



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, Sept. 13, 2017

10:00AM – 2:00PM

Pueblo of Acoma Tribal Auditorium

33 Pinsbaari Drive, Acoma, NM



Special Thanks to Pueblo of Acoma

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Technical/Policy Committee Meeting
Wednesday, September 13, 2017
10AM – 2PM
Acoma Tribal Auditorium
33 Pinsbaari Drive, Pueblo of Acoma, NM

AGENDA

- I. Call to Order and Introductions.....Jeff Irving, *NWRTPO Chair*
- II. Agenda – Review & Approval.....Jeff Irving
- III. Minutes of 08/9/17 – Review & Approval.....Jeff Irving

ACTION ITEMS: No action required for this meeting.

DISCUSSION / PRESENTATION ITEMS:

- IV. **CMGC Process Presentation**.....Dave Deutsawe, Pueblo of Acoma
(*Construction Management / General Contractor*)
- V. **NWRTPO Regional Work Program Status Report**.....Robert Kuipers
- VI. **Reports, Updates & Announcements:**
 - A. **RTPO Report: Regional News & Updates**.....Robert Kuipers
 - Need member feedback on interest in Liberty Mobility services for our region
 - Staff will follow up with Pueblos of Acoma, Laguna and Zuni for tribal road maps, to add tribal roads to our regional transportation data and mapping
 - Reminding members of the 2018 NM Rail Plan update – opportunities for project ready local rail inclusion along the BNSF east-west rail line?
 - Reminding members of a) **INFRA grant opportunity** – applications due by Nov. 2, 2017, b) **TIGER grant opportunity** – applications due by Oct. 16, 2017
 - Reports from 8/11 statewide RTPO Roundtable and 8/22-24 Tribal Trans. Workshop - NDOT
 - 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

VII. New Business/Open Floor – Members & Guests

- **Orientations:** Schedule RTPO Orientations for Cibola County and Pueblo of Zuni

VIII. Review Calendar & Announcements / Training & Funding Opportunities

- **FHWA Office of Planning, Environment & Realty – Human Environment Digest:** emailed to members 8/7/17, 8/14/17 and 8/21/17
- **Govt. to Govt. Updates:** Weeks of 8/14/17, 8/21/17 and 9/4/17 – emailed to members as they came out
- **FHWA Tribal Transportation Workshop:** took place Aug. 22-24 at NDOT in Tse Bonito, reminders emailed to members on 6/19 and again in July. Report to be distributed at this meeting.
- **20th Annual National Tribal Transportation Conference:** Sept. 25-29, Tucson, Arizona (reminders to members in July and August)
- **Liberty Mobility Program dropbox link:** emailed to members on 7/17; reminder email on 7/25
- **INFRA Grant Opportunity:** with guidance documentation emailed to members on 7/25
- **TIGER Grant Opportunity:** emailed to members on 9/7/17
- **Public Transportation Prioritization Meetings for FY19 Applications:** emailed to our regional public transportation providers and members 8/3/17
- **2nd Annual NM Tribal Social Security Summit:** Sept. 13 (today) in Santa Fe – emailed to members on 8/14 (thanks Ron Shutiva)

IX. Next Meetings

- **October 11** – Northern Navajo – Shiprock Chapter, NM Hwy. 64 – MP23 – Bldg. 5548, Shiprock, NM
- **November 8** – Milan Parks & Rec. Dept., 409 Airport Road, Milan, NM
- **December 13** – Ramah Navajo Chapter, 434 BIA Rt. 125 in Mountain View (south from NM53 intersection)

X. Adjournment



Lunch and Logistics provided by Pueblo of Acoma

NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday August 9, 2017

10:00 a.m. – 2:00 p.m.

Laguna Public Works Dept.

L55 – Rodeo Road off I-40 exit 114, Pueblo of Laguna, NM

ATTENDANCE:

Local & Tribal Governments:

Pueblo of Acoma	Dave Deutsawe, Monica Felipe
Pueblo of Laguna	Ray Lucero
Pueblo of Zuni	<i>[Excused]</i>
Navajo Nation	Eastern Navajo – Roselyn Smith Larry Joe – Northern Navajo - absent
Ramah Navajo	Shane Lewis
Farmington MPO	Vacant at this time
City of Grants	Donald Jaramillo
City of Gallup	<i>[Excused]</i>
Village of Milan	Jack Moler
Cibola County	Anna Larson
McKinley County	Jeff Irving
San Juan County	<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 - absent DOT – LTAP: DOT Admin:
Bureau of Indian Affairs	TTP:

NWRTPO Administration:

Northwest Regional Planning Organization	Robert Kuipers, Jeff Kiely – NWNMCOG Exec. Director
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Guests:

Wilfred Herrera, Lt. Gov.,
Jim Hooper Chief of Operations – Pueblo of Laguna
Raymond Concho, 1st Lt. Gov. Pueblo of Acoma
Eric Ghahate, Dennis Salazar – NCNMEDD / NPRTPO

TOTAL ATTENDANCE:

7 Members, 2 alternate members, 4 NMDOT, 2 RTPO Staff,
5 guests, TOTAL: 20

- I. **Call to Order and Introductions:**.....Jeff Irving, NWRTPO Chair
 - Jeff Irving, Chair (McKinley County), called the meeting to order at 10:15 AM, welcomed those in attendance, and proceeded with introductions and approval of agenda and minutes. The meeting was hosted by the Pueblo of Laguna with special thanks for coffee, snacks and lunch provided.

- II. **Review & Approval of Agenda:**.....Jeff Irving
 - No discussion or changes to the agenda were made.
 - Motion to approve agenda made by Ray Lucero (Laguna) seconded by Dave Duetsawe (Acoma), all in favor, none opposed.

- III. **Approval and Review of Minutes for July 12, 2017 Meeting:**.....Jeff Irving
 - There were no changes recommended by RTPO members.
 - Motion to accept meeting minutes with the documented changes made by Jack Moleres (Milan), seconded by Anna Larson (Cibola County), all in favor, none opposed.

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

- IV. **NWRTPO Regional Work Program & Budget for FFY18**.....Robert Kuipers, NWRTPO Staff

BACKGROUND
<ul style="list-style-type: none"> • Why? Each year the NWRTPO Tech. & Policy Committee must review, discuss and approve the annual Regional Work Program that governs the services provided by RTPO staff. • Purpose. Insure that the work program categories and allotted time commitments best serve the work and interests of the NWRTPO for the federal fiscal year ahead (October 2017 – September 2018) • Discussion/Finalization. RTPO members will review, discuss, edit if necessary through discussion, and approve / authorize the work categories and time allocations for the forthcoming year.
WORK TO DATE
<ul style="list-style-type: none"> • RTPO staff have reported work activities on a monthly basis, and are proposing a RWP with adjusted work program time allocations for FFY-18, based on experience with time demands for the six program function categories.
ANTICIPATED WORK
<ul style="list-style-type: none"> • RTPO members will review and discuss the proposed RWP and work function time allocations to authorize the RWP for FFY-18 (Oct., 2017 – Sept., 2018)
ATTACHMENTS
<ul style="list-style-type: none"> • RWP status report for this year, and proposed new staff time allocations for the RWP work function categories for FFY-18.
BUDGET IMPACT
<ul style="list-style-type: none"> • No impact other than minor changes to time and funding allocated to support the various work program function categories for the upcoming FFY-18.
ACTION ITEM
<ul style="list-style-type: none"> • Policy action to approve and authorize the NWRTPO Regional Work Program for FFY-18.

Discussion:

- Per advisement from NMDOT staff, a motion to remove RISTRA / Panoramic from the FFY18 Direct Cost Plan – temporarily, until NMDOT approves this program through discussion with the statewide RTPO’s – to avoid any complications until this web-program is officially approved for use by the DOT.
- Staff represented that the hours needed to complete the six work program functions were shuffled based on our experience this annual cycle, and anticipated needs for the year ahead.
- Motion to approve and authorize FFY18 NWRTPO Work Program (*without RISTRA/Panoramic*) by: Ray Lucero (Laguna); 2nd by Anna Larson (Cibola County); all in favor.

DISCUSSION / PRESENTATION ITEMS:

V. RISTRA / Panoramic Presentation.....Eric Ghahate, Northern Pueblos RTPO Staff

BACKGROUND
<ul style="list-style-type: none"> • Why? The Northern Pueblo’s (NPRTPO) and Northwest (NWRTPPO) RTPO’s are collaborating to generate a website that represents real time project development status for transportation and eventually other projects. • Purpose. To create a website that reports ongoing status and progress on regional transportation project development for all participating governments, providing quick reference for elected leaders and transparency to the public. • Discussion/Finalization. This website is being piloted by NPRTPO and NWRTPPO, and is under consideration for use by all seven (7) RTPO’s through the state of New Mexico.
WORK TO DATE
<ul style="list-style-type: none"> • NPRTPO and NWRTPPO are piloting and loading project data into this website • Pueblo of Laguna has been an early tribal participant in populating this website, and helping to better design it’s operation
ANTICIPATED WORK
<ul style="list-style-type: none"> • As the project moves forward we hope to demonstrate real-time, transparent transportation project development for all participating governments within the NPRTPO and NWRTPPO • The NMDOT and the rest of the COG’s / RTPO’s statewide will consider this website model as it develops, for statewide incorporation of transparent / real-time project representation
ATTACHMENTS
<ul style="list-style-type: none"> • None, though there will be a presentation at the meeting and possibly some handouts
BUDGET IMPACT
<ul style="list-style-type: none"> • The NPRTPO and NWRTPPO are financially contributing to developing and piloting this website
ACTION ITEM
<ul style="list-style-type: none"> • Informational item – no action needed

Discussion:

- Eric G. provided a power-point overview of the website and all that it offers.
- Laguna staff shared their use of Panoramic to track capital outlay and TIF projects.
- The issue of cross-jurisdictional agreements with respect to what information may be publicly available, and which information should remain confidential to each respective local government. The website does allow the restriction of proprietary data / information to the inputting local government; as such, the local authorized stakeholders who load data and information into the website, can choose which information they wish to remain protected, and available to local stakeholders only, and which information they wish to share with the public.
- The website allows for and enhances transparent, real-time representation of project development, to stakeholders and the public, across a range of infrastructure and services, representing community / infrastructure / economic development.

VI. INFRA Grant Opportunity.....Robert Kuipers, NWRTPPO Staff

BACKGROUND
<ul style="list-style-type: none"> • Why? RTPO staff on an ongoing basis seek to forward information on all funding opportunities from all sources to the members of the NWRTPPO, so they can pursue every opportunity to support development of their transportation project priorities. • Purpose. Keep NWRTPPO members and their respective government informed at the earliest opportunity of funding and grant opportunities as they arise. • Discussion/Finalization. RTPO staff will provide information (having already emailed this opportunity) on this grant opportunity

WORK TO DATE
<ul style="list-style-type: none"> RTPO staff have emailed this opportunity and attached all guiding documentation to our regional members.
ANTICIPATED WORK
<ul style="list-style-type: none"> RTPO staff will share this opportunity with RTPO members, and have developed a summary description of the grant and funding details.
ATTACHMENTS
<ul style="list-style-type: none"> INFRA Grant summary document
BUDGET IMPACT
<ul style="list-style-type: none"> None
ACTION ITEM
<ul style="list-style-type: none"> NA

Discussion:

- Bob K. presented a summary document (attached) for this major funding opportunity (\$1.5 billion) for transportation infrastructure (INFRA = *Infrastructure For Rebuilding America*) which now replaces the former TIGER grant program.
- Grant cycle runs from August 1 thru November 2, 2017; with 25% set aside for rural regions and communities. Small projects compete for \$5 million; large projects compete for \$25 million.
- Some of our members are already exploring this opportunity, as RTPO staff had forwarded more detailed information associated with this grant to our members as soon as it came out.

VII. 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).
ANTICIPATED WORK
<ul style="list-style-type: none"> 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 12, which provided a good check-up on how the RTPO is performing.
ATTACHMENTS
<ul style="list-style-type: none"> RWP & Budget Monthly Report.
BUDGET IMPACT
<ul style="list-style-type: none"> None.

Discussion: Staff presented that Function #4 and #5 have exceeded numbers of budgeted hours but not by the 20% threshold.

VIII. **ROUTINE ITEMS:**

BACKGROUND
<ul style="list-style-type: none">• 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
Regional News & Updates <ul style="list-style-type: none">• RTPO Report• Member Reports
Member Special Reports: <ul style="list-style-type: none">• None submitted prior to the meeting
NMDOT Reports: <ul style="list-style-type: none">• G to G Liaison: Wade Patterson• Tribal Liaison: Ron Shutiva• District 6: JoAnn Garcia & staff; District 5: Steve Lopez• DOT Planning Unit – Govt. to Govt. Weekly Updates
Training & Funding Opportunities <ul style="list-style-type: none">• FHWA Tribal Transportation Workshop: Aug. 22-24, NDOT facility in Tse Bonito• 20th Annual National Tribal Transportation Conference: Sept. 25 – 29, Tucson, AZ• INFRA (<i>Infrastructure For Rebuilding America</i>) grant opportunity: 8/1/17 – 11/2/17 at Grants.gov
New Business / Open Floor: <ul style="list-style-type: none">• No formal requests submitted

Discussion:

- Need members to help identify our region’s airports – and their condition
- Need member feedback on interest in Liberty Mobility services for our region

VIII. Reports, Updates & Announcements:

A) RTPO Report – July 2017

- Robert K. provided the monthly RTPO report, along with the 2016 NWRTPO Annual Report. Highlights from the monthly report include:
- Both the Regional Transportation Plan and Regional Work Program / budget updates.
- 4 Corners Counties Collaborative meetings – with all the counties within AZ, NM and Utah which contain Navajo Nation lands, Navajo Nation and BIA representatives, seeking to standardize cross-jurisdictional agreements that would generate more cost & time efficient transportation maintenance & development.
- A total of \$3,024,639 in TAP and RTP trails funding awarded this year to Cibola and McKinley ZMTP, Pueblo of Laguna, and Ramah Navajo projects.
- Staff attended the National Regional Transportation Conference in Denver, June 28-30.
- 2018 NMDOT Rail Plan Update, and the new INFRA grant opportunity (see # VI above).

B) Local Member Reports & Updates:

1. Cibola County:

- Maintenance continues on many County roads (blade & shape, patching, mowing, cattleguards and culverts, painting, sweeping, trimming trees, some dirt and base course) and Co-op's (fog-sealing)
- RAC grant application for forest road spot maintenance between USFS and the County

2. McKinley County:

- More delays for Johnson Road
- LGRF chipsealing
- CR-19 ROW almost complete
- Shondeen Road – NHA is taking over the project

3. San Juan County:

- No report this meeting

4. City of Gallup:

- No report this meeting

5. City of Grants:

- Airport has been awarded \$4million + for runway renovation
- 1st Street phase 3 Harrison Rd. to Roosevelt is in bidding process
- Legacy trail project is waiting on final ROW approval

6. Village of Milan:

- Rio San Jose drainage channel project is complete
- Motel Drive "condemnation study" is complete
- Sand Street is at 90% design – construction for this drainage project can start as soon as funds are identified

7. Northern / Eastern Navajo:

- Northern Navajo absent
- Eastern Navajo: Roselyn Smith is just getting started, so no report for this meeting.

