

# Northwest Regional Transportation Planning Organization (NWRTPO)

## RTPO Technical/Policy Committee Meeting

Wednesday, October 10, 2018

10AM – 2PM

Eastern Navajo DOT Office  
Address ?, Crownpoint, NM

## AGENDA

- I. Call to Order and Introductions.....Jeff Irving, *NWRTPO Chair*
- II. Agenda – Review & Approval.....Jeff Irving
- III. Minutes of 9/12/18 – Review & Approval.....Jeff Irving

**ACTION ITEMS:** no policy actions this meeting

### DISCUSSION / PRESENTATION ITEMS:

- IV. NDOT Safety Presentation.....Colyan Begay, Larry Joe, Navajo DOT
- V. Call for Projects: PPF's, TAP/RTP/CMAQ Appls. Due Oct. 26.....Robert Kuipers
- VI. NWRTPO Regional Work Program Status Report.....Robert Kuipers
- VII. Reports, Updates & Announcements:
  - RTPO Report: Regional News & Updates.....Robert Kuipers
    - Oct. 17, 2018 – CDBG Implementation Workshop – Albuquerque
    - Oct. 24-26, 2018 – N.M. Infrastructure Conference – Isleta Resort
    - Statewide RTPO Quarterly Roundtable report – Sept. 27, Clovis, NM
    - Commence review of 5310 and 5311 Public Transportation Applications next month?
  - Local Member Issues, Reports & Updates.....NWRTPO Members
  - State DOT Reports
    - 1. Planning/Government-to-Government Unit (Neala Krueger)
    - 2. Tribal Liaison (Ron Shutiva)
    - 3. District 5 (District 5 Staff – Stephen Lopez)
    - 4. District 6 (District 6 Staff – JoAnn Garcia)
    - 5. Santa Fe Administration /Central Regional Division

**VIII. New Business/Open Floor – Members & Guests**

- No requests in advance of this meeting

**IX. Review Calendar & Announcements / Training & Funding Opportunities**

- FHWA Office of Planning, Environment & Realty / Human Environment Digest: week of 9/23
- Govt. to Govt. Updates: Week of 9/24/18 – emailed to members as they came out.
- AASHTO Publications Updates: weeks of 9/7, 9/21, 10/01 emailed as they came out
- NMDOT Central Regional Design Office Guidance for project development: sent to members 9/17/18
- NWRTPO Call for Projects: Emailed members reminders on 8/31 (*incl. schedule, PPF, TAP-RTP-CMAQ guidance*), TAP/RTP fillable application template emailed 9/18, TAP/RTP/CMAQ supporting resolution template emailed 9/26
- Federal Lands Access Program (FLAP): Guidance emailed to members 9/18 and 9/24
- TTAP Training Opportunities: emailed to Tribal members 9/21
- TC3 / P3 Training Website: a new resource that seems to feature training that can be partially custom designed around innovative approaches and creative alternatives (emailed last month – part of Sept. meeting package).

**X. Next Meetings**

- November 14: Milan Parks & Recreation, 409 Airport Road, Milan, N.M.
- December 12: Ramah Navajo Chapter, 434 BIA Rt. 125, Pine Hill, N.M.
- January 9: Cibola County Convention Center, 515 High Street, Grants, N.M.

**XI. Adjournment:**

- **Motion:**
- **2<sup>nd</sup>:**





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

**Agenda Item #IV: Navajo DOT Safety Presentation**

**Subject: Safety issues for Navajo Nation Roads**

**Prepared by: Colyan Begay / Larry Joe, Navajo DOT**

**Date: 10/10/18**

**BACKGROUND**

- **Why?** As host to this meeting, Navajo DOT staff will share some of their work around safety issues for Navajo Nation roads and transportation infrastructure.
- **Purpose.** Demonstrate the Navajo Nation's attention toward transportation safety, and engage RTPO members in discussion around safety issues and solutions.
- **Discussion/Finalization.** RTPO members will review what the Navajo Nation is doing to promote transportation safety, and consider / discuss - ideas / examples from our collective experience with safety issues, and successful countermeasures.

**CURRENT WORK**

- Some of our members will be submitting PPF's within the Safety section of the RTIPR – discussion today may provide innovative ideas for inclusion in their project proposals.

**ANTICIPATED WORK**

- Some RTPO members will submit safety projects for inclusion in the upcoming FFY2019 – 2020 RTIPR

**ATTACHMENTS**

- None

**BUDGET IMPACT**

- None.

**ACTION ITEM**

- N/A.



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

**Agenda Item V: NWRTPO FY19-20 Call for Projects**

**Subject: Biennial process for submitting new projects to the RTIPR**

**Prepared by: Robert Kuipers**

**Date: 2/7/18**

**BACKGROUND**

- **Why:** The NMDOT distributes federal funding for transportation maintenance and development to metropolitan and rural regions of the state. With limited funding available to rural areas, it is important to have a prioritized list of viable (qualified) projects for funding.
- **Purpose.** The NWRTPO undertakes a new Regional Transportation Improvement Program Recommendations (RTIPR) list of projects that qualify for federal funding in two year cycles.
- **Discussion/Finalization.** The NWRTPO will undertake this project qualification / prioritization process commencing in June, 2018 and completing in March, 2019 with an updated RTIPR.

**WORK TO DATE**

- An updated Call for Projects Guide has been developed to guide the NWRTPO members through the process for identifying qualified projects, and assessing their readiness for phased development, as well as competitiveness for funding.
- In previous cycles, the NWRTPO has trimmed its RTIPR from \$350 million, with many projects that did not qualify for federal funding, down to \$65 million, with all projects listed qualifying for federal funding through the state. The actual documented need for our three county region of New Mexico is cited at \$777 million.

**ANTICIPATED WORK**

- The NWRTPO commenced the RTIPR update in June of 2018. The process will run through March of 2019, with a) submission of Project Feasibility Forms (PFF) due July 31, which if approved as viable for federal \$, will follow with b) submission of Project Prospectus Forms (PPF) due Oct. 26 (replacing PIF's). c) For projects that compete for prioritization, the NWRTPO hears and scores presentations on project need and readiness from each jurisdictional representative at their December meeting. d) The NWRTPO then drafts the RTIPR update, and approve / authorize it in collaboration with the DOT Districts 2/13/19 at DOT-6. e) From there, each DOT District prioritizes projects from their participating RTPO's for the DOT District RTIP – referred to as the "Zipper" because it blends projects from several RTPO's – DOT Dist. 6 at 3/13/19 meeting; DOT Dist. 5 sometime thereafter.
- Once projects are cited in the DOT District RTIP, they are within 4-5 years of getting funded, or may need to be re-authorized by the RTPO and DOT District for future funding.

**ATTACHMENTS**

- PPF form, TAP/RTP Application, TAP/RTP Resolution, CMAQ Application, CMAQ Guide & supplementary guidance.
- FFY 19 – 20 NWNM Call for Transportation Projects Guide (and schedule) has already been distributed.

**BUDGET IMPACT**

- none

**ACTION ITEM**

- No action now. Members are working through their respective governments, to prepare Project Prospectus Forms and any related applications or supporting resolutions according to the Call for Projects schedule.



## **PROJECT PROSPECTUS FORM (PPF)**

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** Click here to type date
  2. **Is this project phased?** Yes / No **If phased:** Enter phase number and total # of phases
  3. **T/LPA Responsible Charge:** Enter entity name
  4. **Project Name:** Enter project name
  5. **Is the project on the ICIP?** Yes / No **If yes, year and priority #:** Year, priority # (if available)
  6. **Is the project in or consistent with any T/LPA planning documents?** Yes / No  
**If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.):** Enter document name and year
  7. **Is a related project in the STIP?** Yes / No **If yes, year(s):** Enter year(s) **Control #:** Enter CN
  8. **Is a related project on the MPO TIP/RTPO RTIPR?** Yes / No **If yes, which year(s):** Enter year(s)  
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*
- 
9. **T/LPA Person in Responsible Charge:** Click here to enter
  10. **Address:** Enter street address, city, state, and zip code
  11. **County:** Select a county
  12. **Phone:** Enter phone #
  13. **E-mail:** Enter email address
  14. **MPO or RTPO:** Select a MPO/RTPO
  15. **NMDOT District #:** Select a district
- 

### **Project Description**

**16. In the space below, please provide a narrative describing the Project, its Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

Enter a project description – this field will expand as needed, but please limit text to 200 words.

**17. Select the main project type:** Select the main project type.

List additional project types here: enter additional project types here.

## Project Details (fill out where applicable)

18. **Project Scope** This will be entered into the STIP and used for agreements, please be specific
19. **Route # (or Street) Name:** Enter route number or name      20. **Length (mi.):** Enter length in miles
21. **Begin mile post/intersection:** Enter begin point      22. **End mile post/intersect.:** Enter end point
23. **Google Maps link (see tutorial), or attach a map:** Enter shortened URL [goo.gl/maps/xxxx].
24. **Roadway FHWA Functional Classification(s):** Select a road type, or enter road types.
- 

## Funding Information

25. **Has a related project received Federal funding previously?** Yes / No If yes, which years? Enter year(s) **Which funding program(s)?** Enter program(s)

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

| Activity                      | Federal | Local*** | Tribal | Other |                      |
|-------------------------------|---------|----------|--------|-------|----------------------|
| 26. Preliminary Engineering*  |         |          |        |       |                      |
| 27. Utilities                 |         |          |        |       |                      |
| 28. Right-of-Way              |         |          |        |       |                      |
| 29. Construction Management** |         |          |        |       |                      |
| 30. Construction              |         |          |        |       | <b>Project Total</b> |
| <b>Totals</b>                 |         |          |        |       |                      |

\* 26. Preliminary Engineering total includes planning, environmental, and design.

\*\* 29. Construction management total includes observation and material testing.

\*\*\* Local funds can be used for match and to increase project total.

**Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.**

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

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## Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental\*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please include the date that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. **Clearances and/or Certifications:** List any/all, including the date completed, or when they were started

\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

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## Performance Measures

**Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries.** For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. **In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets**, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

Enter a project description – this field will expand as needed, but please limit text to 200 words.

## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

**NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).**

- 33.  **Economic Vitality:** Type explanation.
  - 34.  **Safety for Motorized and Non-motorized Users:** Type explanation.
  - 35.  **Security for Motorized and Non-motorized Users:** Type explanation.
  - 36.  **Accessibility and Mobility of People and Freight:** Type explanation.
  - 37.  **Environment, Energy Conservation, Quality of Life:** Type explanation.
  - 38.  **Integration and Connectivity:** Type explanation.
  - 39.  **System Management and Operation:** Type explanation.
  - 40.  **System Preservation:** Type explanation.
- 

## REQUIRED DISTRIBUTION

**The Applicant shall send a completed electronic version** to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

## GLOSSARY

**FAST Act:** *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

**NMDOT Planning Liaison:** NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

**ICIP:** *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

**MPO:** *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

**MTP:** *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

**NEPA:** *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

**RESPONSIBLE CHARGE:** A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

**RTIPR:** *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

**RTP:** *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

**RTP:** *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

**RTPO:** *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

**STIP:** *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

**TIP:** *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

**TLPA:** *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.





# ACTIVE TRANSPORTATION AND RECREATIONAL PROGRAMS

## APPLICATION

**INSTRUCTIONS:** Applicants are required to read through the New Mexico Active Transportation and Recreational Programs Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

### Introduction

As outlined in the guide, this application will be completed by entities applying for either Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds, and used by the statewide selection committees to score and rank projects submitted for TAP/RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall TAP/RTP processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

### Basic Project Information

A. Select which funding source applying for:

*If applying for RTP funding, select the project category from Appendix IV of the guide:*

B. Date of submittal:

C. Responsible Charge (Non-profits must partner with a governmental entity):

D. Project name:

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process?

