Office of Planning, Environment, and Realty (HEP) Weekly Digest Bulletin

RK Robert Kuipers    Reply all | v

Thu 4/27/2017 11:52 AM

To: Anna Larson <al Larson@co.cibola,nm.us>; jirving@co.mckinley,nm.us;
Porell,Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
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RTPO members and DOT colleagues:

FYI

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: FHWA Office of Planning - Environment - and Realty - HEP <FHWA.HEP@public.govdelivery.com>
Sent: Sunday, April 23, 2017 4:05 PM
To: Robert Kuipers
Subject: FHWA Office of Planning, Environment, and Realty (HEP) Weekly Digest Bulletin

 U.S. Department of Transportation
Federal Highway Administration

Planning, Environment, & Realty

Join Us: EERPAT Webinar on Wednesday, April 26

04/18/2017

FHWA will conduct a webinar on **Wednesday, April 26 from 1:00 to 3:00 EDT** highlight agency's Energy and Emissions Reduction Policy Analysis Tool (EERPAT). EERPAT is an integrated, State-level modeling system designed specifically for evaluating transportation use and emissions. The tool has been successfully used by several transportation agencies to analyze the impacts of strategies related to vehicle technology and powertrain, travel demand management, and transportation fuels.

Registration is free, although space is limited. **Register here.** You will receive call-in details following registration.

If you have any questions, please contact John Davies at john.g.davies@dot.gov or 202-

Webinar Recording Available

04/18/2017

TMIP FMIP

Better Methods. Better Outcomes.

Thank you for attending our last TMIP Webinar: **Deep Integration of Activity-Based Modeling and Dynamic Traffic Assignment, using C DynusT.** The presentation session recording is now available online and the link is included below. We have also included an updated copy of slide presentation.

If you have TMIP webinar topic suggestions or if you are interested in presenting, please **let us know.** If you have any questions or comments please contact **Sarah Sun**, FHWA.

Thank you again to our presenters, **Brian Gardner (FHWA)**, **Peter Vovsha (WSP Parsons Brinckerhoff)**, and **Robert Tung (Metrolia)**, for the webinar and to all of the participants who joined us for the webinar.

URL for Recording:

<https://connectdot.connectsolutions.com/p4jg9nb0h1e/>

- [C10 methodology April 5 PB+4+12+17.pdf](#)

Human Environment Digest 4/20/17

04/20/2017



Creating more livable communities through transportation choices



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Human Environment Digest

Welcome to the Federal Highway Administration (FHWA) Office of Human Environment biweekly email digest. This digest shares the latest information from a range of Federal and non-Federal sources, addressing transportation and its relationship to the human environment. Through this information exchange, FHWA hopes to foster dialogue at all levels and continue to further the state of the practice on these important topics.

For more information on any of these topics, see the FHWA Related Links on the sidebar.

Click [here](#) to subscribe. Click [\[TOPIC_UNSUBSCRIBE_URL%20\]here](#) to unsubscribe.

*The information provided in this mailing does not necessarily reflect the view of the Federal Highway Administration or the U.S. Department of Transportation.

Contents:

- [Announcements](#)
- [Bicycle/ Pedestrian](#)
- [Economic Development](#)
- [Environmental Justice](#)
- [Livability](#)

EVENTS

- [April 23-25, 2017](#): Locus Leadership Summit: P3 is for Partnership, Placemaking, and Policy. Washington, DC. (There is a fee)
- [May 1-3, 2017](#): Main Street America. Pittsburgh, PA. (There is a fee)
- [May 7-10, 2017](#): 23rd International Trails Symposium. Dayton, OH. (There is a fee)
- [May 6-9, 2017](#): APA's National Planning Conference. New York, NY. (There is a fee)
- [May 10, 2017](#): National Bike to School Day.
- [May 14-18, 2017](#): 16th TRB National

Announcements

USDOT Announces Over \$9 Million for Tribal Transportation Safety Improvements

U.S. Department of Transportation (USDOT) Secretary Elaine L. Chao announced that [74 Tribes in 20 States](#) will receive over \$9 million through the *Federal Highway Administration's* (FHWA) Tribal Transportation Program Safety Fund. The purpose of the funding is to improve transportation safety on Tribal lands.