8. Pueblo of Acoma:

- CMGC projects: Riconado Bridge is complete; Pinsbaari starts construction Aug. 21; road striping will commence soon
- BIA Legacy projects are in close out
- FEMA: 4 projects left to complete; completed and closed out several other small projects
- LGRF projects at \$12K – looking at some surveying or centerline survey work
- Veterans Blvd. needs major repairs

- TAP project for the Overlook Turnout – working with DOT for some landscaping with savings
- Mesa Hill Bridge: spoke with DOT-Rail regarding possible INFRA grant application for this project – DOT supports the Pueblo to pursue this funding
- Developing a Pinsbaari corridor plan, related to housing and economic development
- Sept. 2 is the Acoma Annual Feast Day – come experience the Pueblo's hospitality

9. Pueblo of Laguna:

- L22 Casa Blanca Road in construction – 50% complete
- L26 Rainfall Road in design to include trail development; ROW ammendments; PS&E expected in Sept.
- L24 Rainfall Road at 40% design; final PER draft being prepared
- L47 Encinal Road in bid award – notice to proceed in 3-4 weeks
- M137 San Jose River Bridge has been awarded – notice to proceed in 3-4 weeks
- M154 Old Bridge Road bridge – RFP being published this month
- L503 Veterans Memorial Road: mill & overlay to bid in September
- L243 Acorn Road in design phase
- L26 Deer Dancer Road in design phase
- M108 San Jose Bridge – PS&E complete; ROW amendments pending
- TIF Projects:
 - NM124/L22 Casa Blanca Road intersection – PER published by September
 - I-40 108 Interchange – corridor study to be published by September
 - NM State Road 6 in progress
 - Interstate 40 mm108 – 112 mill & overlay complete
 - L200 Postal Road to Paquate: LGRF funded at \$12K; applied for TIF funding
- TAP – Trails: Bay Tree Road to L22 Casa Blanca / NM124 intersection
- Buy America Training
- Working with Cibola County on status of ownership transfer for NM State Rt. 6

10. Pueblo of Zuni:

- No report this meeting

11. Ramah Navajo:

- RFP's in progress for various road designs and alignment studies
- Major pot hole & road damage repair for BIA Rt. 122
- Working on residential and commercial turnouts; developing access road turnout guidance drawings and specifications for commercial turnouts; working with Ramah Navajo Realty Office for road access and turnout process for homesite leases
- Working with Ramah Navajo Police Dept. to reduce crash data into GIS based record formatting
- Maintenance including pothole repair, earth & gravel roads, cattleguards, guardrail, graffiti removal, mowing and fence repairs.
- Upcoming events: 25th Ramah Navajo Fair & Rodeo Aug. 24 - 27

C) State DOT Reports:

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

- TAP workshops complete – Laguna attended for our region
- Planning Dept. updating the TLPA Handbook
- New RTP Coordinator: Shannon Glendenning
- Navajo DOT has agreed to take over managing lighting on the Nation's roads and intersections

2. Tribal Liaison – Ron Shutiva:

- Absent / no report this meeting

3. District 5 Staff – Steve Lopez:

- D-5 RTIP Prioritization Session will take place Sept. 6
- Buy America Presentation will take place August 18 at the State Police Office in Santa Fe (hosted by DOT Dist. 5)
- US491 – NDOT working on lighting agreement north of Shiprock
- Larry Joe working on INFRA application for north US491 improvements to Cortez

4. District 6 Staff – JoAnn Garcia:

- LGRF recipients: request an extension if you need to before Sept. 1 !
- Working on re-appropriating funds that expired for Grants and McKinley projects
- CPMS – Capital Outlay – cleaning up data with local governments

5. Central Regional Design / FHWA / Other:

- No report this meeting

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

- Orientations – need to schedule orientations for Cibola County and Pueblo of Zuni
- Annual meeting schedule – members need to confirm reservations for their respective meeting locations

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

- FHWA Office of Planning, Environment & Realty – Human Environment Digest: emailed to members 7/10, 7/17, 7/24 and 7/31
- Govt. to Govt. Updates: Weeks of 7/10/17, 7/24/17 and 7/31 – emailed to members as they came out
- FHWA Tribal Transportation Workshop: scheduled for Aug. 22-24 at NDOT in Tse Bonito, emailed to members on 6/19 and again in July
- 20th Annual National Tribal Transportation Conference: Sept. 25-29, Tucson, Arizona (another reminder to members in July)
- Tribal Transportation Regional Meeting: July 26 in Holbrook (incl. Leroy Gishi – National BIA Transportation Chief) emailed to members 7/10
- AASHTO Report and Transit Funding Opportunity: emailed to members and public trans. providers 7/17 and 7/24
- Freight webinar on automated commercial trucking: emailed to members on 7/10
- Airport questions – location and condition: emailed to members on 7/14 (response from Acoma, Laguna and Cibola)
- Rail Plan Update reminder: emailed to members 7/24
- Liberty Mobility Program dropbox link: emailed to members on 7/17; reminder email on 7/25
- INFRA Grant Opportunity: with guidance documentation emailed to members on 7/25
- Navajo TTIP Public Hearing: emailed to members 7/27
- NADO Rural Transportation News: emailed to members 7/31

XI. Next Meetings

- September 13 – Pueblo of Acoma Tribal Auditorium, 33 Pinsbaari Drive, Acoma, NM
- October 11 – Northern Navajo – Shiprock Chapter, NM Hwy 64 – MP23 – Bldg. 5548, Shiprock, NM
- November 8 – Milan Parks & Recreation Dept., 409 Airport Road, Milan, NM

XII. Adjournment:

At 2:30 PM: Dave Duetsawe (Acoma) motioned for meeting to adjourn, seconded by Anna Larson (Cibola County); passed by consensus, none opposed.

MEETING ACTIONS:

RTPO Members:

- Give consideration toward the current INFRA grant opportunity (Aug. 1 – Nov. 2, 2017).
- Identify and inform RTPO staff on any airports within your jurisdiction, along with their condition.
- Take advantage of the current window of time to provide any recommendations for projects for your jurisdiction, to the NMDOT Rail Division, as they are undertaking a 2018 Rail Plan update.
- Consider the Liberty Mobility Service for your jurisdiction? This service is especially for rural America. Liberty Mobility Now: info@libertymobilitynow.com, 1-888-785-4237 / 1225 L Street, Suite 600, Lincoln, NE 68508
- Consider upcoming trainings:
 - FHWA Tribal Transportation Workshop – Aug. 22-24, NDOT, Tse Bonito, NM;
 - 20th Annual Tribal Transportation Conference – Sept. 25-29, Tucson, Arizona

RTPO Staff:

- Follow up with members on airports and condition, in advance of inviting Jane Lucero from NMDOT Aviation Dept. to present at an upcoming meeting.
- Follow up with Dave Duetsawe on exploring the new Tribal Transportation Program software, and it's applicability to our RTIPR.
- Follow up with members on Liberty Mobility opportunity.
- Continue to update the Reg. Trans. Plan tracker instrument, and pursue relevant information.
- New appointment forms to Eastern Navajo (Roselyn Smith) and City of Grants (Don Jaramillo).
- Undertake RTPO orientation sessions with Pueblo of Zuni and Cibola County.
- Continue collaborating with Northern Pueblos RTPO for development of the RISTRA / Panoramic real-time / transparent project development status website.

NMDOT Staff:

- Follow up with RTPO staff on next steps for the amendments to the NWRTPPO Regional Work Program & budget, authorized for FFY-18 by the RTPO members at this meeting.
- Continue to press for LTAP "cradle to grave" comprehensive project development training.
- Assist in arranging a presentation on the new HSIP process from James Mexia.
- Assist with information on the latest Transportation Bill (FAST Act, INFRA, ??), and the NMDOT Funding Formula.
- Technical assistance with locating data sets for RTP performance measures.



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

Agenda Item IV: CMGC Process Presentation

Subject: Construction Management / General Contractor - Project Expedition Method – Acoma’s Success

Prepared by: Dave Deutsawe

Date: 9/7/17

BACKGROUND

- **Why?** The Pueblo of Acoma, through the exemplary efforts of Mr. Dave Deutsawe and his transportation team, engaged the CMGC process and were able to complete 12 projects in a year and a half. Most of our rural governments are lucky to fund and complete one or two projects in a two year period, given the limited funding available to rural America, along with navigating the regulation. On top of this, they had just under \$ 1 million in savings which they applied to additional projects! Many of our members are interested to investigate the CMGC opportunity.
- **Purpose.** Mr. Deutsawe will provide a presentation on how the CMGC process worked for the Pueblo; what went well, what to be aware of, and any other pertinent information for those within the NWRTPO who might be interested in undertaking the CMGC opportunity.
- **Discussion/Finalization.** This presentation will help NWRTPO members who have an interest in the CMGC process to better understand the demands on staff and contractors and the benefits in advance of pursuing this opportunity for expedited project development.

WORK TO DATE

- The Pueblo of Acoma has successfully engaged the CMGC expedited construction process in an exemplary fashion, and have documented the benefits and demands involved.

ANTICIPATED WORK

- NWRTPO members may have an interest in pursuing the CMGC opportunity for their respective governments

ATTACHMENTS

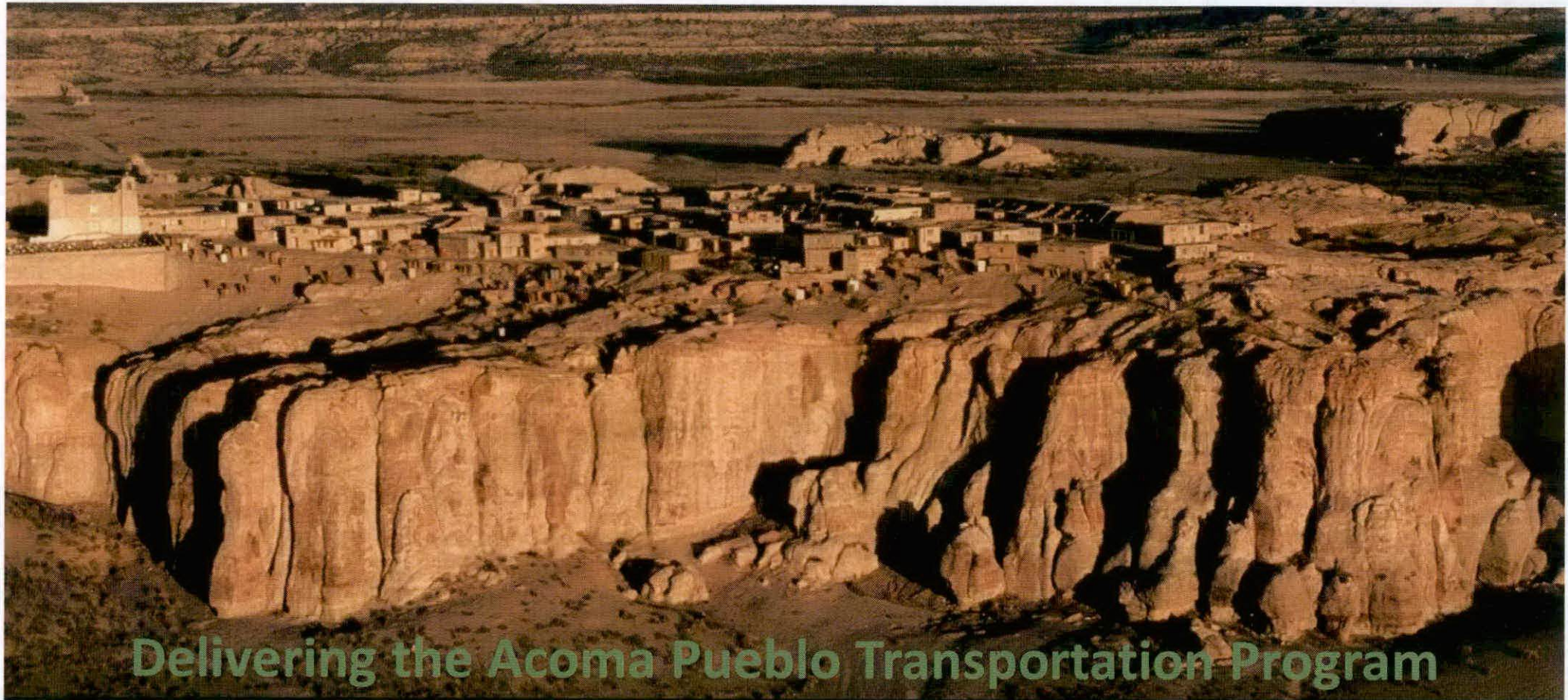
- CMGC presentation (power point)

BUDGET IMPACT

- None

ACTION ITEM

- No action required by the NWRTPO



Delivering the Acoma Pueblo Transportation Program

using CM/GC Delivery



U.S. Department of Transportation
Federal Highway Administration





A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #V: NWRTPO Regional Work Program Status Report

Subject: RWP Monthly Report

Prepared by: Robert Kuipers

Date: 9/7/17

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 have provided reports at monthly meetings: January – June 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 was 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.

RTPO APER Budgeted Staff Hours Summary

Staff Hours Summary FFY17													
Function	Budgeted Hours	Amend-ment #1	Change	Q1	Q2	Q3	July	Aug.	Sept.	Q4	Total Actual hours	Hours Remaining	Percentage budgeted differs from actuals*
1	300	250	-50	82.75	59.5	72	21.5	13		34.5	248.75	1.25	-0.50%
2	100	200	100	64.50	8.25	14.5	22.75	43		65.75	153.00	47.00	-23.50%
3	400	400	0	209.75	30.25	25.75	26.25	103		129.25	395.00	5.00	-1.25%
4	400	250	-150	64.25	71	104.5	34.5	13.5		48	287.75	-37.75	15.10%
5	400	600	200	196.00	221.5	194.5	42.75	40.5		83.25	695.25	-95.25	15.88%
6	400	300	-100	80.50	46	48.25	67	47.5		114.5	289.25	10.75	-3.58%
TOTAL	2000	2000	0	697.75	436.5	459.5	214.75	260.5		475.25	2069	-69.00	3.45%

*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	Q2	Q3	Q4	Actual	Percentage budgeted differs from actuals*
Personnel	\$ 81,774.00	\$ 81,774.00	\$ -	\$ 22,677.57	\$ 14,339.42	\$ 16,653.10	\$ -	\$ 53,670.09	-34.37%
Travel & Training	\$ 8,000.00	\$ 7,000.00	\$ (1,000.00)	\$ 1,014.48	\$ 634.25	\$ 2,350.79	\$ -	\$ 3,999.52	-50.01%
Office Expenses	\$ 2,850.00	\$ 5,475.00	\$ 2,625.00	\$ 1,607.67	\$ 456.73	\$ 1,714.61	\$ -	\$ 3,779.01	32.60%
Facility Expenses	\$ 7,446.00	\$ 7,446.00	\$ -	\$ 1,366.24	\$ 2,165.59	\$ 1,752.97	\$ -	\$ 5,284.80	-29.02%
Purchased Services	\$ 4,760.00	\$ 3,989.59	\$ (770.41)	\$ 1,694.59	\$ 722.23	\$ -	\$ -	\$ 2,416.82	-49.23%
Other (Internship-RTPO Specific)	\$ 1,420.00	\$ 565.41	\$ (854.59)	\$ -	\$ -	\$ -	\$ -	\$ -	-100.00%
TOTAL	\$ 106,250.00	\$ 106,250.00	\$ -	\$ 28,360.55	\$ 18,318.22	\$ 22,471.47	\$ -	\$ 69,150.24	-34.92%

*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 (use categories from your FFY16 budget)	Budgeted			Q1	Q2	Q3	Q4	Actual	Percentage budgeted differs from actuals*
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	-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:



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
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**Northwest Regional Transportation Planning Organization
(NWRTPO)**

**Agenda Item #VI: Routine Items Section – Reports,
Updates & Announcements**

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 9/7/17

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

Regional News & Updates

- RTPO Report
- Member Reports

Member Special Reports:

- None submitted prior to the meeting

NMDOT Reports:

- G to G Liaison: Wade Patterson
- Tribal Liaison: Ron Shutiva
- District 6: JoAnn Garcia & staff; District 5: Steve Lopez
- DOT Planning Unit – Govt. to Govt. Weekly Updates

Training & Funding Opportunities

- 20th Annual National Tribal Transportation Conference: Sept. 25 – 29, Tucson, AZ
- INFRA (*Infrastructure For Rebuilding America*) grant opportunity: 8/1/17 – 11/2/17 at Grants.gov
- TIGER (*Transportation Investment Generating Economic Recovery*) grant opportunity: application deadline – 10/16/17!