F. Total amount of TAP/RTP funding requested. *Please separately indicate amounts for each year of the proposed project.*

|                       | TAP/RTP Funds | Matching Funds | Other Funds | Total |
|-----------------------|---------------|----------------|-------------|-------|
| <b>Project Year 1</b> |               |                |             |       |
| <b>Project Year 2</b> |               |                |             |       |
| <b>Project Year 3</b> |               |                |             |       |
| <b>Project Year 4</b> |               |                |             |       |

Please explain project phasing as necessary:

*G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.*

## **Scoring Factors**

Applications will be rated and ranked according to the following factors. See section 5D of the Guide for detailed explanations of each scoring factor.

### **1. Planning**

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

*In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.*

*Your responses are **limited to 1,000 characters** for each question below.*

### **2. Economic Vitality**

*Provide detailed information on how your eligible TAP/RTP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.*

### **3. Safety and Security**

*Please explain any safety issues you are trying to address and provide any available data. Describe how your eligible project will increase the safety and security of different user groups by making it safe for them to walk, bicycle, access public transit in their community or access recreational trails. Please cite and provide any supporting documents or studies.*

### **4. Accessibility and Mobility through Integration and Connectivity**

*Please describe how your eligible project will increase accessibility and mobility through integration and connectivity of transportation and recreation networks. Please cite and provide supporting documents or studies as necessary.*

**5. Protection and Enhancement of the Environment**

*A. Please provide information as to how your eligible project will promote environmental conservation. Please cite and provide any supporting documents or studies.*

*B. Please describe how your eligible project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.*

C. *Please explain how your eligible project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.*

**6. Efficient System Management and Operation**

*Please describe how your eligible project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP or RTP-funded improvement. Please cite and provide any supporting documents or studies.*

## **7. System Preservation**

*Please explain how your eligible project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.*

## **Application Submission**

Applicants must submit the following documents (as a single PDF) as part of the TAP and RTP application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- TAP/RTP Application Form
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix XI; alternatively, an official letter signed by the entity’s chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location

Any additional documentation in support of scoring factors, per the TAP/RTP per section 5D of the Guide.

## RESOLUTION OF SPONSORSHIP

### For a <name of funding program (RTP or TAP)> Application and Maintenance Commitment

Resolution No. \_\_\_\_\_

**A resolution declaring the eligibility and intent of the <name of sponsoring entity> to submit an application to the New Mexico Department of Transportation for Federal Fiscal Year 2018/2019 <name of funding program (RTP or TAP)> funds.**

**Whereas**, the <name of sponsoring agency>, New Mexico, has the legal authority to apply for, receive and administer federal funds; and,

**Whereas**, the <name of sponsoring agency>, is submitting an application for Federal Fiscal Year 2018/2019 (FFY18/19) New Mexico <name of funding program (RTP or TAP)> funds in the amount of \$\_\_\_\_,\_\_\_\_, as set forth by the Federal legislation, Fixing America's Surface Transportation (FAST) Act, and as outlined in the FFY 18/19 New Mexico TAP/RTP Guide; and,

**Whereas**, the <identify project(s)> named in the <name of funding program (RTP or TAP)> application are eligible project(s) under New Mexico <name of funding program (RTP or TAP)> and the FAST Act; and,

**Whereas**, the <name of sponsoring agency>, acknowledges availability of the required local match of 14.56% and the availability of funds to pay all costs up front, as <name of funding program (RTP or TAP)> is a cost reimbursement program; and,

**Whereas**, the <name of sponsoring agency>, agrees to pay any costs that exceed the project amount if the application is selected for funding; and,

**Whereas**, the <name of sponsoring agency>, agrees to maintain all project(s) constructed with <name of funding program (RTP or TAP)> funding for the useable life of the project(s);

**Now, therefore be it resolved by the governing body of the <name of sponsoring agency>, that:**

**1.** The <name of sponsoring agency>, authorizes <agency representative> to submit an application for FFY18/19 New Mexico <name of funding program (RTP or TAP)> funds in the amount of \$\_\_\_\_,\_\_\_\_ from the New Mexico Department of Transportation (NMDOT) on behalf of <name of sponsoring agency>.

**2.** That the <name of sponsoring agency>, assures the NMDOT that if <name of funding program (RTP or TAP)> funds are awarded, sufficient funding for the local match and for

upfront project costs are available, since <name of funding program (RTP or TAP)> is a reimbursement program, and that any costs exceeding the award amount will be paid for by <name of sponsoring agency>.

3. That the <name of sponsoring agency>, assures the NMDOT that if awarded <name of funding program (RTP or TAP)> funds, sufficient funding for the operation and maintenance of the <name of funding program (RTP or TAP)> project will be available for the life of the project.

4. That the <agency representative> of <name of sponsoring agency>, is authorized to enter into a Cooperative Project Agreement with the NMDOT for <name of funding program (RTP or TAP)> projects using these funds as set forth by the FAST Act on behalf of the citizens of <name of agency>. The <agency representative> is also authorized to submit additional information as may be required and act as the official representative of the <name of sponsoring agency> in this and subsequent related activities.

5. That the <name of sponsoring agency>, assures the NMDOT that the <name of sponsoring agency>, is willing and able to administer all activities associated with the proposed project.

**PASSED, ADOPTED, AND APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

<name of sponsoring agency>

\_\_\_\_\_  
<agency representative>, <title>

ATTEST:

\_\_\_\_\_  
<name>, <clerk or other appropriate entity staff>





# CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM APPLICATION

**INSTRUCTIONS:** Applicants are required to read through the New Mexico Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

## Introduction

As outlined in the guide, this application will be completed by entities applying for Congestion Mitigation and Air Quality (CMAQ) Non-Mandatory funds, and used by the statewide selection committees to score and rank projects submitted for CMAQ funding. The process is competitive and the highest scoring projects will be the first priority for funding.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall CMAQ processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

## Basic Project Information

- A. Date of submittal:
- B. Responsible Charge (Non-profits must partner with a governmental entity):
- C. Project name:
- D. If located within an RTPO, was the project recommended by the District Representative via the PFF process?
- E. Total amount of CMAQ funding requested. *Please separately indicate amounts for each year of the proposed project:*

|  | CMAQ Funds | Matching Funds | Other Funds | Total |
|--|------------|----------------|-------------|-------|
| <b>Project Year 1</b>                        |            |                |             |       |
| <b>Project Year 2</b>                        |            |                |             |       |
| <b>Project Year 3</b>                        |            |                |             |       |
| <b>Project Year 4</b>                        |            |                |             |       |
| Please explain project phasing as necessary: |            |                |             |       |

- G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.

## Scoring Factors

Applications will be rated and ranked according to the following factors. See *section 5D of the Guide* for detailed explanations of each scoring factor.

### 1. Planning

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

*In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.*

*Your responses are **limited to 1,000 characters** for each question below.*

### 2. Economic Vitality

*Provide detailed information on how your eligible CMAQ project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.*

### **3. Safety and Security**

*Please explain any safety issues you are trying to address and provide any available data. Describe how your eligible project will increase the safety and security of different user groups by making it safe for them to walk, bicycle, access public transit in their community or access recreational trails. Please cite and provide any supporting documents or studies.*

### **4. Accessibility and Mobility through Integration and Connectivity**

*Please describe how your eligible project will increase accessibility and mobility through integration and connectivity of transportation and recreation networks. Please cite and provide supporting documents or studies as necessary.*

### **5. Protection and Enhancement of the Environment**

*A. Please provide information as to how your eligible project will promote environmental conservation. Please cite and provide any supporting documents or studies.*

*B. Please describe how your eligible project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.*

- C. *Please explain how your eligible project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.*

**6. Efficient System Management and Operation**

*Please describe how your eligible project will promote efficient system management and operation, particularly with regard to the maintenance of the CMAQ-funded improvement. Please cite and provide any supporting documents or studies.*

**7. System Preservation**

*Please explain how your eligible project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.*

### **Application Submission**

Applicants must submit the following documents (as a single PDF) as part of the CMAQ application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- CMAQ Application Form (this form)
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix VII; alternatively, an official letter signed by the entity’s chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location
- All proposed projects that include steel or iron must comply with Buy America requirements; waivers are not allowed. The applicant must demonstrate ability to comply with the requirements within the application.
- Any additional documentation in support of scoring factors, per the CMAQ per section 5D of the Guide.



# **Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program Guide**

**For projects beginning in Federal Fiscal Year 2020 plus**

DRAFT

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## 1. Introduction and Goals

The Congestion Mitigation and Air Quality Improvement program (CMAQ) is a Federal Aid Highway Program (FAHP) funding source administered by the Statewide Planning Bureau (SPB) at the New Mexico Department of Transportation (NMDOT). This program guide details the process Tribal and Local Public Agencies (T/LPAs) must follow to apply for CMAQ funds for projects considered eligible (see Section 2 for a detailed list of eligible and ineligible projects). All T/LPAs receiving federal aid highway program funding must fulfill specific requirements to successfully complete their project. T/LPAs wishing to pursue CMAQ funding must consult the T/LPA Handbook prior to applying for funds in order to fully understand the requirements. A current copy of the T/LPA Handbook can be found here:

[http://dot.state.nm.us/content/dam/nmdot/Local Government Agreement Unit/TLGA HANDBOOK.pdf](http://dot.state.nm.us/content/dam/nmdot/Local%20Government%20Agreement%20Unit/TLGA%20HANDBOOK.pdf)

Beginning with the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 through the most recent law, Fixing America's Surface Transportation Act or "FAST Act," signed on December 4, 2015, the NMDOT receives federal funds to administer a variety of programs, including the CMAQ program. The CMAQ program provides a flexible funding source to the State and T/LPAs for transportation projects and programs that help meet the requirements of the Clean Air Act. **Mandatory CMAQ** funding is made available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (for nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Currently, El Paso Metropolitan Planning Organization (EPMPO) is the only recipient of mandatory CMAQ funds for a portion of southern Dona Ana County that is in non-attainment. **Non-mandatory CMAQ** funding is administered by NMDOT and is available statewide for projects and programs that improve air quality and reduce congestion.

This program guide outlines the process for applying for funds from the NMDOT **non-mandatory CMAQ** apportionment.

NMDOT administers CMAQ on behalf of the Federal Highway Administration (FHWA). Pursuant to the FAST Act, transportation projects that fall into one of the following three broad categories are eligible for CMAQ funding.

1. Projects that reduce the number of vehicle trips and/or vehicle miles traveled (VMT);
2. Projects that reduce emissions related to traffic congestion; and/or
3. Projects that reduce the per mile rate of vehicle emissions through improved vehicle and fuel technologies.

For a more detailed description of eligible activities, please refer to Section 2.

This call is for eligible projects beginning in Federal Fiscal Year (FFY) 2020 or 2021. Applicants should identify the desired years for their proposed projects. As NMDOT reviews, scores and

programs projects, it may seek to adjust funding years in order to accommodate anticipated project timeline delays and/or support the highest ranking applications. Proposed changes to funding years will be discussed with applicants prior to awarding funds.

## 2. Eligible Projects

Below is the list of eligible projects under NMDOT's administration of the non-mandatory CMAQ program<sup>1</sup>. Please note that the list of eligible projects below reflects the program and administrative decisions of NMDOT. It does not include all of the eligible projects listed in the FHWA CMAQ guidance. Applications for NMDOT CMAQ funds must fall within the identified subset of NMDOT eligible projects.