Bicycle/ Pedestrian



FHWA Releases Spring 2017 Pedestrian Forum Newsletter

The *Federal Highway Administration* (FHWA) published online the [Spring 2017 edition of the Pedestrian Forum Newsletter](#). The

Transportation Planning Applications Conference. Raleigh, NC. (There is a fee)

- May 14-18, 2017: 2017 International Conference on Ecology and Transportation. Salt Lake City, UT. (There is a fee)
- July 31-August 4, 2017: IBPI's Comprehensive Bikeway Design 2.0. Portland, OR. (There is a fee)
- August 20-24, 2017: IBPI's Comprehensive Bikeway Design 1.0. Portland, OR. (There is a fee)

WEBINARS

- April 20, 2017: 2:00 - 3:30 PM ET: EconWorks Products: What They Are and How They Can be Used
- April 21, 2017: 1:00 - 2:00 PM ET: NADO Research Foundation's Access vs. Isolation: Preserving Rail Connectivity
- April 25, 2017: 1:30 - 2:30 PM ET: BTS' Behind the Numbers: Exploring Transportation Statistics - Bike Statistics
- May 10, 2017: 2:00 - 3:30 PM ET: TRB's Prioritizing Accessibility in Major Cities (There is a fee for some)

newsletter shares valuable information between bicycle and pedestrian planners with the ultimate goal of reducing pedestrian fatalities, which account for approximately 12 percent of all traffic fatalities. The Spring 2017 edition includes recently-published FHWA reports on bicycle and pedestrian safety, resources from the *National Highway Traffic Safety Administration* (NHTSA), and more.

"Spotlight on Highway Safety: Pedestrian Traffic Fatalities by State"

The *Governors Highway Safety Association* (GHSA) published a new Spotlight on Highway Safety report, titled, "[Pedestrian Traffic Fatalities by State: 2016 Preliminary Data](#)." This report offers a first look at State-by-State trends in pedestrian traffic fatalities for 2016. GHSA estimates an 11 percent increase in total number of pedestrian fatalities in 2016 compared to 2015.

Economic Development



EconWorks Webinar Series

The *Federal Highway Administration* (FHWA) and the *American Association of State Highway and Transportation Officials* (AASHTO) will host a [series of webinars](#) focused on the use and application of EconWorks, a collection of web-based tools designed to help planners incorporate economic analysis into early stages of project decisionmaking. EconWorks is a product of FHWA's Second Strategic Highway Research Program (SHRP2). The webinars will take place bimonthly and will focus primarily on training and tutorials to help practitioners use the EconWorks tools. The next webinar will take place on April 20, 2017.

Environmental Justice



- May 17, 2017: 1:00 - 2:00 PM ET: Making hte Most of Main Street: Complete Streets & Walkable Communities
- May 18, 2017: 2:00 - 3:30 PM ET: Presentation from Utah Department of Transportation on Their Use of EconWorks and PlanWorks
- May 30, 2017: 2:00 - 3:30 PM ET: TRB's Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual: Part 1, Contents (There is a fee for some)
- June 28, 2017: 2:00 - 3:30 PM ET: TRB's Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual: Part 2, Applications (There is a fee for some)

EPA Seeks National Environmental Justice Advisory Council Members

The *U.S. Environmental Protection Agency* (EPA) invites nomination from a diverse range of qualified candidates to be considered for appointment to its National Environmental Justice Advisory Council (NEJAC). The NEJAC was chartered to provide advice regarding broad, cross-cutting issues related to environmental justice. EPA is seeking nominations to fill approximately three new vacancies for terms through September 2019. Applications are due by April 28, 2017.

Livability



National Park Service Offers Technical Assistance

The *National Park Service* (NPS) will offer technical assistance grant through its Rivers, Trails, and Conservation Assistance Program, to implement projects with specific goals and results for conservation & recreation. Applicants are encouraged to consult with NPS staff about their proposals 30 days prior to the application deadline, to ensure they have the best chance of receiving assistance. Applications are due June 30, 2017.

FHWA RELATED LINKS

- [Environment Homepage](#)
- [Bicycle/ Pedestrian](#)
- [Environmental Justice](#)
- [Health in Transportation](#)
- [Livability Initiative](#)
- [Livable Communities Discussion Board](#)
- [Safe Routes to School](#)

To submit comments or information for inclusion in the next *HE Digest*, [click here](#)

Submissions must be made
before 12 PM ET Wednesday.



FHWA Office of Planning, Environment, and Realty (HEP) '17 New in HEP Update

04/20/2017

You are subscribed to What's New in HEP for FHWA Office of Planning, Environment, and Realty (HEP). This information has recently been updated, and is now available.

http://www.fhwa.dot.gov/hep/whats_new/

What's New in TPCB

04/21/2017



Transportation Planning Capacity Building Planning for a Better Tomorrow

What's New in TPCB

The [Transportation Planning Capacity Building Program \(TPCB\)](#) website offers the latest resources and updates for transportation planning agencies and stakeholders. On Fridays, we'll update you on what's new on the TPCB website.

FTA's Performance-Based Planning and Programming Roundtable Series Summary Report

The Federal Transit Administration (FTA) recently published the **[Performance-Based Planning and Programming \(PBPP\) Roundtable Series Summary Report](#)**. This report summarizes the ideas raised and discussions had at seven peer-exchange roundtables held throughout 2016 by FTA in partnership with the American Public Transportation Association (APTA). These roundtables focus on implementing successful PBPP strategies for small- and mid-sized transit agencies and metropolitan planning organizations.