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 – August 2017

- A. **NWRTPO Regional Work Program and Budget Update:** During our August meeting, RTPO staff presented updates to our FFY 18 Regional Work Program and budget, which primarily consist of changing time allocations to the various work function components, based on our experience this past year, and anticipated time investment needs for the upcoming year. RTPO members approved and authorized this second amendment to the NWRTPO RWP for FFY 17 & FFY 18.
- B. **4 Corners Counties Collaborative Meetings:** RTPO staff continue to support meetings sponsored by McKinley County, that include all interested / participating counties within Arizona, New Mexico, and Utah, that are part of Navajo Nation lands, along with BIA and Navajo Nation representatives. In August another meeting took place at the NDOT Admin. complex in Tse Bonito. This group continues to seek ways to find more cost and time efficient transportation development and maintenance through cross-jurisdictional agreements. Reference an attached report from this meeting.
- C. **FHWA Tribal Transportation Workshop – 8/22-24/17, NDOT – Tse Bonito:** Some of our NWRTPO members and staff attended this Southwest Regional workshop, provided by FHWA staff, and hosted by NDOT. RTPO staff have downloaded and filed all available presentations; members interested in reviewing these can contact RTPO staff at the NWNMCOG. Reference an attached report from this meeting.
- D. **RTPO Statewide Quarterly Meeting – 8/11/17 – Socorro, NM:** RTPO staff Robert Kuipers attended the statewide RTPO Roundtable held at the new Rodeo and Sports Complex in Socorro, NM; reference an attached report from this meeting.
- E. **GIS Data Gathering, Mapping and Compiling Work:** During July RTPO staff reached out to our three Pueblos – Laguna, Acoma and Zuni regarding the opportunity to include their transportation mapping and data into our regional portfolio. RTPO staff will continue to work with Pueblo staff to insure that their respective road networks and data are part of our regional portfolio, based on what each Pueblo is willing to share.
- G. **2018 NMDOT Rail Plan Update:** RTPO staff are reaching out to our members to take advantage of a window of time this year to include our local govt. interests in the NMDOT Rail Plan update, by simply informing the DOT Rail staff of (near future) local rail opportunities that may have potential for plan inclusion.
- H. **INFRA Grant Opportunity:** RTPO staff informed members and provided guidance documentation for a new funding opportunity from US-DOT and FHWA called the “Infrastructure For Rebuilding America” grant program, which sets aside 25% of the funding for rural development. **Application deadline is Nov. 2, 2017.**
- I. **TIGER Grant Opportunity:** A new TIGER (*Transportation Investment Generating Economic Recovery*) grant opportunity was announced Sept. 6, with a **deadline for applications of October 16, 2017**. This cycle will include “special consideration to projects . . . for communities in rural areas”! Webinars for interested applicants will take place Sept. 13 (today unfortunately) and Sept. 19. For more information, visit www.transportation.gov/TIGER.

Statewide RTPO Roundtable – 8/11/17

Socorro Rodeo & Sports Complex

Meeting Report:

2) Gordy Hicks – Mayor pro-tem provided a tour of the new Arena and facilities

3) LTAP:

- Paul Sittig has been assigned within the NMDOT Planning Division to take over the LTAP program
- LTAP will begin implementing training in the Fall of 2018
- RTPO staff remain interested in the “Cradle to Grave” project development training
- NMDOT Planning staff are working on updating the TLPA handbook and anticipate having it completed by November, 2017. Will roll out a TOT training on the handbook eventually

4) FFY 17 Carry Forward Funds:

- RTPO's can carry forward unspent \$ from FFY-17 into FFY-18 through a Q-1 ammendment; must be a formal request (ie via regional RTPO vote and approval) if total amount is above 10% of budget, or if any line item (work function) is above 20%

5) RISTRA / Panoramic:

- RTPO's who wish to use RISTRA / Panoramic must integrate it into their work programs for reimbursement in the future
- NMDOT still evaluating the value of this program for their purposes; and will need a proposal from NPRTPO and NWRTPO for adding RISTRA/Panoramic into their work programs
 - Outlay intent and benefit of website
 - Anticipated long term maintenance costs?
- Discussion: Most of the RTPO's are in favor of using this web platform to more efficiently and effectively monitor regional project development, with real time transparency to stakeholders and the public. Many examples were provided as to how this web tool, would significantly improve project management, reporting and transparency
- Sandy from EPCOG indicated that all 7 COG's see the value of this program and intend to utilize it for real time project monitoring and public transparency around a variety of community and economic development paradigms. This means eventually, a number of other govt. funding sources could contribute to the website upkeep beside the NMDOT.

6) RTPO Updates:

a) NE & SE COG's – Vincent:

- Have set up a better website for the one RTPO that serves both COG's
- Developing training for elected leaders for different COG services
- Conducting social media outreach to improve public transparency and participation

b) NPRTPO: nothing to report of significance at this time (other than RISTRA as already discussed)

c) South Central RTPO – Mary Ann Burr:

- Doing Civic forums for long range planning
- Getting started with the “S.E.T.” program
- Doing traffic counts around economic development planning

d) MRRTPPO – Brandon Howe just getting started – nothing to report at this time

e) SCRTPO:

- Working with governments to include transportation projects in as many other plans as possible

f) NWRTPPO: report attached

7) Next Meeting: Northern Pueblos will host either before or after the N.M. Infrastructure Conference

NWRTPO Report – August 11, 2017 Roundtable
Socorro Rodeo & Sports Complex – 1 Rodeo Drive

- Updated our Regional Transportation Plan, primarily updating information that changes with time (ie. annual transit ridership – etc.), and updating / adding new initiatives (*Gallup/McKinley Rail served Energy Logistics Park and potential Navajo Inland Port – related “Super Truck Stop” study, major funding for our regional trails projects, and expanding strategies around a goal focused on quality of life and place to include a health element related to active / multimodal transportation options*). Also updated our RTP Implementation Tracking Tool.
- May 31 “Signing Ceremony” at the Grants National Park Service Visitor Center, including Senator Martin Heinrich, for \$1.7 million awarded for 66 miles of recreational trails development in the Zuni Mountains within Cibola and McKinley Counties. Total of \$3,724,639 in funding for trails development in NWNM through the NWRTPO and FMPO.
- McKinley Road Forum took place in Gallup on June 13. Provided information on this event at the last Roundtable in Silver City (May 25)
- Ongoing “4-Corners Counties Meetings” involving all the counties within N.M., AZ, and Utah that include Navajo Nation lands; working with the Navajo Nation, and BIA to try and generate better transportation development and maintenance cost and time efficiencies through cross-jurisdictional agreements. Meetings took place 6/12 in Gallup and 7/26 in Holbrook – both including Leroy Gishi – National BIA Transportation Chief from Washington DC, and the next coming up on 8/28, at NDOT in Tse Bonito, NM (right next to Window Rock, AZ).
- Evan and Bob attended the National Regional Transportation Conference in Denver June 28-30, along with Eric Ghahate & Dennis T. Salazar from NPRTPPO, Vincent Soule – EPCOG, and Angela Rael – SCRTPO.
- Updated our Regional Work Program for FFY-18 – primarily just proposing adjusted work function time allocations, based on our experience over the past year, and anticipated time investments needed for the year ahead (Oct. 2017 – Sept. 2018).
- Will attend the FHWA Tribal Transportation Workshop at NDOT – Aug. 22 – 24.
- Interested in the 2018 NMDOT Rail Plan update, as BNSF east – west mainline runs through our region.

FHWA SW Tribal Transportation Workshop

Aug. 22 – 24, 2017 / Navajo Div. of Transportation / Tse Bonito, NM

A) August 22:

1) SR87 Turn Lane Project (efficient project development) – Tim Oliver, Gila River DOT:

- Communicate!!!!
- Make sure all partner organizations understand and share the goals (up front, before project begins)
- Trust and honesty is key to team performance (especially among partner organizations)
- Must be innovative – always ready to deal with the unexpected
- For this project multiple infrastructure organizations were involved – utilities, public works, public safety, cultural resources, etc.
- Early, proactive , advance coordination with all jurisdictions and stakeholders is key
- Getting data in order in advance helps as well

2) TTP Planning – Anthony Spann, FHWA Tribal Coordinator – California Division:

- The function of management is to form detailed plans, to achieve optimum outcomes related to needs / demands and available resources. This entails goals / objectives, implementation plan, and funding.
- In transportation planning the two main instruments are the LRTP and TIP
- Long Range Transportation Plan:
 - 20 year outlook / multimodal
 - Considers environment, land use, public involvement
 - Data support – trip generation studies
 - Social and economic development consideration
 - Land use planning, health and safety considerations
 - Environment, cultural context, energy (CSS – tourism & quality of place)
- Transportation Improvement Program:
 - 4 year multimodal plan
 - Fiscally constrained
 - Identifies and prioritizes all projects
- https://www.fhwa.dot.gov/planning/processes/tribal/planning_modules
- BIA website for more resources

3) N.N. LRTP – Karen Benally, NDOT Planning Director; Jim Townsend – Wilson & Co.

- Working toward more data and performance driven planning
- Approved in October 2016 – beginning to implement this year
- 7 Goals:
 - Take care of system
 - Create multimodal connections
 - Provide options
 - Promote economic development

- Enhance safety
- Maximize transportation investment effectiveness
- Enhance existing and create new partnerships
- Priorities now based on data – not politics
- Working toward more all-weather roads
- Prioritizing regional routes
- Considering watershed management where re-occurring flooding damages priority corridors

4) Phase 1 Quiet Zone Project – Kathy Trujillo, Transportation Division Mgr. – Pueblo of Isleta:

- Implementing quiet zone RR crossings within the Pueblo of Isleta – seven (7) crossings at \$1.7 million on Rail Runner passenger line
- 2012 project commenced – completed in 2016 – also improved other non-quiet zone crossings
- Worked with MRCOG/RTPO, NMDOT, FHWA-NM, BIA and Parametrix Engineering
- Also closed a number of minor road crossings (many of which were unauthorized in the first place)
- Went into details on each individual crossing regarding signage, flashers, protective barriers where needed

5) FEMA – Christopher Poehlmann – Region 9 Liaison:

- FEMA’s mission to save lives, protect property and meet human needs
- Region 9 includes Arizona; Region 6 includes New Mexico
- National Preparedness System (NPS)
 - ID Risks
 - Estimate Capacity
 - Build Sustaining Capacity
 - Planning to deliver capability
 - Validate capability
- Recommended book: Response Mitigation (www.fema.gov.tribal)
- Working to respect and work with Tribal sovereignty
- Document as much as you can in emergencies
- Minimum damage limit for federal assistance is \$250K
- Required Plans for Tribal Management with FEMA \$:
 - Tribal Hazard Mitigation Plan
 - Public Assistance Administration Plan
 - Assistance Administration Option Selection
- Hazard Mitigation Grant Program
- Forthcoming: “Tribal Mitigation Plan Review Guide”
- Hazard Mitigation Plan required for any permanent local infrastructure repairs – otherwise all FEMA can do is debris cleanup and disposal

6) CDL Certification – Ms. Vardis Gaus, Central N.M. Univ.:

- Covered federal reg.s for CDL drivers

7) Environment 101 – NEPA and TTP Process (*consideration to impacts on natural & human environment*) – David Cremer, FHWA TTP Environmental Coordinator:

- Three basic Environmental Assessments:
 - Categorical Exclusion (minimal or no impact anticipated)
 - Environmental Assessment (not sure of level of impact)
 - Environmental Impact Assessment (significant impact anticipated)
- Cultural: - THPO / SHPO
- Biology: USFWS (*US Fish & Wildlife*)
- ROW: BIA
- 23CFR-771: general NEPA Act
- 25CFR-170.450: Tribal NEPA
- Have developed an Environmental Checklist to help Tribes assess the level of environmental assessment needed, and if a categorical exclusion or FONSI is possible. Allows more consistency across all tribal nations, and allows tribes to navigate requirements.
- TTP Environmental: trying to help tribes protect cultural, environmental and human resources, and navigate cross-jurisdictional issues
- Tribes can use the checklist to consult the TTP Environmental guidance to determine the level of assessment needed
- Ongoing problems between the FHWA and BIA with the level of NEPA required – the checklist sometimes helps tribes navigate
- Relationships with regulatory agencies is key to better process navigation
- Best to get NEPA involved at the 30% design stage (early on)
- Tribe should authorize someone (internally) to sign off on the checklist
- 8 pages, 5 sections – can consult FHWA TTP Liaison as often as needed
- Common issues with Environmental review:
 - ROW
 - Wet-lands
 - Cultural resources
 - Biology (endangered species)
 - Permits (pollutants, storm-water runoff)
- **This Power Point has excellent graphics – can obtain copy from NWRTPPO staff**
- **Advise obtaining a copy of the TTP Environmental Checklist**

8) Paving Best Practices – Ryan Brown, Asphalt Paving Assoc. of N.M.:

- Sub-surface is key to pavement longevity
- Best to mill and overly to level and strengthen the roadway before final asphalt layer
- Distress identification manual – helps cover what causes pavement to fail and what the best treatment is for various conditions
- Apply “tack coats” (spray pavement glue) on road surface before applying asphalt – try to spread coating across as much sub-pavement as possible:
 - 10% bond = 50% loss of pavement life

- No bond = 60 – 75% loss of pavement life
- Asphalt mix segregation is lack of homogeneity in the mix – breaks apart more quickly
- Watch out for:
 - Physical segregation (aggregate size not well integrated)
 - Thermal segregation (different / varying heat levels when applied) – infrared scanners helps detect
- Paving machine – must keep moving – avoid extended delays
- Compaction is key to asphalt life – good compaction resists moisture, provides more strength for weight bearing, and reduces propensity to fatigue or deformation (ruts)
- Rollers over fresh pavement to better compact and reduce segregation
- Size of aggregate dictates how thick you should apply – the smaller the aggregate the better protection against moisture penetration; the thicker the layer the better “ “ “ “

9) Pre-Columbian Roads & Cultural Resources – Taft Blackhorse, NDOT Project Management:

- Based on Navajo history, Taft has researched “pre-Columbian” roads and routes used by the Anasazi. For example:
- N-25 (around Ganado and Burnside) which extends 17 miles, was formerly an ancient Anasazi route, adapted by the Navajos
- Chaco Canyon has rooms / windows that line up with the Equinox sun-line
- Skunk Springs Greathouse – near Newcomb (2 miles south of Newcomb Greathouse) – another Anasazi site
- Studying ancient road patterns and how they relate to stellar / cosmic activity, and the placement of communities or places of worship

B) August 23:

- Missed all morning sessions due to attending our late DOT Dist. 6 Transportation Commissioner Jackson Gibson’s funeral – started during the 1pm Construction Inspection workshop – arrived right at the end of the presentation.