Per federal requirements, NMDOT can transfer up to 50% of the total state CMAQ apportionment (mandatory and non-mandatory) to other non-FHWA agencies within the US Department of Transportation (e.g. the Federal Transit Authority) for administration of projects. This limitation can affect the number and amounts of transit projects that can be funded thus this factor will be taken into consideration during application review and selection.

***Note: all proposed projects that include steel or iron must comply with Buy America requirements; waivers are not allowed. The applicant must demonstrate ability to comply with the requirements within the application.***

### Eligible Projects include:

- Diesel engine retrofits and/or full vehicle replacement.
- Intelligent Transportation Systems, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Vanpools (includes marketing and vehicle purchase); limited to 5 years.
- Locomotive retrofit and the acquisition of clean locomotives.
- Construction of roundabouts, High Occupancy Vehicle (HOV) lanes, left-turn or other managed lanes.
- Secure bicycle storage facilities and other facilities, including bicycle lanes for the convenience and protection of bicyclists in public areas.
- New or rehabilitation of existing transit facilities (e.g., lines, stations, terminals, transfer facilities) if associated with new or enhanced public transit, passenger rail, or other similar services that will increase transit service capacity.
- New transit vehicles (bus, rail, or van) to expand public fleet or replace existing vehicles.

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<sup>1</sup> The U.S. Federal Highway Administration (FHWA) guidance for CMAQ under MAP-21 is available here:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/).

- Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices for public vehicles, are eligible if certified or verified by the Environmental Protection Agency (EPA).
- Advanced signal and communications systems for transit.
- Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program.
- Operating assistance to introduce new transit service or expand existing transit service is eligible.
- Non-construction outreach related to safe bicycle use.
- Fringe parking associated with activities such as transit, vanpools and rideshare that reduce SOV travel.
- Traffic calming measures to reduce Single Occupancy Vehicle (SOV) travel or emissions.
- Activities that promote new or existing services including marketing, outreach, and public education efforts that help forward less-polluting transportation options.
- Demonstration transportation projects expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors, but does not have supporting data in emission reductions. Additional agreement and reporting requirements apply to demonstration projects.
- Publicly owned fueling facilities and other infrastructure. Fueling facilities may dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel, or provide recharging for electric vehicles.
- Purchase of publicly-owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others.
- Costs associated with converting public fleets to run on alternative fuels.
- Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine-not standard fleet turnover.

### 3. Program Information

#### A. What is CMAQ?

##### Background

CMAQ was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and reauthorized under every successive transportation bill up to and including the FAST Act in 2015. FHWA implemented the CMAQ program to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. The CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. In New Mexico, NMDOT administers the non-mandatory CMAQ program.

## Funding

Each year, NMDOT receives approximately \$XX million in CMAQ non-mandatory funds to support projects that improve air quality and reduce congestion. For each year of this call (project starting in FFY20 or FFY21), NMDOT expects the annual apportionment to be static. NMDOT maintains latitude in programming CMAQ non-mandatory funds for projects it deems best fulfill the goals of the program.

## Funding Requirements

T/LPAs wanting to pursue CMAQ funding should first consult the T/LPA Handbook to understand the specific requirements needed to successfully complete a project prior to submitting an application. A current copy of the T/LPA Handbook can be found on the NMDOT Statewide Planning Bureau website. Phasing and Agreement Requirements here: <http://dot.state.nm.us/content/nmdot/en/Planning.html>

Applications for projects that do not involve design or construction, such as educational programs, or other “non-infrastructure” activities, may be submitted for FFY2020 funding. These types of projects typically do not require design phases or all the certifications required for a typical infrastructure project. Agreements for these projects will typically be handled directly by the CMAQ Program Coordinator at NMDOT.

Agreements for projects that involve infrastructure design and/or construction are overseen by NMDOT’s Project Oversight Division (POD) and follow the NMDOT T/LPA agreement process in coordination with the appropriate NMDOT Regional Design Center. Infrastructure projects require separate agreements for a design phase and a construction phase in separate Federal fiscal years (FFYs).

Alternatively, some projects may be further along in the project development process and may be eligible for construction funding only. **Any project application for construction funds only must receive prior approval from the appropriate Regional Design Center.** Often, these projects previously received Federal funds for the design phase of the project and therefore were designed to the required standards. Prior approval from the appropriate Regional Design Center ensures projects are compliant with NMDOT standards and are ready to move to construction.

Detailed project schedules are required for all awarded projects before a project agreement is developed, as described in the forthcoming update to the NMDOT T/LPA Handbook. The NMDOT T/LPA Handbook has more information on planning, design, certification, and construction requirements (see Appendix II).

### A. Who can Apply for Funding?

The following entities are considered eligible responsible charges for CMAQ funds:

- local governments;
- regional transportation authorities;
- transit agencies;
- public school districts;

- state agencies;
- tribal governments; and
- any other local or regional governmental entity.

The following entities are ***not*** considered eligible responsible charges for CMAQ funds:

- Non-profits as direct grant recipients of the funds (non-profits are eligible to partner with any eligible entity on an eligible CMAQ project);
- MPOs and RTPOs ( these entities may partner with an eligible entity to carry out a project, if the eligible entity is the responsible charge); and
- High-risk entities, determined at NMDOT's discretion, even if they are otherwise eligible. High-risk entities are defined by financial risk or historical lack of capacity to manage Federally-funded projects.

All entities that receive federal funds must be in compliance with Federal and NMDOT Construction and Civil Rights Bureau (CCRB) requirements for Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). Compliance consists of having a current and approved Title VI Plan on file with NMDOT CCRB and having an approved ADA Transition Plan (or exemption) on file with NMDOT CCRB. Tribal governments are exempt from these requirements. Evaluation of a LPA's compliance status for both requirements will occur during the project application review process, approximately November 30, 2018—April 2019.

#### **A. What is the Match Requirement?**

CMAQ requires a match from the T/LPA responsible charge of 14.56% of the *total project cost*. Tribal entities may use Tribal Transportation Program (TTP) funds for their local match.

#### **B. How will my Agency Receive Funds?**

CMAQ is a cost-reimbursement program. If a T/LPA's application is selected for funding, the T/LPA will enter into an agreement with NMDOT and serve as the responsible charge. As the responsible charge, the entity is responsible for paying all costs up front and requesting reimbursement from NMDOT by submitting (at least) quarterly invoices and proof of payment. The responsible charge submits reimbursement requests to NMDOT for 100% of the costs incurred and are reimbursed at the rate of 85.44%; the remaining 14.56% represents the match requirement.

All costs submitted for reimbursement are subject to Federal and State eligibility requirements.

Any work completed before NMDOT issues a Notice to Proceed is not eligible for reimbursement. For example, the responsible charge cannot be reimbursed for costs associated with completing an application or for engineering/design work completed before the responsible charge receives a Notice to Proceed. ***Additionally, the responsible charge is responsible for any costs exceeding the Federal award amount.***

### C. How Long are Funds Available?

The official project term (that is, the period of time during which eligible project costs and activities are reimbursable) is spelled out in the Cooperative Project Agreement. Cooperative Project Agreements generally anticipate two years for each phase of a project; if a project exceeds this timeframe, NMDOT will require an amendment to the existing agreement so long as the responsible charge can demonstrate substantial progress has been made on the project. Further, the obligation of construction funds is contingent upon completion of the design phase of a project; therefore, entities must complete the design phase within the designated timeframe in order for NMDOT to obligate construction funds in the federal fiscal year in which the funds are programmed.

### D. What are the Funding Limitations?

Infrastructure projects seeking funds through the statewide process must be a minimum of \$500,000 in total costs. Non-infrastructure projects do not have a minimum required amount.

### E. Other Considerations

CMAQ funds are Federal-Aid Highway Program (FAHP) funds and must be expended in accordance with all applicable Federal, State, and local regulations. ***Applicants are advised that compliance with Federal and State regulations requires a significant commitment of time and resources on the part of the applicant/responsible charge.***

Applicants are encouraged to consider the following questions prior to submitting an application for CMAQ funding:

- Does your agency have the necessary staff to administer the project and funding?
- Does your agency have the funding to pay all costs upfront before seeking reimbursement?
- Does your agency have the funding to pay the match requirement and support any costs that cannot be reimbursed?
- Has your project management staff attended any trainings relating to FAHP project oversight and administration? Applicants are ***strongly encouraged*** to attend NMDOT's T/LPA Handbook training. National Highway Institute (NHI) courses such as Federal-Aid Highways 101, Highway Program Funding, etc. are also highly recommended for potential applicants.

Projects must comply with all applicable Federal and State requirements from project design through implementation/construction, administration, and close-out. NMDOT will inform MPO/RTPO staff when and where the aforementioned trainings will take place. Finally, NMDOT will require all recipients of CMAQ non-mandatory funds to submit a reporting analysis at the conclusion of their project to detail impacts on emissions reduction and congestion mitigation. NMDOT will provide guidance on the format and base assumptions to be used in this analysis.

## 4. Application Process and Project Selection

### A. What are the timelines and deadlines for applications and selected projects?

All applicants must coordinate with and submit their applications to the appropriate MPO or RTPO based on a project's physical location and applying agency. Appendix VIII provides a map and contact information for all the MPOs and RTPOs in New Mexico.

Below is a summary of the project application process for RTPOs. Please note that MPOs may conduct a different feasibility process than described. **Smaller MPOs are highly encouraged to utilize the following feasibility process.**

1. After NMDOT opens the call for applications, MPOs and RTPOs will distribute this Guide and provide an application schedule for their region.
2. An entity interested in applying for funds must first request a Project Feasibility Form (PFF) from their MPO/RTPO. The PFF must be filled out by the applicant and returned to the MPO/RTPO planner before the PFF deadline set by the MPO/RTPO.
3. The MPO/RTPO planner schedules a PFF meeting to be attended by the project's responsible charge, the MPO/RTPO planner, appropriate NMDOT staff (District staff, Planning Liaison, Environmental staff, etc.), and potentially others involved in the project. If a project is deemed feasible at the PFF meeting, the District representative will sign off on the PFF. Once an entity has an approved PFF, they can begin preparing their application packet, as itemized below.
4. Projects located in RTPO areas should be included on the RTPO's Regional Transportation Improvement Program Recommendations (RTIPR) according to the RTPO's adopted procedures.
5. Complete application packets must be submitted to the appropriate MPO/RTPO before the specific application deadline set by the MPO/RTPO.

Below is a summary of funding cycle deadlines (for projects beginning in FFY2020 or later) and activities from the opening of the call for projects through finalization of the 2020-2025 STIP. Agreements for "non-infrastructure" projects will be administered by the NMDOT CMAQ Program Coordinator; if awarded funds, these entities will not need to submit Agreement Request Forms (ARFs) as described below.