FHWA's Hampton Roads Transportation Planning Organization Scenario Planning Workshop Report

The Federal Highway Administration (FHWA) recently published the **Hampton Roads Transportation Planning Organization Scenario Planning Workshop Report**. This report summarizes noteworthy practices and key recommendations shared during a scenario planning workshop, hosted by the Hampton Roads Transportation Planning Organization, on November 8-9, 2016, in the Hampton Roads region of Virginia. The Federal Highway Administration (FHWA) sponsored this event as part of its Scenario Planning Program and in connection with the Transportation Planning Capacity Building Program jointly run by FHWA and the Federal Transit Administration.

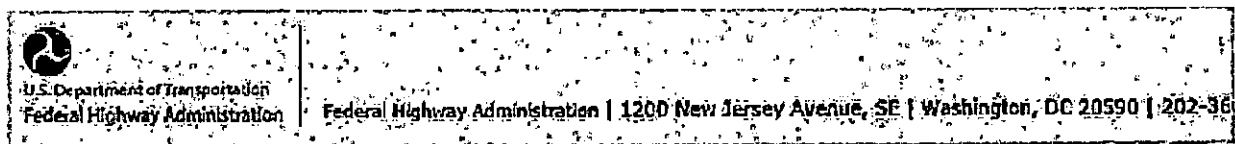
Upcoming Webinars

- **TRB Webinar: Planning and Growing Intercity Passenger Rail Programs at the State and Regional Levels** – Monday, April 24th, 1:00 p.m. to 2:30 p.m. ET
- **TRB Webinar: Civil Integrated Management: Moving Forward with Implementation** – Wednesday, April 26th, 2:00 p.m. to 3:30 p.m. ET
- **TRB Webinar: A Look at the Legal Environment for Driverless Vehicles** – Wednesday, May 3rd, 2:00 p.m. to 3:30 p.m. ET

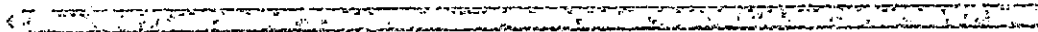
Visit the [TPCB Resource Index](#) to search through the TPCB resource database, which includes a broad range of resources from a variety of sources, such as FHWA, FTA, other U.S. DOT agencies, other Federal agencies, state and local governments, MPOs, and non-governmental organizations.

Update your subscriptions, modify your password or email address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your email address to log in. If you have questions or problems with the subscription service, please contact subscriberhelp.govdelivery.com.

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DRAFT AGENDA | SUBJECT TO CHANGE

Conference organizers are applying to offer AICP CM credits at all workshops, sessions, and plenaries!

WEDNESDAY, JUNE 28

- | | |
|-----------------------|---|
| 8:00 a.m. – 5:00 p.m. | Registration |
| 9:00 a.m. – Noon | Workshop: Doing Transportation and Economic Development Differently
Workshop: GIS & Technology Tools
Mobile Workshop: From Engagement to Implementation |
| Noon – 1:30 p.m. | Lunch on Your Own |
| 1:30 – 2:30 p.m. | Opening Plenary: Innovations and New Approaches Changing Transportation |
| 2:45 – 3:45 p.m. | Concurrent Session: Aligning Transportation and Economic Development Plans
Concurrent Session: Addressing Rural Safety |
| 4:00 – 5:00 p.m. | RPO America Business Meeting National RPO Council of Peers Meeting |
| 5:00 – 6:30 p.m. | Excellence in Regional Transportation Awards Reception |

THURSDAY, JUNE 29

- 8:00 a.m. – 2:00 p.m. Registration
- 8:30 – 9:30 a.m. Concurrent Session: Fostering Local Involvement in RTPOs
Concurrent Session: Planning for Regional Resilience
- 9:45 – 10:45 a.m. Concurrent Session: Freight Planning Practices
Concurrent Session: Regional Transit Partnerships
- 11:00 a.m. – Noon Concurrent Session: Establishing Performance Measures
Concurrent Session: Understanding and Addressing Accessibility Needs
- Noon – 1:30 p.m. Plenary Luncheon
- 1:45 – 4:00 p.m. Workshop: Data for Regional Planning
Workshop: Public Engagement through Storytelling
- 1:45 – 5:00 p.m. Mobile Workshop: Transportation and Resilience

FRIDAY, JUNE 30

- 8:00 – 11:00 a.m. Registration
- 8:00 – 10:30 a.m. Regional Transportation Planning Organizations' Peer Exchange
- 10:45 – 11:45 a.m. Federal Surface Transportation Update: What's Happening Now, and What's Next?

For more information about the National Regional Transportation Conference, visit <https://www.nadp.org/events/rpo2017>.