10) Construction Safety – OSHA & Work Zones – Jeff Lewis, Construction and Project Management Team – FHWA Resource Center:

- FP14 Section 107: “Safety Regulations for Construction Workzones” covers:
 - Worker safety
 - OSHA Inspectors roles
 - Accident Reporting
 - Reverse signal alarms for vehicles or heavy equipment
- OSHA Occupational Safety & Health Admin. have posters available
- Covered protective attire / equipment:
- No work in hazardous conditions or dangerous locations
- OSHA 10 Safety Course – recommended for transportation construction workers
- In pre-construction meeting, inform all contractors on rules and expectations in advance (ie. *your authority to shut the project down if there are safety concerns*)

- Always be careful around utility lines when digging
- Went through a number of pictures to ID safety issues
- Work zone injuries:
 - 96 per day (one every 14 minutes)
 - 20,000 workers annually
 - 32,000 injuries in 2012
- Covered traffic control (FP14-Section 156)
- AASHTO provides some excellent guidance manuals for design and construction
- Must also consider ADA compliance and pedestrians, etc.
- FHWA Federal Aid Essentials – provides large list of resources and advisement

11) Data Collection / Traffic Counting – Andy Byra, FHWA Office of Innovative Program Delivery:

- Every Govt. should have an inventory program – take stock of what you’ve got; update and validate data
- Start with the end in mind – what do you want to do with the data?
 - Performance measures
 - Asset management
 - Road inventory program
 - Field data
 - Route inventories (for EMS, police, alternative routes, etc.)
- Check GIS for accuracy (location and condition data)
- Uses Arc-GIS (RIP data base? Equipment needed? – have Carrie follow up)
- Free App: Google “Field Data Collection” company out of Canada

12) Fast Act / 25CFR part 170 – Christy Van Buren:

- Update on BIA TTPCC (*Tribal Transportation Program Coordinating Committee*)
 - Developing rules / guidance for tribal road inventories – along with condition, functional classification, etc.
 - Reported on last week’s regional meeting
 - Sheldon Kipp will provide more information tomorrow

C) August 24:

13) Ramah Navajo – Construction Management, Inspection, Scoping – Joe Sanchez, R.N.

Transportation Director:

- Covered a ton of information, went through quickly – members should reference powerpoint; available from RTPO staff.
- Covered local govt. project management of various contractors
- Timing is critical to coordinate various project phases with multiple contractors
- Best to schedule entire process and get all contributing contractors on the “same page”
- Must consider who’s responsible for final quality inspection – the owner or contractor (Construction Manager) in terms of liability – agree in writing ahead of time

14) Admin. Session:

- FHWA Conference Sponsors engaged discussion with participants for ideas on topics for the next conference and who else should be invited from the region

15) Functional Classification – Sheldon Kipp – BIA, Albuquerque Admin.:

- US Govt. Accountability Office issued a report: “Tribal Transportation: Better Data Could Improve Road Management and Inform Indian Student Attendance Strategies”
- This arose out of concerns regarding Civil Rights violations because Native American students can’t get to school – buses getting stuck in the mud
- Sheldon: Report fails to identify the real solution(s) needed to get the buses out of the mud – which is essentially inadequate funding to improve “Rez roads”
- Another problem is on too many Native Nations, the data is ancient (10 – 20 years old)
- Going forward tribes will need to aggressively update data on their transportation systems
- The BIA RIFDS (*Road Inventory Field Data System*) is currently undertaking a 2017 inventory update. Having lots of problems – trying to upgrade the RIFDS program to make FY18 data input smoother
- In FY18 will be requesting ADT counts, strip maps, photos, etc. for tribal road inventories
- Will also be transferring RIFDS to Arc-GIS in FY18, for better road inventory data collection
- FY18 Inventory will involve:
 - Interpretations (443, 444, 446, 447) (?)
 - Attachments (photos, NEPA, ROW, etc.)
 - Field definitions
 - Validation protocol
 - Inventory review process
 - TTP coding guide
- NTTFI: *National Tribal Transportation Facility Inventory*
- Nov. 7 deadline for tribal inventory submissions (including new facilities)

4 Corners Regional Counties Collaborative Meeting
Navajo Division of Transportation – Tse Bonito, N.M.
August 28, 2017

1 / 2) Call to Order & Introductions:

- Welcome address from Garret Silversmith, NDOT Director
 - NDOT remains very interested and supportive of collaboration with all adjacent jurisdictions, including Counties with Navajo lands, as well as federal agencies, to find opportunities and best practices for agreements (IGA's / MOU's) that produce better cost and time efficiencies for transportation projects that serve the Navajo Nation and surrounding region.
- Additional opening comments from Anthony Dimas, McKinley (host) County Manager, Genevieve Jackson and Carol Bowman-Muskett – McKinley County Commissioners
- Additional opening comments from various County staff around the table, federal staff including Cal Curley, Jim Dumont, and Brian Lee.
- Additional opening comments from Alton Shepherd – Navajo Council Delegate, and Apache County District 2 Supervisor.
- Opening discussion entailed the importance of cross-jurisdictional collaboration in a fiscally constrained economy, and the need to partner through IGA's and MOU's under the related fiscally constrained government budgets.

3) Counties Lightning Round:

Without specifying counties, the common problems / issues identified from all participating Counties (N.M., AZ, and Utah) were as follows:

- Common problems around ROW and NEPA in multi-jurisdictional regions
- Need for IGA's for County maintenance on tribal (Navajo Nation) lands
- Value added if Navajo Nation could develop more regional resources – especially gravel, barrow, and sand pits
- It helps to use non-federally restricted funds (like N.N. Fuel Excise Tax or other County sources) up front, then pursue reimbursement from federal funding.
- Ongoing frustration with expensive ROW acquisition – costs as much as construction; also time constraints associated with ROW approval process, which can take years – resulting in reversion of funding.
- Chapters can be helpful in pursuing clearances and ROW (especially from allottees).
- It would be helpful if Navajo Nation could grant “amnesty” on ROW for County maintenance of Navajo roads (would collectively result in major cost and time savings).
- There are some areas of the Navajo Nation, where the tribe (and/or BIA) is denying County maintenance – if not resolved these roads will significantly decline, as the NDOT does not have adequate resources to do all the maintenance for all 110 Chapters!
- In other areas / counties, the IGA's and MOU's seem to be working well between Counties and the Navajo Nation for road maintenance.

- Need to check out the Arizona state agreement with the Navajo Nation for maintenance easement (without R.O.W.). If N.M. could replicate (by removing prohibitive regulation) there could be significant cost and time savings for road maintenance.
- Apache County AZ has sub-offices within Navajo Nation communities. Looking for grants opportunities to supplement transportation investment. Partnering with Chapter Communities to share resources. The County does apply some fuel tax funds toward Navajo Nation roads.
- Alton Shepherd: It would be good to engage the Navajo Council's Resource Development Committee in these meetings, and other federal agencies of influence (ie. BLM). How can we strengthen agreements across the Navajo Nation with all Counties to allow easement for maintenance, without ROW complications.
- Apache County has engaged agreements that work with the BIA on individual route (rather than general / ongoing) maintenance.
- Big issue – reiterated: need gravel pits on the Navajo Nation, so Counties don't have to haul for great distances at large expense.
- Apache County has a master IGA with the Navajo Nation that allows IGA's for individual projects to be undertaken without engaging the 164 review process!

4) NDOT Presentation – Taft Blackhorse:

- NDOT will use \$260 million, released from the Navajo Nation Reserve Fund by the Navajo Council on behalf of the 110 Chapters at \$26 million per year (over 10 year period), for prioritized road local / regional road maintenance and/or improvement.
- \$3 million from federal transportation bill (?) to be used for strategic road maintenance and improvements.
- Working on developing more gravel pits around the Navajo Nation.
- Can we standardize IGA's across counties and states?
 - N.M. will need some legislation changes to accommodate
 - Perhaps our national legislative assistance can help? (Calvert Curley, Jim Dumont, Brian Lee)
- On Navajo Nation NDOT works well with Fish & Wildlife, Land Management, and other departments; where things get stuck is with Navajo EPA.
- NDOT has no 638 contract with the BIA – BIA still responsible for IRR roads; NDOT just helps maintain these roads.
- Some Council Delegates are not very responsible in representing the needs of the Chapters they serve, while others do a better job of championing their respective Chapters' interests.
- The \$260 million is wide open for Chapter priorities (not tied to or restrained by federal regulations). Oct. 20 will engage a voting process for these funds (?)

5) End Discussion:

- Need to start listing recommendations for IGA's and best practices that might be shared, and perhaps standardized across multiple counties as a result of these meetings (might be some regional differences around the practicality of these recommendations) – Fran Fillerup. That is

exactly the direction in which we are moving, and we're at a point, where we can almost start crafting such a report – Anthony Dimas & Evan Williams.

- Let's identify issues by each county, and eventually involve historic / cultural and EPA representation (and/or other tribal, state, federal organizations) to help vet solutions – McKinley Commissioner Genevieve Jackson.
- Need to collaborate on road inventories across different jurisdictions, so we know which govt. owns which road(s) on the Navajo Nation – could set up a meeting in the near future with appropriate county, federal and Navajo representatives – Jeff Irving. Need to get into greater detail, because often different jurisdictions own segments of the same road (along with allottees), on the Navajo Nation – Carrie House.
- Need to involve Realty Departments in ROW issues – Doug Decker.

Fw: NMDOT Govt to Govt Update - Week of 8/14/17

RK Robert Kuipers     Reply all | v
Mon 8/21/2017 11:52 AM

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
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lucianedd@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;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams ^

20170809 Rulemaking... 59 KB v

FW: INFORMATION: FH... 44 KB v

Mast 118 K

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RTPO members and DOT colleagues:

The latest Govt. to Govt. update from DOT Planning Division

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Tuesday, August 15, 2017 11:59 AM

To: Andrew Wray; Dave Pennella; Roger Williams (rwilliams@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; 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); Dennis Salazar; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers; Christina Stokes; Brandon Howe

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; Glendenning, Shannon, NMDOT; Chavez, Soamiya, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 8/14/17

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

Announcements

- NMDOT Statewide Planning Bureau is hiring three Urban & Regional Planners-Advanced. Please pass along this information to anyone who may be interested! The three positions are: 1) liaison to MPOs/RTPOs; 2) member of Active Transportation Programs team; and 3) member of Technical Planning Team. The positions are based in Santa Fe and the application period closes on 8/28. The full job announcement and application instructions can be viewed at this link: <https://www.governmentjobs.com/careers/newmexico/jobs/1817339/urban-regional-planner-a-dot-go-pinf-19142>.



Urban & Regional Planner-A (DOT/GO/PINF #19142+)

www.governmentjobs.com

NEOGOV is currently working on a system update for applicants who use screen readers. If you are applying with a screen reader and need assistance, please contact Andrea Rivera-Smith @ (505) 695-5606. IMPORTANT

- The State Transportation Commission initiated the rulemaking proceedings for the purpose of amending Rule 18.27.2 NMAC, the "Division 100-General Provisions Standard Specifications for Highway and Bridge Construction." As part of this effort, NMDOT is conducting two workshops to offer information and for interested parties to give input on the rulemaking. Please see the attachment for additional information. Please share this information with your member governments. The workshops are as follows:
 - Aug. 28, 9am-4pm: Associated Contractors of NM, Albuquerque;
 - Aug. 31, 9am-4pm: Mid-Region Council of Gov'ts, Albuquerque.

Upcoming Meetings/Conferences/Trainings

- Sept. 14, 10am Mountain: Webinar, "EDA 101: Economic Development Administration's Programs Webinar." See attached email for registration information, as well as other Transportation/Economic Development webinar opportunities.
- Oct. 3, 1pm-Oct. 4, noon: MPO Quarterly in Santa Fe; Mark Tibbetts is developing the agenda (mstibbetts@santafenm.gov).

- Anytime: National Highway Institute web-based trainings are often free and offer great basic training for new/established staff, as well as board and committee members.
- NHI just released an Environmental Justice web-based training (free).
- NHI's Basics of Transportation Planning (free) should be required for all MPO/RTPO staff and board/committee members.
- More trainings can be found at the NHI website.

MPO/RTPO FFY17 Balances Carry-Forward to FFY18

MPOs and RTPOs will be allowed to carry-forward their FFY17 unexpended balances to their FFY18 budgets, per the two-year work program cycle. The amount of the unexpended balance will be need to be integrated into the UPWP/RWP budgets for FFY18 via the FFY18 Q1 amendment cycle (unless it meet the requirements for an administrative amendment). Once the FFY17 Q4 reimbursements are processed, we will have the amounts of the balances that can be carried forward.

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 8/15/17, and now includes a column for "ADA Policy," in reference to the June 9, 2017 letter from CCRB (also attached). 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, 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

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Office: (505) 476-3742

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Fw: NMDOT Govt to Govt Update - Week of 8/21/17

RK

Robert Kuipers

Fri 8/25/2017 12:14 PM

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Joe J. Sanchez <JoeSanchez@ramahnavajo.org>
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Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams ^

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RTPO members and DOT colleagues:

The latest Govt. to Govt. report from NMDOT Planning Division.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Friday, August 25, 2017 10:33 AM

To: Andrew Wray; Dave Pennella; Roger Williams (rwilliams@ELPASOMPO.ORG); Keith Wilson; Mark S. Tibbetts (mstibbetts@santafenm.gov); Michael Medina (mmedina@elpasompo.org); Steven Montiel; Murphy, Tom; Holton, Mary; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Gaiser, Sandra; Erick Aune (ejaune@santafenm.gov); Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary; Christina Stokes (cstokes@elpasompo.org); vsoule@epcog.org; Evan Williams; Jeffrey Kiely; Garcia, Derrick; Dennis Salazar; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers; Christina Stokes; Brandon Howe
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, Dania, 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; Glendenning, Shannon, NMDOT; Chavez, Soamiya, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 8/21/17

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

Announcements

- As noted last week, the State Transportation Commission initiated the rulemaking proceedings for the purpose of amending Rule 18.27.2 NMAC, the “Division 100-General Provisions Standard Specifications for Highway and Bridge Construction.” As part of this effort, NMDOT is conducting two workshops to offer information and for interested parties to give input on the rulemaking. Please see the attachment (20170809 Rulemaking Div 100s...) for additional information. Please share this information with your member governments. The workshops are as follows:
 - Aug. 28, 9am-4pm: Associated Contractors of NM, Albuquerque;
 - Aug. 31, 9am-4pm: Mid-Region Council of Gov’ts, Albuquerque.

This week I have additionally attached (d100s 082017 workshop.pdf) the proposed redlines for distribution and review at the workshops.

- NMDOT is also hosting a workshop to discuss the rulemaking for “NMAC Title 18, Chapter 27, Part 5: Transportation and Highways, Highway Construction General Provisions, Contractor Prequalification Rule.” See the attached (LPA ACEC 8-16-17.pdf) for additional information. Also attached is the proposed changes to the rule (Workshop Rule 8-16-17.pdf). The workshop will take place at the time/location noted below. Please share this information with your member entities.
 - Aug. 29, 9am-noon: NMDOT District 3 Auditorium.

Upcoming Meetings/Conferences/Trainings

- Oct. 3, 1pm-Oct. 4, noon: MPO Quarterly in Santa Fe; Mark Tibbetts is developing the agenda (mstibbetts@santafenm.gov).