CMAQ Funding Cycle Timeline for projects beginning in FFY2020 and Beyond (Critical deadlines are in bold.)

| Month    | Year      | Activity  |
|----------|-----------|---|
| July-Nov | 2018      | Call for projects issued  |
| July-Aug | 2018      | <p>PFFs due to RTPO planner (or to MPO planner if MPO is using PFF process); RTPO planner (and MPO planner if MPO is using PFF process) sets own deadline for receiving PFFs</p> <p>RTPO (or MPO) planner schedules PFF meetings with RTPO (or MPO)/NMDOT liaison/District/Enviro/NMDOT TLPA Coordinator/responsible charge</p> <p>MPO planner screens all potential applicants for feasibility, phasing, etc. (if not using PFF process)</p> <p>RTPO/MPO planners set own deadline for completing PFF meetings (or MPO-specific feasibility screening process)</p> <p>Projects in RTPO areas whose PFF is signed off on by the appropriate District representative at the PFF meeting must be included in the RTPO's RTIPR</p> |
| Aug-Oct  | 2018      | <p>Responsible charge completes application</p> <p>Complete applications due to MPO/RTPO planner according to deadline set by MPO/RTPO</p>  |
| Nov      | 2018      | MPO/RTPO planner vets applications for completeness   |
| Nov 30   | 2018      | <p>Deadline for MPO/RTPO planners to submit complete applications to NMDOT CMAQ Program Coordinator</p> <p>Late or incomplete applications will not be accepted.</p>  |
| Dec-Jan  | 2018-2019 | CMAQ Program Coordinator reviews applications for completeness and prepares packages for CMAQ Selection Committee   |
| Feb      | 2019      | CMAQ Selection Committee rates, ranks, and selects projects   |
| March    | 2019      | NMDOT sends award letters and award forms Entities must sign and return the form to confirm acceptance of federal funding and commitment to the required local match.   |

| Month     | Year | Activity   |
|-----------|------|--|
| Mar-April | 2019 | Projects added to MPO TIPs and STIP Preview (out for public review concurrently)   |
| April     | 2019 | All non-NMDOT entities receiving CMAQ funds will be required to attend an orientation webinar outlining critical deadlines and processes |
| May       | 2019 | TIPs adopted by MPO policy boards  |
| June      | 2019 | 3 <sup>rd</sup> Thurs of month, State Transportation Commission (STC) meets, reviews 2020-2025 STIP Preview                              |
| July      | 2019 | 3 <sup>rd</sup> Thurs of month, STC meets, potentially adopts baseline 2020-2025 STIP  |
| Aug       | 2019 | FHWA has 30 days from second STC meeting to approve STIP   |
| Oct 1     | 2019 | 2020-2025 STIP becomes active  |

### B. What Needs to be Included with the Application?

Applicants must submit the following documents (as a single PDF) as part of the CMAQ application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I (MPOs that conduct a different process for determining feasibility do not need to include a signed PFF)
- Project Prospectus Form (PPF) – see Appendix I
- CMAQ Application Form – see Appendix I
- Resolution of Sponsorship indicating 1) proof of match, 2) budget to pay all project costs up front (funding is by reimbursement), and 3) acknowledgement of maintenance responsibility – see Appendix VII; alternatively, an official letter signed by the entity’s chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not located entirely within the jurisdiction of the responsible charge. The letter(s) must also address which entity will take on the maintenance responsibility of the proposed project.
- Any additional documentation in support of scoring factors.

MPO/RTPO planners are responsible for submitting complete application packages to NMDOT no later than close of business (COB) on November 30, 2018. Applications packets must be submitted as single PDF documents and must be uploaded to NMDOT’s FTP site. Emailed, faxed, or mailed submissions will not be accepted. Late or incomplete applications will also not be accepted.

### C. How are Applications Selected?

Application packages submitted to the NMDOT will be rated and ranked by a selection committee in a statewide competitive process. Scoring factors and point criteria are detailed below. Higher ranked projects are more likely to receive funding. However, funding is limited by the total CMAQ allocations. At its discretion, the CMAQ selection committee may adjust the projects selected in an effort to program funds in a geographically equitable manner.

After projects are selected, the NMDOT CMAQ coordinator will send out award letters to the responsible charge for the selected projects. Applicants whose projects were not selected will be notified as well. The NMDOT CMAQ coordinator will ensure that selected projects are programmed into the metropolitan TIPs (for MPO projects) and the STIP.

Non-NMDOT recipients of CMAQ funds are required to attend an orientation workshop, which will outline the critical deadlines and processes for their projects.

### D. Application Scoring Factors

Applications will be evaluated according to screening and evaluation criteria. **Screening Criteria** will be used to determine if a proposed project is an eligible candidate. Projects which do not satisfy all of the screening criteria will not be evaluated any further. **Evaluation Criteria** will be used to assess the relative merits of each project to determine what its score/priority ranking should be.

Please answer each of the following questions (for both the *Screening* and *Evaluation Criteria* sections) unless otherwise noted below. Responses should provide reviewers with a thorough overview of the project's scope and impact. The CMAQ non-mandatory review committee considers the following criteria in the broader context of emissions reduction and cost-effectiveness to help fulfill the goals of the Clean Air Act.

#### Screening Criteria

The **screening criteria** are divided into three categories. Proposed projects must meet all of these screening criteria in order to move to the next phase of review.

##### 1. Project Eligibility

A. Proposed project is eligible for CMAQ funds per guidelines in the Federal Register Vol. 73, No. 203. CMAQ Program Coordinator will review for eligibility but applicant should familiarize themselves with the guidelines prior to submission.

B. Project applicant is a city, county, tribal government, transit operator or other public transportation agency, or NMDOT District office

##### 2. Planning Consistency

A. Project is included in or is consistent with the goals and policies of an adopted Statewide, Metropolitan or Regional Transportation Plan. Please reference and provide copies of *appropriate* plan pages where the project appears or is consistent with. **Do not include entire plan.**

B. Project is included in or consistent with other state, local or regional plans. Please reference and provide copies of *appropriate* plan pages where the project appears or is consistent with. **Do not include entire plan.**

### **3. Financial Feasibility**

A. Recipient of funds must have the financial capacity to complete, operate and maintain the project. NMDOT will review audited financial statements and other pertinent public documents to make a determination about financial capacity.

B. Funds required from other sources (for local match) must be reasonably expected to be available. Please include documentation of commitment to the local match requirement. Please reference the CMAQ Program Guide, Appendix VII for a sample “resolution of sponsorship.”

C. Project can be implemented within Federal delivery requirements. Describe the proposed programming timeline for completion of the project.

### **Selection Criteria**

There are eight **selection criteria** to be used in evaluating projects that meet the above **screening criteria**. Projects will be evaluated by committee for each criterion to determine the degree to which they accomplish the stated goal or purpose. Please provide, clear, concise narrative responses to how the proposed project addresses the following, providing supporting documents or studies as necessary:

#### **1. Improves Mobility (any mode)**

Please describe how your eligible project will increase accessibility and mobility for any mode of transportation.

#### **2. Improves Air Quality**

Please explain clearly how this project will improve air quality through a reduction in congestion and/or vehicle emissions. Applicants may include an estimated air quality impact analysis of their own design but should clearly articulate assumptions so that reviewers can understand how estimated impacts were arrived at.

#### **3. Has Inter-Modal Elements**

Please describe how your eligible project will increase accessibility and mobility through the integration and connectivity of transportation networks.

#### **4. Priority Project**

For applicants submitting multiple projects for funding, please provide the priority ranking for each project within either the MPO’s prioritized projects list or the RTPO’s RTIPR.

## 5. Project Readiness

Please provide information regarding any advance work that the applicant has undertaken in support of this project. This could include anything from design work to public meetings, discussions with adjacent property owners or other similar activities that lay the groundwork for a successful project.

## 6. Safety and Security

Please explain any safety issues you are trying to address and provide any available data. Describe how your eligible project will increase the safety and security of different user groups by making it safer for them to walk, bicycle, and/or access public transit.

## 7. Economic Vitality

Please provide detailed information on how your eligible project will benefit local, regional, and/or state economic development efforts. If this project is within a New Mexico Main Street community, provide information verifying coordination with program managers and consistency with any approved plans.

## 8. System Preservation

Please explain how your eligible project will enhance, preserve, or offer an adaptive reuse of existing infrastructure.

### Additional Documentation

Each project should include a detailed breakdown of the project budget. Submit a separate application and budget for each project or stand-alone segment for which you are willing to accept funding.

All proposed projects that include steel or iron must comply with Buy America requirements; waivers are not allowed. The applicant must **demonstrate ability** to comply with the requirements within the application.

### Point Deductions- Inactive Projects

For each inactive Federal Aid project for which an entity is the responsible charge, **five (5) points shall be deducted** from the proposed project. An inactive project is a Federal Aid project for which no expenditures have been charged against federal funds during the past nine months. Evaluation of project inactivity will occur during the project application review process, approximately November 30, 2018—April 2019.

## E. Application Scoring Matrix

| Selection Criteria              | Possible Points |
|---------------------------------|-----------------|
| 1. Improves Mobility (any mode) | 20              |
| 2. Improves Air Quality         | 15              |
| 3. Has Inter-modal Elements     | 15              |
| 4. Priority Projects            | 10              |
| 5. Project Readiness            | 10              |
| 6. Safety and Security          | 10              |
| 7. Economic Vitality            | 10              |
| 8. System Preservation          | 10              |
| TOTAL                           | 100             |

## F. Best Practices and Feedback for Applicants

The following is a list of general attributes of higher-scoring and lower-scoring applications from previous TAP and RTP funding cycles, which also apply to CMAQ applications. It is intended to aid entities in ensuring that their application is as strong as it can be.

### Attributes of Higher-Scoring Applications:

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

### Attributes of Lower-Scoring Applications:

- Project did not appear in planning documents; or, supporting documentation was insufficient or not provided.
- Application did not include supporting documentation for many of the narrative questions on the application, receiving minimal or no points for each question.
- Application demonstrated a minimal understanding of questions or did not effectively explain how the project contributed to the goals of each scoring factor.
- Application did not include responses to all questions on TAP/RTP application.
- Application was not edited, and included spelling and grammatical errors.

The competitive process is not intended to evaluate the *inherent* merit of a particular project, but rather to be a forum for entities to *demonstrate* the merit of their project. **All prospective projects have merits**, particularly to their local residents. The competitive process provides a mechanism for selecting projects given limited funding.

Finally, when projects are included in planning documents or studies, it demonstrates community support for that project, and shows how a project helps meet the goals of a community or region. Adopted plans go through robust public involvement processes, and are formally adopted by

councils, commissions, or agencies. To provide the greatest benefit to communities, as well as to help ensure successful projects, NMDOT's goal is to fund projects that meet local needs and desires and that have broad community support.

## 6. Appendices

### I. Forms

To apply for CMAQ funds, eligible entities must complete the NMDOT Project Prospectus Form (PPF) and then the CMAQ Application Form. Projects located in an RTPO area must also include a Project Feasibility Form (PFF) signed by the appropriate NMDOT District representative.

Editable, electronic versions of these forms are available from the NMDOT website, as indicated below. Once applications are complete, please submit materials to your MPO/RTPO planner as a single PDF document.

Project Feasibility Form (PFF)

[http://dot.state.nm.us/content/dam/nmdot/planning/RTPO\\_PFF.docx](http://dot.state.nm.us/content/dam/nmdot/planning/RTPO_PFF.docx)

Project Prospectus Form (PPF)

[http://dot.state.nm.us/content/dam/nmdot/planning/ActiveProg/NMDOT\\_PPF.docx](http://dot.state.nm.us/content/dam/nmdot/planning/ActiveProg/NMDOT_PPF.docx)

CMAQ Application Form

[http://dot.state.nm.us/content/dam/nmdot/planning/CMAQ\\_Application.pdf](http://dot.state.nm.us/content/dam/nmdot/planning/CMAQ_Application.pdf)

### II. NMDOT Resources

Tribal/Local Public Agency (T/LPA) Handbook

<http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/TLPA-HANDBOOK.PDF>

Right-of-Way (ROW) Handbook

[http://dot.state.nm.us/content/dam/nmdot/Infrastructure/ROW\\_Handbook.pdf](http://dot.state.nm.us/content/dam/nmdot/Infrastructure/ROW_Handbook.pdf)

### III. Sample Programmatic Boilerplate Agreement

Agreements for non-infrastructure, programmatic projects such as public education and outreach activities or training for transportation workforce, will be handled directly by the program-specific coordinator at NMDOT. A sample boilerplate programmatic Grant Agreement is linked below. Please be aware the Grant Agreements change from time to time, and the agreement your entity receives may vary from this boilerplate.