Thank you,

Rosa Kozub | Urban & Regional Planner

Gov’t to Gov’t Unit Supervisor

New Mexico Department of Transportation

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Fw: NMDOT Govt to Govt Update - Week of 9/4/17

RK

Robert Kuipers

Fri 9/8/2017 9:04 AM

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rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
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Joe J. Sanchez <JoeSanchez@ramahnavajo.org>

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Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams 

TIGER 2017 NOFO 09... 

294 KB

FY 2017 TIGER NOFO... 

254 KB

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RTPO members and DOT colleagues:

Here's the latest Govt. to Govt. Update report from NMDOT Planning Division.

Same news on TIGER grant opportunity I sent to everyone yesterday.

Full meeting package should be on the COG-RTPO website today - waiting on a document from one of our members.

Looking forward to seeing most of you next week Wednesday in Acoma!

Have a great weekend.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Thursday, September 7, 2017 3:51 PM

To: Andrew Wray; Dave Pennella; Roger Williams (rwilliams@ELPASOMPO.ORG); Keith Wilson; Mark S.

Tibbetts (mstibbetts@santafenm.gov); Michael Medina (mmedina@elpasompo.org); Steven Montiel; Murphy, Tom; Holton, Mary; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Gaiser, Sandra; Erick Aune (ejaune@santafenm.gov); Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary; Christina Stokes (cstokes@elpasompo.org); vsoule@epcog.org; Evan Williams; Jeffrey Kiely; Garcia, Derrick; Dennis Salazar; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers; Christina Stokes; Brandon Howe
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Subject: NMDOT Govt to Govt Update - Week of 9/4/17

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

Announcements

- I'm pleased to announce that Jolene Herrera (south region planning liaison to SERTPO, SCRTPO, SWRTPO, EPMPPO and MVMPO) was named NMDOT Employee of the Month for August. Jolene very much deserves this recognition for all of her hard work and willingness to work towards success and solutions, even if it requires extra effort. We're thankful to have Jolene as part of our team. Congrats, Jolene!
- FHWA released a **call for applications for 2017 TIGER grants**. Please see the attached press release and notice of funding opportunity. The press release contains information about 9/13 and 9/19 webinars regarding the application process. Grant applications are due 10/16. Please share with your member entities.

Upcoming Meetings/Conferences/Trainings

- Sept. 27, noon: FHWA is hosting a webinar titled "Value Capture and Transportation Projects". This webinar "includes an introduction to value capture and economic implementation considerations." Visit this link for registration information:
<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1436>.
- Sept. 27-29: New Mexico Chapter of the American Planning Association (NMAPA) Conference, Silver City. Conference focus on small town, county and rural planning. For more information, click on [this link](#).
- Oct. 3, 1pm-Oct. 4, noon: MPO Quarterly in Santa Fe; Mark Tibbetts is developing the agenda (mstibbetts@santafenm.gov).

Thank you,

Rosa Kozub | AICP

Gov't to Gov't Unit Supervisor

New Mexico Department of Transportation

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

RK Robert Kuipers
Today, 8:40 AM

Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us; +24 more

    Reply all | v

RTPO members and DOT colleagues:
The latest Plng. Environ. & Realty report from FHWA.
-Bob Kuipers
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From: FHWA Office of Planning - Environment - and Realty - HEP <FHWA.HEP@public.govdelivery.com>
Sent: Sunday, August 6, 2017 6:58 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

Sustainability and Resilience Highlights for June/July

08/02/2017

Sustainability and Resilience Highlights

FHWA Publishes Report on Innovative Financing to Support Alternative Fuels Infrastructure

FHWA published a Report to Congress on [Innovative Financing to Support Alternative Fuels Infrastructure](#) in March 2017. The report discusses current efforts in the U.S. Department of Energy and FHWA to identify barriers to greater private investment in alternative fuels infrastructure and describes current traditional and innovative financing mechanisms that could be used to help address them. This report updates the previously requested report (Senate Report 113-45) to incorporate new legislative initiatives introduced with the signing of the Fixing America's Surface Transportation (FAST) Act in 2015.

MnDOT Installs Electric Vehicle Corridor Signs on I-94

The Minnesota Department of Transportation (MnDOT) began [installing Alternative Fuels Corridor signs](#) indicating the availability of electric vehicle charging stations along Interstate 94. These are the first Alternative Fuels Corridor signs installed in the US, after FHWA selected 55 routes spanning 35 States for [alternative fuel corridor designation](#), as enabled by the FAST Act.

FHWA Holds Webinars on ICE Tool and EERPAT Model

In April and June 2017, FHWA hosted webinars to review tools for energy and greenhouse gas emissions analysis. The first webinar introduced recent improvements in EERPAT Version 4.0 and the results from State pilot tests. In the second webinar, FHWA staff provided an overview of [FHWA's ICE Tool](#), a spreadsheet-based model for estimating the energy and carbon dioxide emissions associated with the construction and maintenance of transportation facilities. The tool can be used for project-specific or planning-level analysis. Webinar presentations and recordings are available [here](#).

FHWA Global Benchmarking Study on Climate Resilience Highlights Practices in Denmark, the Netherlands, and Norway

In July 2017, FHWA published [a summary](#) of a global benchmarking study on climate resilience that highlights practices used by transportation agencies in Denmark, the Netherlands, and Norway. The study includes international practices on integrating climate projections into highway planning and design procedures, managing uncertainty, and emergency management. These countries were selected based on information gathered from a virtual review, which gathered information via webinars with a broad range of countries to identify where climate adaptation and resilience activities have yielded demonstrable results.

Genesee Transportation Council Completes Assessment of Critical Transportation Infrastructure Vulnerability Assessment

The Genesee Transportation Council, the metropolitan planning organization (MPO) for the Genesee-Finger Lakes Region of Greater Rochester, NY, completed an assessment of potential vulnerabilities of critical regional transportation infrastructure to natural and human-caused hazards in June 2016. To highlight the process and experience, FHWA recently [published a case study](#) highlighting the objectives, approach, and key results and findings from this assessment. The case study also lists resources from Genesee Transportation Council and FHWA to support other agencies conducting climate change and extreme weather vulnerability assessments.

FHWA Announces 2017 Environmental Excellence Awards

FHWA announced the [2017 Environmental Excellence Awards](#) (EEA) recipients in April 2017. Awards were granted to projects making contributions to environmental stewardship and partnerships in three areas: Organization and Process Innovation, Natural Environment, and Human Environment. The [Atlanta Roadside Emissions Exposure Study](#) was recognized in the Air Quality category, and the [Vulnerability Assessments and Adaptation Options for](#)

[Central Artery](#) study was recognized in the Adaptation and Resilience category. The 2017 EEA ceremony took place at the AASHTO Subcommittee on Environment meeting, on June 19, 2017, in Des Moines, IA.

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

08/03/2017

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

08/04/2017



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.

New Peer Report: State Department of Transportation Tribal Liaison Roundtable (October 2016)

This report summarizes proceedings from a one-day "State Department of Transportation Tribal Liaison Roundtable" supported by the Transportation Planning Capacity Building (TPCB) Program, which is jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The event was hosted on October 3, 2016 in coordination with the 19th Annual National Tribal Transportation Conference in Anaheim, California. Read the full peer exchange report [here](#).

Upcoming Webinars:

- [TRB Webinar: Innovative Statewide Partnerships for Active Transportation Planning](#) – Tuesday, August 15, 2017, 2:00 p.m. to 3:30 p.m. ET
- [TRB Webinar: The National Institute for Standards and Technology Approach to Resilience in Transportation](#) – Wednesday, August 16, 2017, 1:00 p.m. to 2:30 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.

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U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration | 1200 New Jersey Avenue, SE | Washington, DC 20590 | 202-36

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

RK Robert Kuipers

Mon 8/14/2017 4:47 PM

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Alicia Santiago <asantiago@gallupnm.gov>; kbenally@navajodot.org; mfelipe@puebloofacoma.org;
lucianned@lagunapueblo-nsn.gov; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
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Evan Williams ^

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The latest FHWA Office of Plng. Environ. & Realty report.

-Bob Kuipers

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

Sent: Sunday, August 13, 2017 6:13 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

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

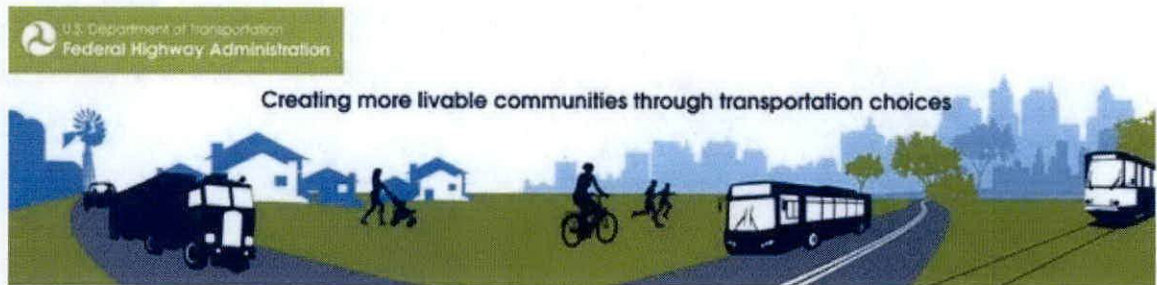
08/08/2017

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

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

Human Environment Digest 8/10/17

08/10/2017



August 10, :

Human Environment Digest

Welcome to the Federal Highway Administration (FHWA) Office of Human Environment biweekly email diges. 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:

- [Environmental Justice](#)
- [Health](#)
- [Livability](#)

EVENTS

- [August 20-24, 2017:](#)
IBPI's Fundamentals of
Bikeway Planning &
Design. Portland, OR.

Environmental Justice



- [September 13-15, 2017:](#)
National Walking Summit. St. Paul, MN.
(There is a fee)
- [September 26-27, 2017:](#)
11th University Transportation Center Spotlight Conference: Rebuilding and Retrofitting the Transportation Infrastructure. Washington, DC. (There is a fee)

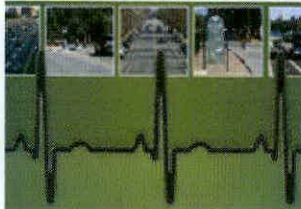
WEBINARS

- [August 15, 2:00 - 3:30 PM ET:](#) TRB's Innovative Statewide Partnerships for Active Transportation Planning (There is a fee for some)
- [August 16, 1:00 - 2:30 PM ET:](#) TRB's The National Institute for Standards and Technology Approach to Resilience in Transportation (There is a fee for some)
- [August 16, 1:00 - 2:30 PM ET:](#) The Promise and Challenges of Automated Technologies (AV Webinar Series Part I)
- [August 23, 2:00 - 3:30 PM ET:](#) TRB's Development of Crash Modification Factors for Pedestrian Crossing Treatments (There is a fee for some)

New Fundamentals of Environmental Justice Web based Course

The Federal Highway Administration's (FHWA) National Highway Institute is offering, at no cost, a new web-based training course titled Fundamentals of Environmental Justice. The course provides an update to resources, references, and case studies in a previous instructor-led environmental justice (EJ) fundamentals course. The course highlights [USDOT's guiding EJ principles](#) and discusses FHWA's commitment to incorporating these principles into the agency's programs, policies, and activities. Participants are presented with a variety of strategies and resources that can be used to address environmental justice in all phases of transportation decision making. Click on this link to register for [NHI Course 142074](#).

Health



Health in Transportation Working Group 2016 Annual Report

The U.S. Department of Transportation's Health in Transportation Working Group examines and promotes existing policies and programs to assist agencies in addressing health-related issues such as noise, active transportation, quality-of-life, and access to jobs and services. The [2016 Annual Report](#) provides an overview of the Working Group's activities in 2016, documents its progress toward implementing the recommendations laid out in the 2015 Annual Report, and offers future recommendations for the Working Group.

Livability



- [August 24, 12:30 - 2:00 PM ET](#): Community-Based Air Monitoring
- [August 30, 2:00 - 3:00 PM ET](#): Introduction to the American Community Survey Webinar
- [August 31, 1:00 - 2:30 PM ET](#): Policies to Prepare for an Automated Future (AV Webinar Series Part II)
- [September 6, 2:00 - 3:30 PM ET](#): TRB's Understanding Changes in Youth Mobility (There is a fee for some)
- [September 7, 2:00 - 3:30 PM ET](#): TRB's Benefit-Cost Methodologies for Evaluating Multimodal Freight Corridor Investments (There may be a fee for some)
- [September 11, 2:00 - 4:00 PM ET](#): TRB's Designing Multimodal Roundabouts (There is a fee for some)
- [September 27, 2:00 - 3:30 PM ET](#): FHWA/FTA's Value Capture and Transportation Projects
- [October 11, 2:00 - 3:30 PM ET](#): Understanding Local and Regional Economic Development

FHWA RELATED LINKS

- [Environment Homepage](#)
- [Bicycle/ Pedestrian](#)
- [Environmental Justice](#)
- [Health in Transportation](#)

FHWA Releases Webinar Recordings on ICE Tool and EERPAT Model

The Federal Highway Administration (FHWA) published [recordings two recent webinars](#), which focused on tools for energy and greenhouse gas emissions analysis. The April 26 webinar introduced recent improvements in the [Energy and Emissions Reduction Policy Analysis Tool](#) (EERPAT) and the results from State pilot tests. In the June 8 webinar, FHWA staff provided an overview of [FHWA's Infrastructure Carbon Estimator \(ICE\) Tool](#), a spreadsheet-based model for estimating the energy and carbon dioxide emissions associated with the construction and maintenance of transportation facilities.

"Transportation Infrastructure Resiliency: A Review of Practices in Denmark, the Netherlands, and Norway"

The Federal Highway Administration published a report titled ["Transportation Infrastructure Resiliency: A Review of Practice in Denmark, the Netherlands, and Norway."](#) The report summarizes global benchmarking study on climate resilience that highlights practices used by transportation agencies in Denmark, the Netherlands, and Norway. The study includes international practice on integrating climate projections into highway planning and design procedures, managing uncertainty, and emergency management.

Strong Cities, Strong Communities Case Studies Published

The "Strong Cities, Strong Communities" (SC2) Initiative is an innovative approach for supporting cities experiencing population a job loss, capacity constraints, and similar challenges. For 2 years, 5 teams worked in place-based engagements in mayors' offices in 14 cities and coordinated an interagency team to support each city's vision, many of which included transportation elements. The initiative recently released [SC2 case studies](#), which highlight best practices in the place-based engagements.

Model Minimum Uniform Crash Criteria

The Governors Highway Safety Association and National Highway Traffic Safety Association recently released the [Model Minimum Uniform Crash Criteria \(MMUCC\) 5th edition guideline](#). The MMUCC helps States improve data collection and reporting, enhancing context-sensitive safety improvements to benefit all users of the transportation system, resulting in more livable communities.

- [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.

FTA Announces a Proposed Rule to Streamline Private Sector Involvement in Transit Projects

On July 31, the Federal Transit Administration announced [a proposal to facilitate public-private partnerships in public transportation](#). The newly proposed Private Investment Project Procedures (PIPP) for public-transportation capital projects will help the Federal Government develop more effective approaches to spurring private participation and investment in areas such as project planning, development, finance, design, construction, maintenance, and operations. Investments can support multimodal improvements associated with transit.

Lyft and Amtrak Partner to Deliver First- and Last-Mile Connections

Lyft and Amtrak have partnered to provide customers with [a new solution](#) for challenges in first- and last-mile service. Amtrak app users can now book Lyft rides directly through Amtrak's mobile software. The feature is designed to help travelers fill gaps in the first and last legs of their journey.