Sample Grant Agreement

[http://dot.state.nm.us/content/dam/nmdot/planning/TAP-RTP\\_Sample\\_Programmatic\\_Agreement.pdf](http://dot.state.nm.us/content/dam/nmdot/planning/TAP-RTP_Sample_Programmatic_Agreement.pdf)

#### **IV. Sample Design/Construction Boilerplate Agreement**

Agreements for infrastructure projects that have separate phases for design and construction, will be handled by NMDOT's Project Oversight Division (POD). These projects may use the boilerplate agreements linked below. These boilerplate agreements are meant for sample purposes only and are subject to change.

Sample Cooperative Project Agreement – Design

[http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016\\_Design\\_Agreement.pdf](http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016_Design_Agreement.pdf)

Sample Cooperative Project Agreement – Construction

[http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016\\_Construction\\_Agreement.pdf](http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016_Construction_Agreement.pdf)

#### **VI. State and Federal Requirements and Guidelines**

FHWA Congestion Mitigation and Air Quality Improvement Program:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/)

FAST Act CMAQ Fact Sheet: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

#### **VII. New Mexico MainStreet Program**

If your proposed CMAQ non-mandatory project is located in a community with any of the three following designations, you are required to coordinate with the NM MainStreet Program on project development.

- NM MainStreet Communities
- State-Authorized Arts and Cultural Districts
- Frontier Communities

Please review the map linked below to see whether your project is within one of these communities. If so, please contact Rich Williams, Director of NM MainStreet at: [rich.williams@state.nm.us](mailto:rich.williams@state.nm.us) or 505-827-0168.

The following link has up-to-date information: <http://gonm.biz/community-development/mainstreet-program/>

#### **NM MainStreet Program Map**

<http://nmmainstreet.org/communityDirectoryMap.php>

#### **VIII. Sample Resolution of Sponsorship**

Applicants may reference the sample Resolution of Sponsorship linked below. If an entity opts to submit an official letter (from and signed by the appropriate official) in lieu of the Resolution of Sponsorship, the letter must include the same information as this sample Resolution of Sponsorship.

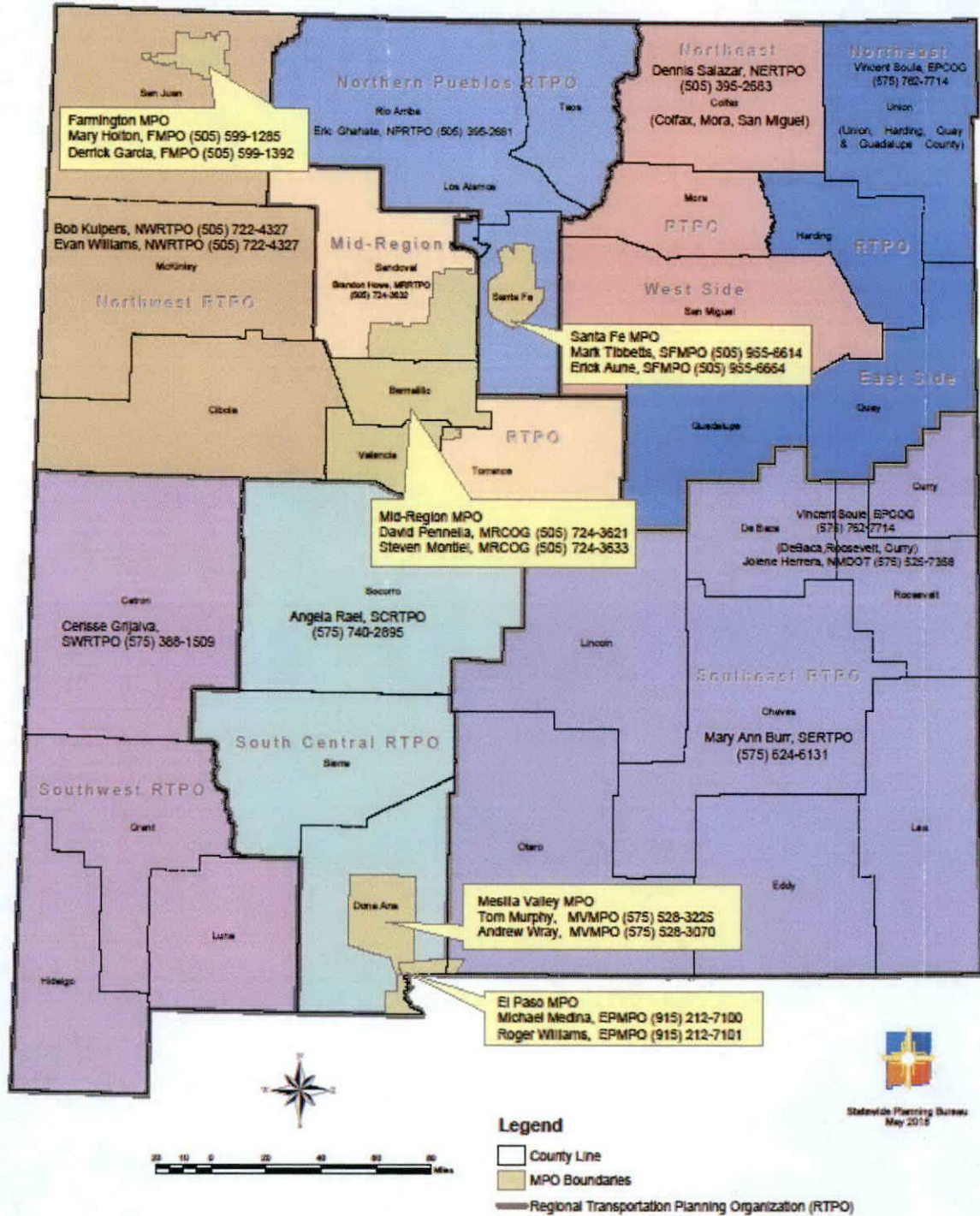
Sample Resolution of Sponsorship

[http://dot.state.nm.us/content/dam/nmdot/planning/TAP-RTP\\_Sample\\_Resolution.pdf](http://dot.state.nm.us/content/dam/nmdot/planning/TAP-RTP_Sample_Resolution.pdf)



IX. MPO and RTPO Contact Information

**2018 Statewide Planner Areas  
Metropolitan and Regional Transportation Planning Organizations**



## X. NMDOT District Offices and Regional Design Centers

### **District 1:**

2912 E. Pine St.  
Deming, NM 88030  
Main: (575) 544-6530

### **District 2:**

4505 W. Second St.  
Roswell, NM 88201  
Mailing Address:  
P.O. Box 1457  
Roswell, NM 88202  
Main: (575) 637-7200

### **District 3:**

7500 Pan American Blvd.  
Albuquerque, NM 87199  
Mailing Address:  
P.O. Box 91750  
Albuquerque, NM 87199  
Main: (505) 798-6600

### **District 4:**

South Highway 85  
Las Vegas, NM 87701  
Mailing Address:  
P.O. Box 10  
Las Vegas, NM 87701  
Main: (505) 454-3600

### **District 5:**

7315 Cerrillos Rd.  
Santa Fe, NM 87502  
Mailing Address:  
P.O. Box 4127  
Santa Fe, NM 87502  
Main: (505) 476-4100

### **District 6:**

1919 Piñon Dr.  
Milan, NM 87021  
Mailing Address:  
P.O. Box 2160  
Milan, NM 87021  
Main: (505) 285-3200

### **North Regional Design Center (D4 & D5):**

1120 Cerrillos Rd.  
Room 225  
Santa Fe, NM 87504  
T/LPA Coordinator:  
Brad Fisher,  
(505) 827-5396  
[bradleyf.fisher@state.nm.us](mailto:bradleyf.fisher@state.nm.us)

### **Central Regional Design Center (D3 & D6):**

7500 Pan American Freeway NE  
Albuquerque, NM 87109  
T/LPA Coordinator  
Luke Smith,  
(505) 373-7411  
[Luke.Smith@state.nm.us](mailto:Luke.Smith@state.nm.us)

### **South Regional Design Center (D1 & D2):**

750 N. Solano Dr.  
Las Cruces, NM 88001  
T/LPA Coordinator:  
Judith Gallardo  
(575)323-4242  
[Judith.Gallardo@state.nm.us](mailto:Judith.Gallardo@state.nm.us)

Please refer to NMDOT's website for information on District boundaries:

<http://dot.state.nm.us/en/Districts.html>

## **Supplementary Guidance for NMDOT's Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program Guide.**

The purpose of this supplement is to clarify sections of the *Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program Guide for projects starting in FFY2020-plus*, released on 8/15/2018 by NMDOT.

### **Additions to List of Eligible Projects**

An eligible project not included in the Guide is "Construction of bicycle and pedestrian facilities (paths, bike racks, support facilities, secured bicycle storage, bicycle lockers, etc.) that are not exclusively recreational and reduce vehicle trips."

Road Diets are an eligible activity under CMAQ if the project designates part of the road surface to non-motorized (e.g. transit, bicycle or pedestrian) use and the project application demonstrates 1) that the project would result in a mode shift along the corridor and 2) that the lane reconfiguration will not negatively impact vehicular level of service on the corridor to an extent that it increases mobile emissions. Road diets fall under the program eligible project and program described in FHWA's 2013 CMAQ Guidance<sup>1</sup>: "programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time or place." Applicants should refer to the [NMDOT Road Diet Guide](#) for guidance on how to assess the impacts of a road diet. Note: Coordination with NMDOT Districts is required for projects in NMDOT Right-of-Way.

Page 2, bullet 5 states "Construction of roundabouts, High Occupancy Vehicle (HOV) lanes, left-turn or other managed lanes." The phrase "other managed lanes" refers to "managed lanes are designated lanes or roadways within highway rights-of-way where the flow of traffic is managed by restricting vehicle eligibility, limiting facility access, or and in some cases collecting variably priced tolls."<sup>2</sup>

Page 3, bullet 5 is revised to read "Operating assistance to introduce new transit service, expand transit service, or for transit services that qualify for CMAQ operating assistance under 23 USC 149(m)."

Page 3, bullet 11, replace with the following: "Establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles is an eligible expense, unless privately-owned fueling stations are in place and reasonably accessible. Fueling facilities can dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel, or provide recharging for electric vehicles." Note: Entity must identify the presence and location of privately owned alternative fuel stations in the proposed project vicinity. NMDOT will evaluate the reasonable accessibility for any facilities identified.

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<sup>1</sup> Federal Highway Administration (November 12, 2013). *Interim Program Guidance Under MAP-21*. Available: [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm)

<sup>2</sup> Federal Highway Administration (2012). *Priced Managed Lane Guide*. Available: [https://ops.fhwa.dot.gov/publications/fhwahop13007/pmlg1\\_0.htm](https://ops.fhwa.dot.gov/publications/fhwahop13007/pmlg1_0.htm)

Bike Share projects that include capital and equipment costs are eligible under CMAQ per FHWA Guidance<sup>3</sup>, but must demonstrate emissions reduction and benefit air quality. Operations of a bike share program are **not** eligible.

### **Programmatic Clarifications**

On page 6, the \$500,000 project minimum refers to the federal share. In other words, the minimum amount of CMAQ funds that can be requested is \$500,000 with a minimum local match of \$72,800 for a minimum project total of \$572,800.