TMIP Webinar - Forecasting Congestion Scenarios using a Time Index - August 16th, 2pm-4pm Eastern

08/10/2017



TMIP Webinar: Forecasting Congestion Scenarios using a Travel Time Index - Wednesday August 16, 2017 from 2:00pm to 4:00pm Eastern

Please join us for our next webinar: Forecasting Congestion Scenarios using a Travel Time Index by Tom

This webinar is likely to fill up, so please share a connection whenever possible. V limited to 100 participants in the web room. A copy of the slides has been linked to emails so that those who cannot get into the web room can follow along on the teleconference line.

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Presenter

Mr. Williams has 30 years of experience as a professional transportation planner, includ 10 years in university research, 5 years in the public sector, and 15 years in consulting. Williams has an AICP certification. Throughout his career, Mr. Williams has focused in th of travel modeling and travel forecasting with an emphasis on supporting excellence in transportation planning. His background is diverse, including travel modeling and GIS, demographic forecasting, data collection, systems design, transportation planning, policy planning, training, teaching, project management, and business management. He has di several regional, sub-regional, and statewide travel demand and demographic models, a tailored many models for specific use in transportation plans and studies. Mr. Williams is a Research Scientist at the Texas A&M Transportation Institute's Austin, Texas, office lo that capacity he is focusing on research in transportation forecasting and modeling with emphasis on automated and connected transportation.

Meeting Information

Participants do not need to preregister to attend the webinar.

You can log on to the webinar at:

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

The TeleConference Toll Free Number: 1-888-675-2535

Participant Passcode: 8344566

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NOTE: We are experiencing some issues with the Flash Player in Chrome and Fire You may receive a message about the Flash Plugin and may not be able to procee meeting room. Until a solution is found for this issue, please use Internet Explorer

Contact Us

If you would like to work with TMIP to share your agency's experience or if you have questions or commer TMIP, please contact [Sarah Sun](#), FHWA.

We are committed to providing equal access to TMIP Webinars for everyone. If you need alternative format or reasonable accommodations, please send an e-mail to moderator@tmip.org with your request. We will respond to your request within 24 hours.

- [TMIP+Webinar+Forecasting+Congestion+Scenarios+using+a+Travel+Time+Index](#)

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

08/11/2017

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

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U.S. Department of Transportation
Federal Highway Administration

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

RK Robert Kuipers     Reply all | v
Mon 8/21/2017 9:33 AM

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Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us> ^

Sent Items

RTPO Members and DOT Colleagues:
The latest from FHWA Plng., Environ. & Realty
-Bob Kuipers
rkuipers@nwnmcog.org

From: FHWA Office of Planning - Environment - and Realty - HEP <FHWA.HEP@public.govdelivery.com>
Sent: Sunday, August 20, 2017 10:56 AM
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

RESEARCH QUARTERLY NEWSLETTER – SUMMER 20

08/14/2017



Planning,
Environment
& Realty
Research



RESEARCH QUARTERLY NEWSLETTER – SUMMER 2017

Welcome to the Summer 2017 edition of FHWA's Office of Planning, Environment and Realty's (HEP) quarterly research newsletter.

The Office of Planning, Environment, and Realty's (HEP) research efforts strengthen transportation decision-making and promote efficiency, while protecting and enhancing the environment and communities across the nation. Each research team works with transportation stakeholders to address environmental, social and economic needs, accelerate the project delivery process, and minimize the environmental impacts of transportation investments. In pursuing these objectives, HEP research strives to improve the way transportation contributes to communities' quality of life.

A few of HEP's recent research projects include: a [report](#) that helps small town and rural communities support safe, comfortable, and active travel for people of all ages and abilities; a web-based collaboration tool for accelerating permitting; a series of tools to provide technical support and resources for the [Congestion Mitigation and Air Quality Improvement \(CMAQ\) Program](#); [ridesharing](#); [transportation demand management on university campuses](#); and developing systems that support implementation of electronic right-of-way cost estimate calculators.



Hari Kalla, FHWA

Highlights from this edition of the newsletter include a report to enhance bicycle and pedestrian access along a future bus rapid transit corridor in Richmond, Virginia, and the 2017 Planning, Environment, and Right-of-Way Excellence Awards. The latest research highlights and an events schedule are regular features of the newsletter.

I encourage you to explore these research projects, consider contributing to them, and help identify future research needs.

Hari Kalla,
Acting Associate Administrator
Office of Planning, Environment, and Realty

Outstanding in Their Fields - Biennial Environmental, Planning and Real Estate Excellence Award Recipients



The [Environmental Excellence Awards](#) presented at the SCOE-SCOD summer meeting recognize those who make outstanding contributions to environmental stewardship and partnerships above and beyond traditional transportation project outcomes. This year two recipients focused on environmental research: *I-74 Bridge and a Million Mussels*, and *Road Dust Management in Sensitive Environments*.





**I-74 Bridge and Million Mussels
Joint project Iowa Department
of Transportation and Illinois
Department of Transportation**

Image provided by Mary Kay Solberg
MaryKay.Solberg@DOT.iowa.gov

Fish and Wildlife Service (USFWS) and the U.S. Geological Survey (USGS) designed to address environmentally responsible dust control on unpaved roads. Although many of these unpaved roads are in rural and environmentally sensitive areas, the potential environmental impacts of applications have never been investigated in a systematic way. This project documents potential effects of dust control products on roadside organisms, soil chemistry, and water quality, both in the laboratory and in large-scale field tests at two USFWS-managed National Wildlife Refuges.

The Transportation Planning Excellence Awards (TPEA), co-sponsored by the American Planning Association, provide a unique opportunity to recognize and celebrate the outstanding transportation planning practices performed by planners and decision makers in communities across the country.

This year's TPEA Best of the Best award went to *San Diego Forward: The Regional Plan San Diego Association of Governments (SANDAG) CA*. This plan serves as a 21st-century blueprint for how the San Diego region will grow, and how SANDAG will invest in transportation infrastructure that provides more choices while strengthening and supporting thriving communities. The Regional Plan, including a Sustainable Communities Strategy, is built on an integrated set of public policies, strategies, and investments over \$200 billion in the next three decades. SANDAG's goal is to maintain, manage, and improve the transportation system so that it meets the needs of the San Diego region through 2050.

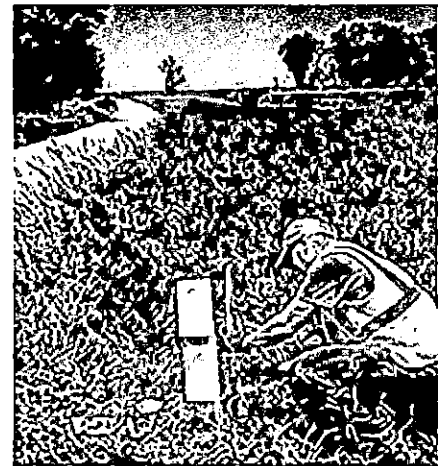
The Excellence in Right of Way Awards cite outstanding innovations that enhance right-of-way professionals' ability to meet challenges associated with acquiring real property for a Federal-aid project. The awards program was developed to honor those that excel in streamlining or improving the real property acquisition process, while ensuring that the rights of property owners and tenants are protected. The 2017 awards program honored "Peer of The Year" Mr. Billy Gordon, Acquisition Manager, Clinton County, Georgia, for a life time commitment to project management in the Right of Way acquisition field. Four additional awards in Innovation, Leadership, Stewardship, and Streamlining and Integration were also presented.

Save the Date - ITED Call for Papers

The International Transportation and Economic Development (ITED) Conference program committee announced a Call for Abstracts, under the theme "Relationships between Multimodal Transportation & Economic Development: Policy, Infrastructure, & Technology," with a deadline of November 15, 2017. The quadrennial conference is scheduled for June 6-8, 2018 at the National Academy of Sciences in Washington, D.C. An international forum to discuss approaches and research to integrate mobility with

The Interstate 74 Bridge from Bettendorf, Iowa, to Moline, Illinois is scheduled for replacement, and a mussel survey determined approximately 1.2 million mussels are living in the footprint of the new bridge. The project assessed impacts to threatened and endangered mussels, completed Section 7 consultation and relocated a large population of mussels within a very short timeframe.

The *Road Dust Management Project* is a partnership between the U.S.



**Road Dust Management
U.S. Fish and Wildlife Service**

Steve Suder (formerly FWS, now with NPS)
Steven_Suder@nps.gov

progress toward development of sustainable economies at several levels. It attracts professionals from private industry, government, academia, and the research community gather to discuss critical linkages between transportation and economic development. The Transportation Research Board, in collaboration with the Federal Highway Administration (FHWA) and the National Transportation Center, University of Maryland are sponsoring the two-day meeting. **Staff Contact:** [Stefan Natzke](#), 202-366-5010

Joint Meeting of AASHTO's Standing Committee on Environment and Subcommittee on Design Recap

Staff in FHWA's Office of Planning, Environment, and Realty recently attended the American Association State Highway and Transportation Official's (AASHTO) Joint Meeting of the Standing Committee on Environment (SCOE) and Subcommittee on Design (SCOD). The four-day conference, held in Des Moines, Iowa, was the first meeting held jointly between the two groups, and highlighted how the intersection of environment and design can lead to better stewardship and accelerating transportation projects. HEP staff participated in committee breakout meetings, and learned about the current reorganization of the AASHTO subcommittee structure. During the conference, HEP staff learned about current research needs and updates shared through the Center for Environmental Excellence's Transportation and Environmental Research Ideas (TERI) Database, an updated and searchable resource for information about research projects. This information will allow HEP offices to identify future research projects to meet those needs, potentially covering current topics such as environmental justice review for projects in rural areas, and ways to accelerate project delivery.

Research Highlights

Environment

eNEPA Tool

The Office of Project Development and Environmental Review developed the eNEPA collaboration tool, which enables state departments of transportation (SDOTs) and other transportation agencies to share documents, track comments, schedule tasks with participating agencies, and perform concurrent reviews of Environmental Impact Statements and Environmental Assessments. Version 2.0 was released in February with improved customization ability and other enhancements. Enhancements include customizable workflows, restructured and improved document review functions, a dashboard function, and incorporating permitting process reviews for better resource agency coordination. **Staff Contact:** Andrew Brunner, 202-366-4651 or andrew.brunner@dot.gov

Planning

FHWA Mid-South Megaregion Workshop Final Report

This report reviews and highlights key content and outcomes identified at the Mid-South Megaregion Workshop held on December 8, 2016 in Memphis Tennessee. Sponsored by the Federal Highway Administration's (FHWA) Office of Planning, Environment, & Realty (HEP), the event examined shared regional issues of concern among transportation decision makers and stakeholders in the Mid-South Megaregion. This event brought together transportation officials from across the Mid-South Megaregion to identify how states and Metropolitan Planning Organizations (MPOs) can better communicate, coordinate statewide freight and rail plan development, and identify common approaches to address traffic congestion and aging infrastructure at a megaregion level. **Staff Contact:** Scott Allen, 202-366-2650

Upcoming Events





- **September 13 – 15**
2017 National Walking Summit
FHWA is co-sponsoring the 2017 National Walking Summit. This year's conference will explore the co-benefits walking and walkability can provide to an individual and community, and expand what is meant by the term "healthy" to include not only physical health but also social, economic and civic health. The two and one-half-day event will be filled with seminars, break-out sessions and Learning-From-Place Mobile Workshops that will bring together the walking community. **Staff Contact:** Gary Jensen, 202-366-2048
- **September 26 – 27**
11th University Transportation Center (UTC) Spotlight Conference: Rebuilding and Retrofitting the Transportation Infrastructure
TRB is sponsoring the 11th University Transportation Center (UTC) Spotlight Conference: Rebuilding and Retrofitting the Transportation Infrastructure. The conference will focus on rebuild and retrofitting transportation infrastructure for all modes, including maintaining and extending the useful life of the nation's legacy transportation infrastructure, building and rebuilding the nation's infrastructure to provide safe and efficient transportation options for all users, and deploying innovative technology and design approaches. **Staff Contact:** Patricia Cazenias, 202-366-4085
- **September 27**
Webinar: Value Capture and Transportation Projects
FHWA and FTA team up to present an Introductory webinar on the topic of value capture. Presenters will provide a basic discussion of the economics, legal aspects, implementation considerations, available tools, case studies, and resources. **Staff Contact:** Stefan Natzke, 202-366-5010
- **October 11**
Webinar: Understanding Local and Regional Economic Development
The Office of Human Environment, in collaboration with the Office of Planning, will provide a webi to help planners understand local and regional economic drivers. Topics will cover using available online Federal data sources to understand economic drivers, along with principles for and case studies of successful collaboration between transportation and economic development planning. **Staff Contact:** Stefan Natzke, 202-366-5010
- **October 17 – 20**
Association of Metropolitan Planning Organizations (AMPO) Annual Meeting
The 2017 AMPO Annual Conference, co-sponsored by FHWA, brings together Policy Board members, Executive Directors, technical staff, federal and state employees, and consultants to share information on a variety of MPO issues. **Staff Contact:** James Garland, 202-366-6221 or Scott Allen, 202-366-2650
- **November 14 – 16**
Applying Census Data for Transportation: 50 Years of Transportation Planning Data Progress
This conference, sponsored by the Transportation Research Board and the American Association State Highway and Transportation Officials, will focus on exploring current planning research, providing an opportunity for sharing experiences, examining strategies for data improvements, an data for the future. **Staff Contact:** Brian Gardner, 202-366-4061

The Office of Human Environment's Research and Financial Services Team administers research programs and financial support to HEP for research initiatives. The Team provides leadership, coordination, support and implementation of research activities. It also works toward improving outreach, communication and partnerships between Federal, State, and local stakeholders in managing the research programs. For more information, please contact HEP's Primary Research Coordinator: [Patricia Cazenias](mailto:Patricia.Cazenias@hewp.gov), 202-366-4085.

Slides Available for Today's TMIP Webinar - Forecasting Congestion Scenarios using a Travel Time Index - August 16, 2017 2pm-4pm Eastern

08/16/2017



Slides Available for Today's TMIP Webinar: Forecasting Congestion Scenarios using a Travel Time Index - Wednesday, August 16, 2017 from 2:00pm to 4:00pm Eastern

Please join us today for our next webinar: Forecasting Congestion Scenarios using a Travel Time Index by Williams (Texas A&M Transportation Institute, Austin).

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Mr. Williams has 30 years of experience as a professional transportation planner, including 10 years in university research, 5 years in the public sector, and 15 years in consulting.

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The TeleConference Toll Free Number: 1-888-675-2535

Participant Passcode: 8344566

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- [TMIP+Webinar+Forecasting+Congestion+Scenarios+using+a+Travel+Time+Index](#)
- [TMIP+Williams+Travel+Time+Index+Forecasting+2017+comp.pdf](#)

New Report: Resilience in Project Development

08/17/2017

FHWA Publishes Report on Approaches for Addressing Resilience in Project Deve

FHWA recently published a new report, [Synthesis of Approaches for Addressing Resilient Project Development](#), which incorporates lessons learned and innovations from recent FHWA studies and pilot projects to help transportation agencies address resilience at the project engineering-informed adaptation studies. The report focuses on:

- Addressing resilience in the project development process
- Developing and applying resilience information and economic analysis to as assessing and selecting adaptation options

- Examining sensitivities, guidance, lessons learned and adaptation strategies range of asset types organized by engineering discipline.

As part of this effort, FHWA and its partners conducted a series of additional Engineering Assessments to develop information for specific transportation asset types and discipline

FHWA Office of Planning, Environment, and Realty (HEP) \

New in HEP Update

08/17/2017

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

What's New in TPCB

08/18/2017



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.