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<sup>3</sup> Federal Highway Administration (August 9, 2018) Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds. Available:  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

**The section below replaces the Eligible Projects section in the current CMAQ Non-Mandatory Program Guide. This updated section reflects the edits noted above.**

**Eligible Projects include:**

- Construction of bicycle and pedestrian facilities (paths, bike racks, support facilities, secured bicycle storage, bicycle lockers, etc.) that are not exclusively recreational and reduce vehicle trips.
- Road Diets are an eligible activity under CMAQ if the project designates part of the road surface to non-motorized (e.g. transit, bicycle or pedestrian) use and the project application demonstrates 1) that the project would result in a mode shift along the corridor and 2) that the lane reconfiguration will not negatively impact vehicular level of service on the corridor to an extent that it increases mobile emissions. Applicants should refer to the [NMDOT Road Diet Guide](#) for guidance on how to assess the impacts of a road diet. Note: Coordination with NMDOT Districts is required for projects in NMDOT Right-of-Way.
- Diesel engine retrofits and/or full vehicle replacement.
- Intelligent Transportation Systems, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Vanpools (includes marketing and vehicle purchase); limited to 5 years.
- Locomotive retrofit and the acquisition of clean locomotives.
- Construction of roundabouts, High Occupancy Vehicle (HOV) lanes, left-turn or other managed lanes.
- Secure bicycle storage facilities and other facilities, including bicycle lanes for the convenience and protection of bicyclists in public areas.
- New or rehabilitation of existing transit facilities (e.g., lines, stations, terminals, transfer facilities) if associated with new or enhanced public transit, passenger rail, or other similar services that will increase transit service capacity.
- New transit vehicles (bus, rail, or van) to expand public fleet or replace existing vehicles.
- Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices for public vehicles, are eligible if certified or verified by the Environmental Protection Agency (EPA).
- Advanced signal and communications systems for transit.
- Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program.
- Operating assistance to introduce new transit service, expand transit service, or for transit services that qualify for CMAQ operating assistance under 23 USC 149(m).
- Non-construction outreach related to safe bicycle use.
- Fringe parking associated with activities such as transit, vanpools and rideshare that reduce SOV travel.
- Traffic calming measures to reduce Single Occupancy Vehicle (SOV) travel or emissions.
- Activities that promote new or existing services including marketing, outreach, and public education efforts that help forward less-polluting transportation options.

- Demonstration transportation projects expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors, but does not have supporting data in emission reductions. Additional agreement and reporting requirements apply to demonstration projects.
- Establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles is an eligible expense, unless privately-owned fueling stations are in place and reasonably accessible. Fueling facilities can dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel, or provide recharging for electric vehicles.” Note: Entity must identify the presence of privately owned alternative fuel stations. NMDOT will evaluate the reasonable accessibility for any facilities identified.
- Purchase of publicly-owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others.
- Costs associated with converting public fleets to run on alternative fuels.
- Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine-not standard fleet turnover.
- Bike Share projects (capital and equipment only) must demonstrate emissions reduction and benefit air quality. Operations of a bike share program are not eligible.



## NWRTPO | Northwest Regional Transportation Planning Organization

### Agenda Item #VI):

### NWRTPO Regional Work Program Status Report

**Subject:** RWP Monthly Report

**Prepared by:** Robert Kuipers

**Date:** 5/6/18

#### 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, executed, and now for all practical purposes is complete; however the NWRTPO staff are choosing to continue these status reports, as they help staff and members understand and manage where the budget and staff hours are at in a transparent manner.
- RTPO staff will continue providing reports at monthly meetings.
- During the course of the FFY 17 – 18 Regional Work Program, three amendments were requested and approved to adjust hours in the various work program components for the NWRTPO. Periodic amendments are required when staff wind up using more or less hours in certain functions than anticipated, based on unanticipated set backs, greater time demands, or new opportunities.

#### 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 12<sup>th</sup>, 2017; 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**

| September -- Staff Hours Summary FFY18 |                |              |              |               |               |            |               |            |               |                    |               |   |
|--|----------------|--------------|--------------|---------------|---------------|------------|---------------|------------|---------------|--------------------|---------------|---|
| Function                               | Budgeted Hours | Amendment.#3 | FFY18, Q1    | FFY18, Q2     | FFY18, Q3     | FFY18, Q4  | July          | August     | September     | Total Actual hours | * Balance     | Percentage budgeted differs from actuals* |
| 1                                      | 300            | 200          | 4            | 64.00         | 57.5          | 102        | 12.5          | 57         | 32.5          | 227.50             | -27.50        | 13.75%                                    |
| 2                                      | 100            | 200          | 72           | 1.00          | 15.75         | 132        | 72            | 56         | 4             | 220.75             | -20.75        | 10.38%                                    |
| 3                                      | 400            | 400          | 31.75        | 68.50         | 50.5          | 211.5      | 45            | 129.75     | 36.75         | 362.25             | 37.75         | -9.44%                                    |
| 4                                      | 400            | 200          | 60.75        | 29.00         | 27.25         | 82         | 26.75         | 25.75      | 29.5          | 199.00             | 1.00          | -0.50%                                    |
| 5                                      | 400            | 600          | 152.25       | 131.00        | 274           | 91.5       | 43.5          | 29.5       | 18.5          | 648.75             | -48.75        | 8.13%                                     |
| 6                                      | 400            | 500          | 133.75       | 130.25        | 77.75         | 136        | 40            | 24         | 72            | 477.75             | 22.25         | -4.45%                                    |
| <b>TOTAL</b>                           | <b>2000</b>    | <b>2100</b>  | <b>454.5</b> | <b>423.75</b> | <b>502.75</b> | <b>755</b> | <b>239.75</b> | <b>322</b> | <b>193.25</b> | <b>2136.00</b>     | <b>-36.00</b> | <b>1.71%</b>                              |

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



RTPO APER Budget Summary by Line Item

| FFY18 Budget Summary by Line Item |                         |                             |                             |                            |                            |                            |                     |                     |                     |  |                                 |   |                             |  |
|-----------------------------------|-------------------------|-----------------------------|-----------------------------|----------------------------|----------------------------|----------------------------|---------------------|---------------------|---------------------|--|---------------------------------|---|-----------------------------|--|
| Line Item                         | FFY 18 Budget, Original | FFY 18 Budget, Amendment #2 | Q1 Actuals through 12/31/17 | Q2 Actuals through 3/31/18 | Q3 Actuals through 6/30/18 | Q4 Actuals through 9/30/18 | July                | August              | September           | TOTAL FFY 18 Projected Actuals through 9/30/18 | Balance against Original Budget | % Variance, Projected Actuals vs. Original Budget | FFY 18 Budget, Amendment #3 | % Change, Amendment #3 vs. Original Budget |
| a. Personnel                      | \$ 81,774.00            | \$ 70,000.00                | \$ 11,639.34                | \$ 17,889.34               | \$ 16,491.61               | \$ 17,289.99               | \$ 4,988.54         | \$ 6,991.16         | \$ 5,310.29         | \$ 63,310.28                                   | \$ 18,463.72                    | 22.58%  | \$ 60,000.00                | -26.63%                                    |
| b. Fringe Benefits                |                         | \$ 14,354.00                | \$ 3,288.76                 | \$ 5,935.48                | \$ (4,409.28)              | \$ 4,770.57                | \$ 1,280.93         | \$ 1,873.63         | \$ 1,616.01         | \$ 5,652.60                                    | \$ (5,652.60)                   |   | \$ 18,000.00                |  |
| c. Travel                         | \$ 8,000.00             | \$ 5,000.00                 | \$ 836.54                   | \$ 865.61                  | \$ 797.79                  | \$ 4,897.45                | \$ 4,773.97         | \$ 182.60           | \$ 123.48           | \$ 7,397.39                                    | \$ 602.61                       | 7.53%   | \$ 7,000.00                 | -12.50%                                    |
| e. Supplies                       | \$ 975.00               | \$ 1,500.00                 | \$ 497.15                   | \$ 274.03                  | \$ 506.24                  | \$ 2,415.84                | \$ 214.57           | \$ 142.01           | \$ 2,059.26         | \$ 3,693.26                                    | \$ (2,718.26)                   | -278.80%  | \$ 3,854.00                 | 295.28%                                    |
| f. Contractual                    | \$ 4,760.00             | \$ 12,500.00                | \$ 2,537.74                 | \$ 5,872.87                | \$ 1,377.64                | \$ 2,066.46                | \$ 688.82           | \$ 688.82           | \$ 688.82           | \$ 11,854.71                                   | \$ (7,094.71)                   | -149.05%  | \$ 12,500.00                | 162.61%                                    |
| h. Other                          | \$ 10,741.00            | \$ 18,000.00                | \$ 4,999.85                 | \$ 3,459.81                | \$ 5,760.02                | \$ 2,676.66                | \$ 1,056.71         | \$ 775.86           | \$ 844.09           | \$ 16,896.34                                   | \$ (6,155.34)                   | -57.31%   | \$ 20,000.00                | 86.20%                                     |
| <b>TOTAL</b>                      | <b>\$ 106,250.00</b>    | <b>\$ 121,354.00</b>        | <b>\$ 23,799.38</b>         | <b>\$ 34,297.14</b>        | <b>\$ 20,524.02</b>        | <b>\$ 34,116.97</b>        | <b>\$ 13,003.54</b> | <b>\$ 10,654.08</b> | <b>\$ 10,641.95</b> | <b>\$ 108,804.58</b>                           | <b>\$ (2,554.58)</b>            | <b>-2.40%</b>                                     | <b>\$ 121,354.00</b>        | <b>0.00%</b>                               |

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



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS  
ORIGIN: 1968

a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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## Northwest Regional Transportation Planning Organization (NWRTPO)

### Agenda Item #VII: Reports, Updates & Announcements

**Subject:** Discussion / Presentation Items

**Prepared by:** Robert Kuipers, NWRTPO

**Date:** 10/3/18

#### 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: Call for Projects, Active Transportation Guidance (TAP, RTP, CMAQ), Regional Transportation Plan and Regional Work Program updates; Statewide Quarterly RTPO Roundtable report – Sept. 27, Clovis, NM
- Member Reports

##### Member Special Reports:

- None submitted prior to the meeting

##### NMDOT Reports:

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

##### Training & Funding Opportunities

- TC3-P3 Training Opportunities Website
- Oct. 17, 2018 – CDBG Implementation Workshop - Albuquerque
- Oct. 24-26, 2018 – N.M. Infrastructure Conference – Isleta Resort

##### New Business / Open Floor:

- None requested in advance of this meeting



## NWRTPO | Northwest Regional Transportation Planning Organization

### Monthly Report – September 2018

- A. FFY 19 -20 NWRTPO Call For Projects Cycle:** The NWRTPO commenced another Call for Projects cycle that runs from June, 2018 through March, 2019. Members have been informed and provided initial Call for Projects guidance for updating the RTIPR for both new and existing projects. NMDOT has updated project forms, and members will submit new PFF's for projects already in the RTIPR, along with new proposed transportation projects. **PFF's have been reviewed, and RTPO members are working on Project Prospectus Forms (PPF's) along with associated TAP, RTP and CMAQ applications and resolutions of support – due October 26, 2018.**
- B. TAP/ RTP / CMAQ (Congestion Mitigation & Air Quality) Funding:** An opportunity for CMAQ funding is now available for rural regions and RTPO's in the Spring of 2018. This funding will be less restricted by air quality mitigation, and will support preventive options such as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets - etc. CMAQ (Congestion Mitigation / Air Quality) funding process and application have been finalized by NMDOT staff last month. TAP (*Transportation Alternatives Program*) and RTP (*Recreational Trails Program*) funding opportunities and application process were discussed at our June, July and August meetings, now that NMDOT has finalized the application forms and process – with the same schedule for NWRTPO as the RTIPR. **TAP, RTP and CMAQ applications require an additional separate application form, and a supporting resolution from the local government. TAP, RTP and CMAQ applications and supporting resolutions are due to the RTPO October 26, and due to the NMDOT Coordinators – RTP/CMAQ: Shannon Glendenning; TAP: Maggie Moore by November 30.**
- C. 4 Corners Counties Collaboration:** A) RTPO staff continue to support meetings 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. This group continues to seek ways to find more cost and time efficient transportation development and maintenance through cross-jurisdictional agreements. B) Four Corners Coordinated Transit Planning: The S.W. Colorado COG is conducting a study on opportunities for public transportation connectivity across state and other jurisdictional lines for the 4 Corners Region; N.E. Arizona COG is conducting a similar study. Participation from Utah and New Mexico is weak.
- D. GIS Data Gathering, Mapping and Compiling Work:** RTPO staff will continue to reach out to our three Pueblos – Laguna, Acoma and Zuni regarding the opportunity to include their transportation mapping and data into our regional portfolio, based on what each Pueblo is willing to share. COG staff continue to provide technical assistance and GIS mapping for development of 66 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during the course of FFY18 – FFY19; and continue contributing GIS mapping for regional transportation infrastructure.
- E. NWRTPO Regional Transportation Plan:** RTPO staff have conducted annual updates to our R.T.P. at this time, and anticipate more updates in the year ahead, as the NWRTPO and NMDOT (State plan) are coming into the 4-year major update cycle.
- F. NWRTPO Regional Work Program – FFY2019 – FFY2020:** The RWP for FFY2019 has been finalized and approved by NMDOT as follows: 1) Long Range Plng. 250 hrs., 2) Tech. Support/ Data Mgmt. 200 hrs., 3) Project Dev. 400 hrs., 4) Other Activities 200 hrs., 5) General RTPO Support 600 hrs., 6) RTPO Admin. 450 hrs.
- G. "Geotourism":** 4-Corners tourism staff are re-vitalizing the 4 Corners Geotourism Stewardship Council to continue promoting and updating a website designed by National Geographic, which markets our regions' unique cultural and historic venues, averaging 3 to 6 thousand visits each month from an international audience. These visitors will depend on our transportation infrastructure and tourism guidance to explore our region, and contribute to our economies.

## AGENDA

Regional Transportation Planning Organizations (RTPOs)

Quarterly Meeting

Hosted by the Eastern Plains Council of Governments

418 Main Street

Clovis, NM 88101

**September 27<sup>th</sup>, 2018**

**10:00 AM**

- I. **Welcome and Introductions** (Sandy Chancey, EPCOG Executive Director)
- II. **ACTION ITEM – Approval of Minutes** (June 22<sup>nd</sup>, 2018 – Gallup, NM)
- III. **Presentation: NewMARC** (Ms. Sandy Chancey – EPCOG Executive Director)
- IV. **NMDOT Reports**
  - a. **Regional Transportation Plan Updates** (Ms. Jessica Griffin, AICP – NMDOT Statewide Planning Bureau Chief)
  - b. **T/LPA Handbook Update** – (Ms. Rosa Kozub, AICP – NMDOT Government to Government Unit Supervisor)
  - c. **RTPO Representative for TAP Selection Committee** – (Ms. Rosa Kozub)
  - d. **CMAQ Call for Projects** – (Ms. Rosa Kozub)
  - e. **Planning Procedure Manual (PPM) Update** – (Ms. Rosa Kozub)
- V. **Statewide RTPO Reports** (RTPO Program Managers)
- VI. **New Business**
  - a. Public Comments
  - b. Suggested Agenda Items for Next Meeting
  - c. Next Meeting Date and Host
- VII. **Adjournment**



Pursuant to the *Americans with Disabilities Act of 1990*, if anyone requires assistance, please contact the Eastern Plains Council of Governments at (575) 762-7714 at least three (3) days prior to the meeting.

## Statewide RTPO Quarterly Meeting Report

Eastern Plains COG, Clovis, N.M.

September 27, 2018

### **3) N.M. Assoc. of Regional Councils (New MARC) presentation:**

- There is interest among the seven COG's and RTPO's for linking economic development to transportation development for rural New Mexico, and thereby assessing and reporting on the transportation infrastructure and services (i.e. transit, rec. trails, etc.) impact upon economic outcomes.

### **4) NMDOT Reports:**

#### **a) Regional Transportation Plan Updates:**

- NMDOT is holding off on updating their Long Range Transportation Plan until the annual funding transition is over, to see what new priorities emerge. This means we are about six months away until NMDOT updates their LRTP.
- In the mean time, the NWRTPO performs updates to their Regional Transportation Plan on an annual basis.
- **Plan Works:** a new helpful manual from FHWA with many helpful tools for MPO's and RTPO's. This tool was developed over a long period of time, based on extensive experience from National DOT / FHWA staff, and can provide extensive guidance to local transportation professionals. Plan Works (FHWA website) provides:
  - Long Range Planning Guidance
  - Data recommendations
  - Assessment tools for stakeholder engagement
  - Links to many federal programs and guidance
  - Many other resources that support better transportation project planning

#### **b) T/LPA Handbook: (Tribal & Local Public Agency Handbook)**

- Praise is due to Jolene Herrera for herding all of us cats around this update
- T/LPA final update is anticipated by late December or early January
- Training related to the handbook will be offered in each NMDOT District in 2019
- The handbook will include online links to info. Sources
- A draft will be reviewed by RTPO staff in the near future for any comments, but won't be shared with the public until the handbook is finalized.

#### **c) Transportation Alternatives Program (TAP):**

- There is a growing volume of projects each year.
- NMDOT is looking for an RTPO representative to be part of the annual TAP Project Selection Committee from NMDOT.

- Eric Ghahate volunteered and was confirmed by all his RTPO colleagues at the meeting to become the RTPO Representative to the TAP Selection Committee; Eric is from the Northern Pueblos RTPO, and is the author of the Panoramic website (still in development) for real time / transparent project development, available to stakeholders and the public from the statewide RTPO's.

**d) CMAQ Call for Projects: (Congestion Mitigation / Air Quality funding)**

- There is around \$10 million available statewide for projects, which means about \$5 million available to RTPO's.
- Covered a new supplementary guide, which goes into more detail than the original CMAQ (this additional guidance is part of our 10/10/18 meeting package).

**e) Planning & Procedure Manual (PPM) Update:**

- The update is still in progress; the RTPO Chapter is almost complete

**5) Statewide RTPO Reports:**

- This item was tabled due to the meeting having extended to it's time limits.
- There was a little more discussion including:
  - Mohamed Tahat will be the new HSIP Coordinator for the NMDOT; Jessica Griffin will help oversee the program, as Mr. Tahat becomes acquainted and acclimated to the Highway Safety Improvement Program.
  - Discussion on when and whether there will be a Transportation Day at the NM Legislature for their 2019 60 day session (Mid January thru Mid March).
- All remaining agenda items were tabled and the meeting adjourned.



**Draft Agenda**  
**New Mexico Infrastructure Finance Conference**  
**Investing in Infrastructure, Investing in the Future**  
**October 24-26, 2018**  
**Isleta Resort, Albuquerque, NM**

**PRE CONFERENCE: TUESDAY, OCTOBER 23**

2:00 PM                      Bag Stuffing – Conference Committee  
4:00 PM – 7:00 PM        Early Registration, Exhibit Set Up

**DAY 1: WEDNESDAY, OCTOBER 24**

8:00 AM                      Registration  
8:00 AM – 11:00 AM       Exhibit Set Up, Coffee  
8:00 AM – 7:00 PM        Exhibits Open  
8:30 AM – 10:45 AM      Utilities Mobile Workshop  
11:00 AM – 12:00 PM     **Conference Welcome/Keynote Session**  
12:00 PM – 1:00 PM      **Lunch**  
12:30 PM – 1:30 PM      **General Session**  
1:30 PM – 1:45 PM       Exhibit Stroll/Break  
1:45 PM – 3:15 PM       **Track Sessions**  
3:15 PM – 3:30 PM       Exhibit Stroll/Break  
3:30 PM – 5:00 PM       **Track Sessions**  
5:00 PM – 7:00 PM       Networking Welcome

**DAY 2: THURSDAY, OCTOBER 25**

7:30 AM – 5:00 PM       Registration, Exhibits Open  
8:30 AM – 9:30 AM       **General Session**  
9:30 AM – 9:45 AM       Exhibit Stroll/Break  
9:45 AM – 11:15 AM      **Track Sessions**  
11:15 AM – 11:30 AM     Exhibit Stroll/Break  
11:30 AM – 12:30 PM     **General Session**  
12:30 PM – 12:45 PM     Exhibit Stroll/Break  
12:45 PM – 1:45 PM      **Lunch**  
1:45 PM – 3:15 PM       **Track Sessions**  
3:15 PM – 3:30 PM       Exhibit Stroll/Break  
3:30 PM – 5:00 PM       **Track Sessions**  
6:00 PM – 11:00 PM      Dinner & Dance

**DAY 3: FRIDAY, OCTOBER 26**

8:30 AM – 9:30 AM       Exhibit Stroll/Networking Coffee  
10:00 AM – 12:00 PM     **Awards Brunch**  
12:00 PM                   Exhibit Breakdown

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

Robert Kuipers

Mon 10/1/2018 11:27 AM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>; Grants Projects <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

cgporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; 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 <ewilliams@nwnmcog.org>;

Good morning RTPO members and DOT colleagues:

Appears I missed this one, a little over a week ago.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

**Sent:** Sunday, September 23, 2018 11:49 AM

**To:** Robert Kuipers

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



## Human Environment Digest 9/20/18

09/20/2018





September 20, 2018

# Human Environment Digest

Welcome to the Federal Highway Administration (FHWA) Office of Human Environment biweekly email digest. This digest shares the latest information from a range of Federal and non-Federal sources, addressing transportation and its relationship to the human environment. Through this information exchange, FHWA hopes to foster dialogue at all levels and continue to further the state of the practice on these important topics in support of safety; infrastructure, including accelerated project delivery, access to jobs, and community revitalization; technology and design innovation; and accountability, including, data-driven decisions and performance-based planning.

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

Click [here](#) to manage your subscriptions.

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

## EVENTS

September 25-27, 2018:

Managing Roadways and Transit Together to Move People into a New Age of Technology. Bellevue, WA. (There is a fee)

September 30-October 3,

2018: 23rd National Conference on Rural Public and Intercity Bus Transportation. Breckenridge, CO. (There is a fee)

October 1-4, 2018: Designing Cities 2018. Los Angeles, CA. (There is a fee)

October 19-22, 2018: ASLA Annual Meeting and Expo. Philadelphia, PA. (There is a fee)

October 22-25, 2018: National Scenic and Historic Trails



Safety

## NCSL Publishes Brief on Bicycle Passing Laws

The *National Conference of State Legislatures (NCSL)* [published a brief](#) discussing State safe bicycle passing laws. These laws generally require that drivers allow adequate space, usually at least three feet, between vehicles and bicyclists. The report identifies that 32 States and the District of Columbia have enacted these safe passing laws, with some communities implementing stricter laws, such as requiring vehicles to change lanes to avoid bicyclists. A safe passing distance helps prevent common bicycle crashes such as sideswiping or dooring. New technology for measuring passing distance with a radar on police bicycles can support enforcement of these laws.