Designing Road Diet Evaluations: Lessons Learned from San Jose's Lincoln Avenue Road D
The Mineta Transportation Institute at San Jose State University has released a report that analyzes traffic impacts from the 2015 implementation of a pilot "road diet" in San Jose, California. This report compares data on traffic volumes and speeds from before and after the road diet was implemented. Read the full report [here](#).


Upcoming Webinars/Courses:

- NHI Course: Highway Program Funding – Tuesday, August 22 to Wednesday, August 23, 2017, Ames, IA
- TRB Webinar: Understanding Changes in Youth Mobility – Wednesday, September 6, 2017, 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.

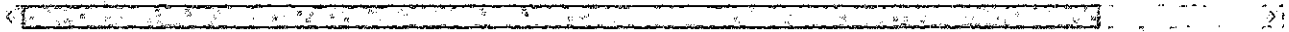
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Fw: Social Security Invitation: 2nd Annual New Mexico Tribal Leadership and Advocate Summit

Robert Kuipers

Mon 8/14/2017 4:54 PM

To: Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; kbenally@navajodot.org <kbenally@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; lucianned@lagunapueblo-nsn.gov <lucianned@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Joe J. Sanchez <JoeSanchez@ramahnavajo.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>;

Greetings Tribal RTPO colleagues:

FYI from our liaison - Ron Shutiva. (reference below)

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>

Sent: Thursday, August 10, 2017 1:27 PM

To: Apachito, Inez; Armijo, Sylvia; Arviso, Angela; Benally, Karen; Bozic, Sheri; Candelaria, Daryl; Chavez, John; Christy Vanburen (christy.vanburen@ohkay.org); Claw, Dorothy M.; Deutsawe, David; Duran, Shawn; Edward Escudero; Eriacho, Michael; Fisher, Bill; Gachupin, Carla; Garcia, Lillian; Hatch, Alan; Hausam, Sharon; Joe Sanchez; Joe, Larry; Kathy Ashley; Kathy Trujillo (poi90016@isletapueblo.com); Kenny Pin; Lujan, Vernon; Madrid, John; Pacheco, Freddie; Peralta, Dennis; Platero, Virginia; Radford, Chamisa; Randy Vigil; Riley, Harold; Royce R. Ghachu (royce.gchachu@ashiwi.org); Sandoval, Duane; Sandy, Joan Marie; Shawna Ballay; Sheldon Kipp; Stout, Pinu'u; Valdez, Levi; Valerio, Mary Lou; Vanoni, Laura; William Garcia (wgarcia@pojoaque.org); Yazzie, Merrill J.

Cc: Eric Ghahate (ericg@ncnmedd.com); Robert Kuipers; sgaiser@mrcog-nm.gov; 'Steven Montiel'

Subject: FW: Social Security Invitation: 2nd Annual New Mexico Tribal Leadership and Advocate Summit

FYI ~ Please share info with your respectful tribal governing entities and appropriate departmental staffing. ~

Ron D. Shutiva

NMDOT - Native American Tribal Liaison

1120 Cerrillos Rd – P.O. Box 1149 SB1-N

Santa Fe, NM 87504-1149

Phone: (505) 827-5547, Cell: (505) 670-5465

Email: Ron.Shutiva@state.nm.us

From: Alviar, Rosalie [mailto:Rosalie.Alviar@ssa.gov]

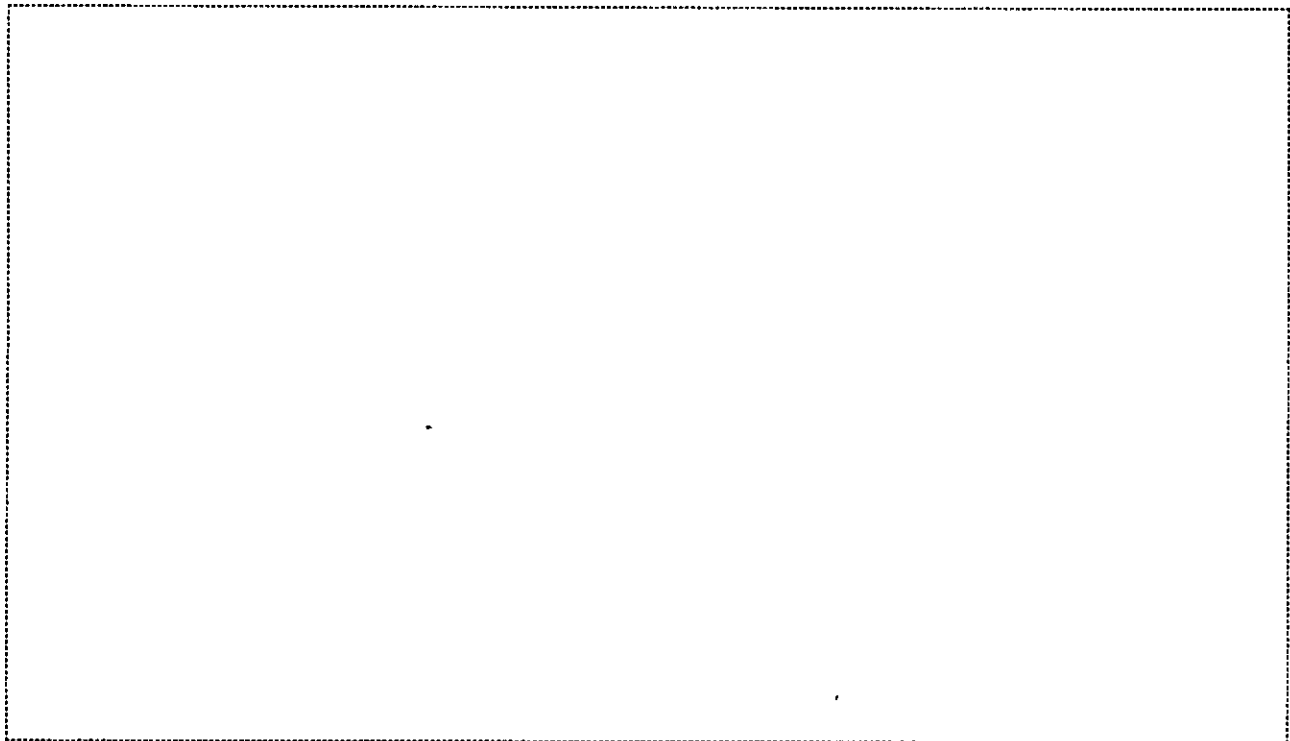
Sent: Thursday, August 10, 2017 12:23 PM

Cc: Alviar, Rosalie

Subject: Social Security Invitation: 2nd Annual New Mexico Tribal Leadership and Advocate Summit

Dear Colleague.

I would like to formally invite you to an event Social Security is hosting on September 13, 2017 in Santa Fe, NM.



Social Security is focused on strengthening relationships with Native American communities. The Dallas Region hosts summits to share information on Social Security services and allow open participation with tribal leaders, members, and advocates to help us identify ways Social Security can improve services and better meet the needs of the Native American community.

Last year's event, held in May 2016 at the Indian Pueblo Cultural Center in Albuquerque, was attended by many tribal leaders, representatives of the Indian Health Services, and other tribal advocates. Tribal members and advocates, who have previously attended, responded positively to the opportunity of sharing their experiences with our agency in addition to speaking directly with SSA leadership. We would like to expand this year's event by partnering with other federal and state agencies to allow tribal members the opportunity to obtain information otherwise unavailable due to distance and limited contact information with corresponding agencies.

The session is held in an open forum allowing members the opportunity to raise questions. Our representatives will have tables set up around the room and materials about SSA programs available. We make note of questions we are unable to answer at that time and make sure to respond within a two week timeframe. If desired, we can allot a 5-10 minute slot on the agenda or a table for display. We will provide a projector and laptop if requested.

*We are hosting a similar event in Oklahoma City on August 22nd, 2017. Representatives from U.S. Citizenship and Immigration Services (USCIS), Center for Medicare and Medicaid (CMS), Health and Human Services, Legal Aid Services, Oklahoma Department of Rehabilitative Services, and Veteran's Affairs have confirmed their attendance.

Please let me know if representatives from your organization will be able to attend or if you have any questions.

I look forward to hearing from you.

Lee Alviar

Dallas Region Public Affairs
Social Security Administration
Direct (214) 767-1310







Fw: Public Transit Prioritization Meetings for FY 19 Applications

RK

Robert Kuipers

Thu 8/3/2017 10:50 AM

    Reply all | v

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Cc: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Laura Jaramillo <ljaramillo@cityofgrants.net>; publicworks@villageofmilan.com;
Larry Joe <ljoe@navajodot.org>; kbenally@navajodot.org;
David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov;
Royce.Gchachu@ashiwi.org; Joe J. Sanchez <JoeSanchez@ramahnavajo.org>;
Patterson, Wade, NMDOT <Wade.Patterson@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; Evan Williams ^

Public Transportation Providers and RTPO members:

Forwarding this information for your awareness.

Robert Kuipers, NWNMCOG / NWRTPO

rkuipers@nwnmcog.org

505-722-4327

From: Bach, Deborah, NMDOT <Deborah.Bach@state.nm.us>

Sent: Wednesday, August 2, 2017 2:58 PM

To: Angela Rael; Cerisse Grijalva; Dolores Gonzalez; Eric Ghahate; Evan Williams; Maida Rubin; Mary Ann Burr; Robert Kuipers; Valerie Hermanson; Vincent Soule

Cc: lauren@pantherinternational.com; Harris, David C, NMDOT; Chavez, Gabrielle, NMDOT; Park, Jason, NMDOT

Subject: Public Transit Prioritization Meetings for FY 19 Applications

Hello all,

We are currently in the process of launching our new Electronic Grants Management System. The system has opened up to FY 19 applicants for Section 5310 and Section 5311 funding opportunities. Our plan is to gradually open access to all relevant users as we train them to use the system. Our new system also has a review component to report the rating and ranking scores that you provide to NMDOT, based on the Public Transit Prioritization Meetings. Planners will be using this component in our new system to submit this year's results for FY 19 applications. Additionally, all application information that is typically mailed to the RTPO's will only be available electronically within the system for review and printing. The training for this is being scheduled, and may most likely occur in September or early October. As we are working on a

timeline that is a bit different than past years, I will ask that you schedule those Public Transit Prioritization meetings after November 1, 2017. Thank you for your understanding with this matter. Please feel free to contact me with questions or concerns.

Deborah Bach
Rural Transit Programs Supervisor
Transit and Rail Division
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504-1149
505-827-5218
Deborah.Bach@state.nm.us

Fw: INFORMATION: Announcement of FY17 TIGER Grant Solicitation

RK

Robert Kuipers

Thu 9/7/2017 12:33 PM

    Reply all | 

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
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Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>;
Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams 

This message was sent with high importance.

TIGER 2017 NOFO 09... 

294 KB

FY 2017 TIGER NOFO... 

254 KB

2 attachments (548 KB) Download all Save all to OneDrive - Northwest New Mexico Council of Governments

RTPO Members and DOT Colleagues:

Another round of TIGER funding (on top of the INFRA opportunity) - with more of a focus on rural! (see below).

October 16 deadline.

Best wishes to all, and worthy of discussion next Wednesday (which unfortunately coincides with the first webinar).

For those interested, you might assign a staff member to register for the first webinar and take good notes, if it occurs during our meeting.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327



U.S Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
www.transportation.gov/briefingroom

News

DOT 69-17
Wednesday, September 6, 2017
Contact: pressoffice@dot.gov

U.S. Department of Transportation Announces \$500 Million Funding Opportunity through TIGER Program

WASHINGTON – The U.S. Department of Transportation today announced the opportunity for state and local stakeholders to apply for \$500 million in discretionary grant funding through the Transportation Investment Generating Economic Recovery (TIGER) program.

“The TIGER grant program is a highly competitive program whose winners will be awarded with the funding they need to rebuild the infrastructure of their communities,” said Secretary Elaine L. Chao. “TIGER grants will continue to fund innovative projects that will improve the safety of America’s passengers and goods.”

The Consolidated Appropriations Act, 2017 appropriated \$500 million, available through September 30, 2020, for National Infrastructure Investments otherwise known as TIGER grants. As with previous rounds of TIGER, funds for the fiscal year (FY) 2017 TIGER grants program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The FY 2017 Appropriations Act specifies that TIGER Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum TIGER Discretionary Grant size is \$1 million.

The selection criteria remain fundamentally the same as previous rounds of the TIGER grants program, but the description of each criterion was updated. Additionally, the FY 2017 TIGER program will give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve

infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.

To provide technical assistance to a broad array of stakeholders, USDOT is hosting a series of webinars during the FY 2017 TIGER grant application process. Webinars on How to Compete for TIGER Discretionary Grants will be held from 2:00 to 4:00 PM EDT on Wednesday, September 13th and Tuesday, September 19th. To register, please visit the [TIGER Webinar Series](#) webpage. Additional webinars will be scheduled and more information posted online.

The deadline to submit an application for the FY 2017 TIGER grant program is Monday, October 16.

Since the TIGER grant program was first created, \$5.1 billion has been awarded for capital investments in surface transportation infrastructure over eight rounds of competitive grants. Throughout the TIGER program, these grants have supported projects that have a significant impact on the Nation, a metropolitan area, or a region. TIGER grants have historically achieved, on average, co-investment of 3.6 dollars (including other Federal, State, local, private and philanthropic funds) for every TIGER dollar invested.

For more information, please visit www.transportation.gov/TIGER.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

**Notice of Funding Opportunity for the Department of Transportation's National
Infrastructure Investments under the Consolidated Appropriations Act, 2017**

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The Consolidated Appropriations Act, 2017 (Pub. L. 115-31, May 5, 2017)

("FY 2017 Appropriations Act" or the "Act") appropriated \$500 million to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act") known as the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grants," program. Because of the program's similarity in structure and widespread name recognition, DOT will continue to refer to the program as "TIGER Discretionary Grants." Funds for the FY 2017 TIGER program ("TIGER FY 2017") are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The purpose of this Final Notice is to solicit applications for TIGER Discretionary Grants.

DATES: Applications must be submitted by 8:00 PM E.D.T. on October 16, 2017

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the TIGER Discretionary Grants program staff via e-mail at

TIGERGrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at www.transportation.gov/TIGER.

SUPPLEMENTARY INFORMATION: This notice is substantially similar to the final notice published for the TIGER Discretionary Grants program in the *Federal Register* on February 26, 2016 (81 FR 9935) for fiscal year 2016 funds. The selection criteria remain fundamentally the same as previous rounds of TIGER Discretionary Grants, but the description of each criterion was updated. The FY 2017 TIGER program will give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness. For this round of TIGER Discretionary Grants, the maximum grant award is \$25 million, and no more than \$50 million can be awarded to a single State, as specified in the FY 2017 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these TIGER Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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A. Program Description

The Consolidated Appropriations Act, 2017 (Pub. L. 115-31, May 5, 2017) (“FY 2017 Appropriations Act” or the “Act”) appropriated \$500 million to be awarded by the Department of Transportation (“DOT” or the “Department”) for National Infrastructure Investments. Since the TIGER Discretionary Grants program was first created, \$5.1 billion has been awarded for capital investments in surface transportation infrastructure over eight rounds of competitive grants. Throughout the TIGER program, TIGER Discretionary Grants awards have supported projects that have a significant impact on the Nation, a metropolitan area, or a region. This includes, but is not limited to, capital projects in areas which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities, and specifically those that help bring manufacturing and other jobs. The TIGER program also supports projects that demonstrate significant non-Federal contributions from State, local, and private sector funding sources. The Department

recognizes the benefits of shared responsibility and accountability of infrastructure investment, as it facilitates increased rigor in decision making, provides evidence of support for the project, and leverages Federal investment. Over eight rounds, on average, projects attracted more than 3.6 matching dollars for every TIGER grant dollar, representing the shared responsibility for funding infrastructure.

Rural America is home to many of the nation's most critical infrastructure assets, including 444,000 bridges, 2.98 million miles of roadway, and 30,500 miles of Interstate Highway. More than 55 percent of all public roads are locally-owned rural roads. While only 19 percent of the nation's population lives in rural areas, 51 percent of all traffic fatalities occurred on rural roads (2014). In addition, public transportation serving rural areas has more than 160 million annual boardings (2015).

B. Federal Award Information

I. Amount Available

The FY 2017 Appropriations Act appropriated \$500 million to be awarded by DOT for the TIGER Discretionary Grants program. The FY 2017 TIGER Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. The FY 2017 Appropriations Act also allows DOT to retain up to \$20 million of the \$500 million for oversight and administration of grants and credit assistance made under the TIGER Discretionary Grants program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2017 Appropriations Act allows up to 20 percent of available funds (or \$100 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) program, if that use of the FY 2017 TIGER funds would further the purposes of the TIGER Discretionary Grants program.

2. Award Size

The FY 2017 Appropriations Act specifies that TIGER Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum TIGER Discretionary Grant size is \$1 million.

3. Restrictions on Funding

Pursuant to the FY 2017 Appropriations Act, no more than 10 percent of the funds made available for TIGER Discretionary Grants (or \$50 million) may be awarded to projects in a single State. The Act also directs that not less than 20 percent of the funds provided for TIGER Discretionary Grants (or \$100 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2017 Appropriations Act requires that FY 2017 TIGER funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement and is generally after the applicant has satisfied applicable administrative requirements, including transportation

planning and environmental review requirements. No FY 2017 TIGER funds may be expended (actually paid out) after September 30, 2025. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

5. Previous TIGER Awards

Recipients of prior TIGER Discretionary Grants may apply for funding to support additional phases of a project awarded funds in earlier rounds of this program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has been able to meet estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

C. Eligibility Information

To be selected for a TIGER Discretionary Grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint

applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

2. Cost Sharing or Matching

This section describes the statutory cost share requirements for a TIGER award. Cost share will also be evaluated according to the evaluation criterion described in Section E.1.v. That section clarifies that the Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described here.

Per the FY 2017 Appropriations Act, TIGER Discretionary Grants may be used for up to 80 percent of a project located in an urban area¹ and up to 100 percent of the costs of a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

For a project located in an urban area, the Federal share of the costs for which an expenditure is made under a TIGER grant may not exceed 80 percent. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a non-Federal source. Unless otherwise authorized by statute, local cost-share may not be counted as the non-Federal share for both the TIGER and another Federal grant program. The Department will not consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. Given the TIFIA statute, the

¹ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Department may not be able to consider funds from TIFIA towards the matching requirement. While RRIF credit assistance will be counted towards match requirements, the Department will give greater preference to state, local, and private sources of matching funds.

3. Other

i. Eligible Projects

Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects. This description of eligible projects is identical to the description of eligible projects under earlier rounds of the TIGER Discretionary Grants program.² Research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

² Please note that the Department may use a TIGER Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for TIGER Discretionary Grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this Notice, DOT defines “rural area” as an area outside an Urbanized Area³ (UA) as designated by the U.S. Census Bureau. In this Notice, an “urban area” is defined as an area inside a UA as a designated by the U.S. Census Bureau.⁴

The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under Section C.3.iii., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, this component-by-component determination may result in TIGER awards that include urban and rural funds. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (§1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2017 Appropriations Act directs that (1) not less than \$100 million of the funds provided for TIGER Discretionary Grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant.

³ Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.

⁴ See www.transportation.gov/TIGER for a list of UAs.

DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2.v. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested TIGER funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in

addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in an application for the purpose of adhering to the limit. Please note that the three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on the number of applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered. The FY 2017 and 2018 Infrastructure for Rebuilding American (INFRA) Grants solicitation (82 FR 14042) and the 2017 TIGER Discretionary Grant program have independent application limits. Applicants applying to both INFRA grants and the 2017 TIGER Discretionary Grants program may apply for funding for the same project under both programs (noted in each application), but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program. To the extent that an application for the same project submitted to both programs contains few or no changes to a benefit-cost analysis or project readiness information, DOT may review and incorporate the previously completed

analysis by Department staff into the application’s evaluation when considering the project for a FY 2017 TIGER award.

D. Application and Submission Information

1. Address

Applications must be submitted to Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/TIGER along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the cover pages and Project Narrative follows. Applicants should also complete and attach to their application the “TIGER 2017 Project Information” form available at www.transportation.gov/TIGER.

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.a.i
II. Project Location	See D.2.a.ii
III. Project Parties	See D.2.a.iii.
IV. Grant Funds, Sources and Uses of all Project Funding	See D.2.a.iv
V. Merit Criteria	See D.2.a.v

VI. Project Readiness	See D.2.a.vii and E.1.c.ii
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The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using

appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,” etc.) for all attachments. DOT recommends applications include the following sections:

i. Project Description

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project’s history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project’s location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated UA, the application should identify the UA.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project’s budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

(A) Project costs;

(B) For all funds to be used for eligible project costs, the source and amount of those funds;

(C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;

(D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;

(E) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; TIGER; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2;

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

iv. Merit Criteria

This section of the application should demonstrate how the project aligns with the Merit Criteria described in Section E.1 of this Notice. The Department encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested below, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in Section E.1 of this Notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i. of this Notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities among transportation users, or how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and system (described in Section E.1.i. of this Notice), including the project's current condition and how the proposed project will improve it, and any estimation of impacts on long-term cost structures or impacts on overall life-cycle costs.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i. of this Notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project address congestion, bridges service gaps in rural areas, or attracts private economic development.

(d) Environmental Sustainability

This section of the application should describe how the project addressed the environmental sustainability criterion. Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals to provide more freedom on transportation decisions and improves access to essential services for people in communities across the United States, particularly for rural communities.

(2) Secondary Selection Criteria

(a) Innovation

This section of the application should describe innovative strategies used to pursue primary selection criteria and the anticipated benefits of using those strategies. If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline. If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(b) Partnership

This section of the application should list all project parties, including details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

v. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in Section E.1 of this Notice. Applicants also should review that section when considering how to organize their application.

(A) **Technical Feasibility.** The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the TIGER application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the

technical and engineering aspects of the project and describes in detail the project to be constructed.

(B) **Project Schedule.** The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program), start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) all necessary activities will be complete to allow TIGER funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2017 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of TIGER funds, and that the grant funds will be spent expeditiously once construction starts; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(C) **Required Approvals.**

(1) **Environmental Permits and Reviews.** The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits

necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies⁵, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when

⁵ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all TIGER projects, but for port, freight, and rail projects planning requirements of the

operating administration that will administer the TIGER project will also apply,⁶ including intermodal projects located at airport facilities.⁷ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration.

⁶ Under 23 U.S.C. § 134 and § 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a TIGER grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a TIGER grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

⁷ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Because projects have different schedules, the construction start date for each TIGER grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(D) **Assessment of Project Risks and Mitigation Strategies.** Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/TIGERgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The

results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio and calculating the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for TIGER grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period (net of future maintenance and rehabilitation costs) as a deduction from the estimated costs. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the TIGER program (see <https://www.transportation.gov/buildamerica/TIGERgrants>).

vii. Cost Share

The applicant should describe the extent to which the project cannot be readily and efficiently completed without a TIGER Discretionary Grant, and describe the extent to which other sources of funds, including Federal, State, or local funding, may or may not be readily available for the project. This section of the application should include

information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate how the project addresses the Cost Share criterion, including:

(A) a description of the applicant's activities to maximize the non-Federal share of the project funding;

(B) a description of any fiscal constraints that affect the applicant's ability to use non-Federal contributions;

(C) a description of the non-Federal share across the applicant's transportation program, if the applicant is a regular recipient of federal transportation funding; and

(D) a description of the applicant's plan to address the full life-cycle costs associated with the project, including a description of operations and maintenance funding commitments made by the applicant.

viii. Federal Wage Rate Certification (a certification, signed by the applicant(s), stating that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code [Federal wage rate requirements], as required by the FY 2017 Appropriations Act).

The purpose of this recommended format is to ensure that applications clearly address the program requirements and make critical information readily apparent.

DOT recommends that the project narrative be prepared with standard formatting preferences (i.e., a single-spaced document, using a standard 12-point font, such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30

pages in length. Documentation supporting the assertions made in the narrative portion may also be provided, but should be limited to relevant information. Cover pages, tables of contents, and the federal wage rate certification do not count towards the 30-page limit for the narrative portion of the application. The only substantive portions of the application that may exceed the 30-page limit are any supporting documents (including a more detailed discussion of the benefit-cost analysis) provided to support assertions or conclusions made in the 30-page narrative section. If possible, website links to supporting documentation (including a more detailed discussion of the benefit-cost analysis) should be provided rather than copies of these materials. Otherwise, supporting documents should be included as appendices to the application. Applicants' references to supporting documentation should clearly identify the relevant portion of the supporting material. At the applicant's discretion, relevant materials provided previously to a relevant modal administration in support of a different DOT discretionary financial assistance program (for example, New Starts or TIFIA) may be referenced and described as unchanged. This information need not be resubmitted for the TIGER Discretionary Grant application but may be referenced as described above; website links to the materials are highly recommended. DOT recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments.

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an

active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make a TIGER grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make a TIGER grant, the Department may determine that the applicant is not qualified to receive a TIGER grant and use that determination as a basis for making a TIGER grant to another applicant.

4. Submission Dates and Times

i. Deadline

Applications must be submitted by 8:00 PM E.D.T. on October 16, 2017. The Grants.gov “Apply” function will open by September 7, 2017. The Department has determined that an application deadline fewer than 60 days after this notice is published is appropriate because this notice is substantially similar to previous years.

To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant’s organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized

Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

ii. Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

iii. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact TIGERgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";

- (3) The “Legal Business Name” for the applicant that was provided in the SF-424;
- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this Notice of funding opportunity; and (4) technical issues experienced with the applicant’s computer or information technology environment. After the Department reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate and award applications for TIGER Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. There are two categories of selection criteria, “Primary Selection Criteria” and “Secondary Selection Criteria.” Projects will also be evaluated for demonstrated project readiness, benefits and costs, and cost share.

i. Primary Selection Criteria:

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider any primary selection criterion more important than the others. The primary selection criteria, which will receive equal consideration, are:

a. Safety

The Department will assess the project's ability to foster a safe transportation system for the movement of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project's contribution to the elimination of highway/rail grade crossings, or the project's contribution to preventing unintended releases of hazardous materials.

b. State of Good Repair

The Department will assess whether and to what extent: (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; and (5) the project includes a plan to maintain the infrastructure in a state of good repair. The

Department will prioritize projects that ensure the good condition of infrastructure, including rural infrastructure, that support commerce and economic growth.

c. Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support national or regional economic competitiveness. Projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding.

d. Environmental Sustainability

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same

outcomes. The Department will assess the project's ability to: (i) reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii) provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

e. Quality of Life

The Department will consider the extent to which the project increases transportation choices for individuals to provide more freedom on transportation decisions and improves access to essential services for people in communities across the United States, particularly for rural communities. The Department will consider the extent to which the project improves connectivity for citizens to jobs, health care, and other critical destinations.

ii. Secondary Selection Criteria

a. Innovation

The Department will assess the use of innovative strategies to address the primary selection criteria. The Department particularly seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making TIGER award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the

detection, mitigation, and documentation of safety risks. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results.

DOT will also assess the extent to which the project uses innovative technology to significantly enhance the operational performance of the transportation system. Further, DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance. DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or to improve project delivery, including by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15).

DOT will also assess the extent to which the project incorporates innovations in transportation funding and finance and leverages both existing and new sources of funding or financing through both traditional and innovative means, including by using

private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

b. Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and/or private or nonprofit entities. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve national, regional, or metropolitan benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water infrastructure, and land use plans and policies or other public service efforts.

iii. Demonstrated Project Readiness

During application evaluation, the Department considers project readiness to assess the likelihood of successful project. The Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage

project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

The Department will consider the project's costs and benefits. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

v. Cost Sharing or Matching

The Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described in Section C.2. Additionally, the FY 2017 Appropriations Act directs the Department to prioritize projects that require a contribution of Federal funds to complete an overall financing package, and all projects can increase their competitiveness for purposes of the TIGER program by demonstrating significant non-Federal financial contributions. TIGER applications that include INFRA Grants program funding as part of a proposed financing package will be less competitive than those that do not.

DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions, especially those communities that are not routinely receiving and matching Federal funds. DOT recognizes certain communities with fewer financial resources may struggle to provide cost-share that exceeds the minimum requirements and

will, therefore, consider an applicant's broader fiscal constraints when evaluating non-Federal contributions.

This evaluation criterion is separate from the statutory cost share requirements for TIGER grants, which are described Section C.2. Those statutory requirements establish the minimum permissible non-Federal share; they do not define a competitive TIGER project.

vi. Additional Considerations

The FY 2017 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting TIGER projects.

2. Review and Selection Process

DOT reviews all eligible applications received before the deadline. The TIGER review and selection process consists of three phases: Technical Review, Tier Two Analysis consisting of project readiness and economic analysis, and Senior Review. A Control and Calibration Team ensures consistency across projects and appropriate documentation throughout the review and selection process. In the Technical Evaluation phase, teams comprising staff from the Office of the Secretary (OST) and modal administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Not Recommended based on how well the projects align with the selection criteria.

Tier 2 Analysis consists of (1) an Economic Analysis and (2) a Project Readiness Analysis. The Economic Analysis Team, comprising OST and modal administration economic staff, assess the potential benefits and costs of the proposed projects. The

Project Readiness Team, comprising Office of the Secretary Office of Policy (OST-P) and modal administration staff, evaluates the proposed project's technical and financial feasibility, potential risks and mitigation strategies, and project schedule, including the status of environmental approvals and readiness to proceed.

In the third review phase, the Senior Review Team, which includes senior leadership from OST and the modal administrations, considers all projects that were rated Acceptable, Recommended, or Highly Recommended and determines which projects to advance to the Secretary as Highly Rated. The Secretary selects from the Highly Rated projects for final awards.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/TIGER. Notice

of selection is not authorization to begin performance. Following that announcement, the relevant modal administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive TIGER Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a TIGER project administered by the FHWA, please see http://www.ops.fhwa.dot.gov/freight/infrastructureinfrastructure/tiger/fy2015_gr_exhbt/index.htm. For TIGER projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with TIGER Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with TIGER Discretionary Grant funds, other Federal funds, or non-Federal funds

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for TIGER Discretionary Grants funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the TIGER program.

ii. System Performance Reporting

Each applicant selected for TIGER Discretionary Grant funding must collect information and report on the project's observed performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes for an agreed-upon timeline, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the TIGER Discretionary Grants program are achieved. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the primary selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide TIGER Discretionary Grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient Integrity and
Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the TIGER Discretionary Grants program staff via e-mail at TIGERGrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/TIGER. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the TIGER Discretionary Grants selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

Issued On:

Elaine L. Chao

Secretary