## TRB Releases Guidebook to Support Safety Improvements for Pedestrians

The *Transportation Research Board's (TRB's) National Cooperative Highway Research Program (NCHRP)* recently [released a Systemic Pedestrian Safety Analysis](#) to support transportation agencies in identifying sites for potential safety improvements for pedestrians. The report is designed to provide a safety analysis method for agencies to

Conference. Portland, OR.  
(There is a fee)

November 7-8, 2018: Vision  
Zero Cities Conference. New  
York, NY. (There is a fee)

November 12-14, 2018: 6th  
Annual AARP Livable  
Communities National  
Conference. Charlotte, NC.  
(There is a fee)

December 11-13, 2018:  
The Conservation Fund's  
Inaugural National Summit for  
Gateway Communities.  
Shepherdstown, WV. (There is  
a fee)

January 13-17, 2019: TRB  
Annual Meeting. Washington,  
DC. (There is a fee for some)

## WEBINARS

September 20, 1:00-2:30 PM  
ET: American Trails' The Devil  
is in the Details: Common Trail  
Design Mistakes and How to  
Avoid Them (There is a fee)

September 24, 1:00-2:30 PM  
ET: FHWA's Safe  
Transportation for Every  
Pedestrian (STEP)

September 25, 10:30 AM-  
12:00 PM ET: FHWA's Value  
Capture: Capitalizing on the  
Value Created by  
Transportation

September 25, 1:00-2:30 PM  
ET: FHWA's Safe  
Transportation for Every  
Pedestrian (STEP)

September 26, 1:00-2:30 PM  
ET: FHWA's Value Capture:

proactively identify, prioritize, and select countermeasures for locations with a high risk of pedestrian-related crashes. The report also provides insights to support agencies interested in improving their data collection and management processes to support future safety analyses.

## FHWA Announces National Roundabouts Week

The *Federal Highway Administration (FHWA)* launched [National Roundabouts Week](#) on September 17 to conduct education, outreach, and awareness to the American public about roundabouts in order to support State and local efforts to build safer intersections. Roundabouts reduce the types of crashes in which people are seriously injured or killed by 80 percent compared to conventional stop-controlled and signalized intersections. This initiative will support FHWA's efforts to reduce injuries and fatalities across the transportation system and make intersections safer for all users.



**Infrastructure**

## 2019 Environmental Excellence Awards Deadline Extended

The *Federal Highway Administration (FHWA)* has extended the deadline for nominations for its [2019 Environmental Excellence Awards](#), which recognize outstanding transportation projects, processes, and organizations that incorporate environmental stewardship into the planning and project development processes. FHWA is accepting nominations for any project, process, group, or individuals involved in a project or process that has used FHWA funding sources to contribute to transportation and the environment. Entries are due by September 28, 2018.

## TRB Releases Design Guidelines for Low-Speed Multimodal Roadways

The *Transportation Research Board's (TRB's) National Cooperative Highway Research Program (NCHRP)* recently published a [report outlining best practices for the design of low-speed multimodal roadways](#). The report assists practitioners in designing roadways with an appropriate balance between efficiency, safety, comfort, and convenience for a wide array of users. The strategies discussed in the paper can be used in cities across the United States to develop multimodal transportation networks that promote greater safety and livability for all users.

Capitalizing on the Value  
Created by Transportation

September 26, 2:00-3:00 PM

ET: National Center for  
Mobility Management &  
Shared Use Mobility  
Center's Accessibility for All:  
Considerations for Including  
People with Disabilities in  
Shared Mobility Strategies

September 27, 2:00-3:30 PM

ET: TRB's Practices in Rural  
Regional Mobility: Case  
Studies and Lessons Learned

September 27, 4:00-5:00 PM

ET: Smart Growth America's  
Innovation in Complete  
Streets Infrastructure

October 3, 3:00-4:00 PM ET:

The National Association of  
Environmental  
Professionals' Tribal  
Consultation and Engagement  
in the Era of Streamlining

October 15, 2:00-3:30 PM ET:

TRB's Successful Mobility  
Management Practices in  
Small Urban and Rural Areas

## **FHWA RELATED LINKS**

[Environment Homepage](#)

[Bicycle/Pedestrian](#)

[Environmental Justice](#)

[Transportation Alternatives](#)

[Recreational Trails Program](#)

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To submit comments or  
information for inclusion in the  
next HE Digest, click [here](#).  
Submissions must be made  
before 12 PM ET Wednesday.

## **New Report Provides Strategies to Improve Multimodal Travel in Rural Communities**

The *Victoria Transport Policy Institute* released a report examining [strategies to improve multimodal travel options in small towns and rural communities](#). Historically, the geographic isolation of rural communities has created a dependence on auto travel; however, various trends including aging populations as well as health and safety concerns have supported an increased demand for multimodal travel options throughout rural areas. The report serves as a resource for planning agencies in rural areas to improve and connect walking, bicycling, and public transit.

## **FTA Announces Funding Opportunity to Improve Access to Healthcare**

The *Federal Transit Administration (FTA)* [announced the availability of \\$6.3 million in competitive grant funds](#) for transit coordination projects to improve access to healthcare across the country. The grants will help improve options for people with limited transportation options and bridge the gap between service providers in the transportation and health sectors. The program will also support the work of the [Coordinating Council on Access and Mobility](#), which helps to coordinate Federal programs to improve access to jobs, schools, healthcare, and other opportunities. Interested transit agencies should apply by November 13, 2018.

## **TRB Publishes Paper on the Relationship between Transit Asset Condition and Service Quality**

The *Transportation Research Board's (TRB's) Transit Cooperative Research Program (TCRP)* released "[The Relationship Between Transit Asset Condition and Service Quality](#)," a report analyzing these trends at transit agencies across the country. The paper provides guidance and a quantitative method that agencies may use to see how asset condition and service quality relate to investment prioritization. The report includes a number of quantitative tools that transit agencies across the country may use to better manage existing transit capital assets and make more efficient investment decisions. The guidance and information provided in the report can be used by agencies to ensure that public transit systems continue to provide safe and reliable transit options.



**Innovation**

## **FHWA Awards AID Funding to Support Innovative Solutions for Safety and Mobility**

The *Federal Highway Administration (FHWA)* [recently awarded](#) \$8.4 million in Accelerated Innovation Deployment (AID) Demonstration funding to nine State departments of transportation. Grantees will use the funding to implement innovative solutions to improve safety and mobility on roads and bridges. One of the grants, awarded to the Florida Department of Transportation (FDOT), will improve access to real-time traffic information and support the City of Gainesville's [SmartTraffic system](#) in order to enhance safety for bicyclists and pedestrians.

## **Presentation Offers Top Research Needs for Automated Vehicles and Shared Mobility**

The *National Academies and the Transportation Research Board (TRB) Forum on Preparing for Automated Vehicles and Shared Mobility* released a [presentation that highlights the top ten research needs for both automated vehicles and shared mobility](#). The TRB Forum brings together public, private, and research organizations to share perspectives on critical issues related to automated vehicles and shared mobility. These organizations are strategizing how to employ mobility innovations in a manner that will increase safety, reduce congestion, and enhance accessibility. The presentation specifically highlights the importance of developing models for sharing data, creating safety scenarios for the transition to highly automated vehicles, and ensuring equitable access to new technologies.

## **Report Analyzes the Potential Impacts of Autonomous Trucks**

The *UC Berkeley Center for Labor Research and Education* recently released a report, "[Driverless? Autonomous Trucks and the Future of the American Trucker](#)." The arrival of autonomous trucks has the potential to transform the trucking industry by repositioning existing jobs and altering the logistics network. The scenarios in the report revolve around advancing autonomous trucks for long-distance highway driving, where there are no bicyclists and pedestrians, and note that it will take far longer before driverless trucks will be able to navigate local streets.



**Accountability**

## **Gallup Poll Reveals Changes in How Americans Commute to Work**

The *Business Insider* released an article showing [changing trends in how Americans commute to work](#). While driving continues to be the

most common travel mode, the percentage of people driving to work dropped significantly from 85 percent in 2017 to 77 percent in 2018. The author attributes this drop to individuals beginning to seek alternatives to driving, a claim supported by data showing increases in public transportation use, walking, bicycling, and teleworking. As congestion and commute times continue to increase, analysts project the share of drivers to fall further as individuals choose alternatives that promote shorter commutes.

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U.S. Department of Transportation  
Federal Highway Administration

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

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This email was sent to rkuiipers@nwnmcog.org using GovDelivery Communications Cloud on behalf of: FHWA Office of Planning, Environment, and Realty (HEP) · 1200 New Jersey Avenue, SE · Washington, DC 20590 · 202-366-4000



# Fw: NMDOT Govt to Govt Update - Week of 09/24/18

Robert Kuipers

Wed 9/26/2018 11:03 AM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>; Grants Projects <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; 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 <ewilliams@nwnmcog.org>;

📎 2 attachments (781 KB)

2018\_0926 NMDOT CMAQ Guide supplement.pdf; NM 2018 FLAP\_Announcement Letter Call for Projects.pdf;

RTPO members:

Govt. to Govt. update with news on three new funding sources - CMAQ, FLAP, and Community Change Grant.

Please stay up to date on FLAP and CMAQ, if you are applying these funding sources to your projects.

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

**Sent:** Wednesday, September 26, 2018 9:56 AM

**To:** Andrew Wray; Dave Pennella; Roger Williams; Mark S. Tibbetts; Steven Montiel; Murphy, Tom; Holton, Mary; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Gaiser, Sandra; Erick Aune; Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary; Christina Stokes; vsoule@epcog.org; Evan Williams; Jeffrey Kiely; Dennis Salazar; Michael McAdams; Robert Kuipers; Christina Stokes; Brandon Howe; Keith Wilson; Derrick Garcia; dfuller@las-cruces.org

**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; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Rodolfo Monge-Oviedo; Reeves, Sally, NMDOT; Glendenning, Shannon, NMDOT; Olinger, Kevin, NMDOT; Ramos, Linda, NMDOT; Herrera, Isabel, NMDOT; Nelson, David, NMDOT; Krueger, Neala, NMDOT;

Chavez, Gabrielle, NMDOT; Gallegos, Dolores (FHWA); Moriarty, Joseph, NMDOT; Moore, Maggie, NMDOT; Boyle, Gabriel, NMDOT; Bach, Deborah, NMDOT; Tahat, Mohammad, NMDOT

**Subject:** NMDOT Govt to Govt Update - Week of 09/24/18

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

### **Announcements**

- Please help us **welcome Mohammad Tahat** to the Statewide Planning Bureau. Mohammad started 9/24/18 as the new HSIP Coordinator. Mohammad has engineering experience both at NMDOT and in the private sector. His email is [Mohammad.Tahat@state.nm.us](mailto:Mohammad.Tahat@state.nm.us) and a phone # is pending. Jessica will continue to oversee HSIP until Mohammad is up to speed on the program.
- **NM Local Technical Assistance Program (LTAP)** Center is conducting a survey to see which trainings agencies want in which regions. Please complete the survey if desired and forward to your member entities. Survey can be found [here](#).
- The New Mexico **Federal Lands Access Program (FLAP)** Programming Decisions Committee (PDC) is currently accepting project proposals for the 2018/2019 Call For Projects. Proposals will be accepted through January 15, 2019. The FHWA Central Federal Lands Division will be hosting two webinars for all prospective applicants that anticipate applying for the New Mexico FLAP funds in this Call for Project Proposals. For information about upcoming webinars and program requirements visit: <https://flh.fhwa.dot.gov/programs/flap/nm/>. Note that this call for projects is managed by FHWA's Central Federal Lands Highway Division, not NMDOT, and all questions should be directed to the contacts included on the attachment.
- America Walks has just announced another round of our popular **Community Change Grant program**. This program will award grantees \$1,500.00 in community stipends for projects related to creating healthy, active, and engaged places to live, work, and play. Projects should be able to demonstrate how they will create healthy, active, and engaged communities that support walking as transportation, health, and recreation. Applications are due by November 2, 2018. [Click here to view and complete the application](#).
- The **Rio Grande Trail Master Plan** is hosting a virtual open house. [Visit this site](#) to learn about the draft Master Plan recommendations and give feedback on next steps for the Rio Grande Trail. Spend as long or as little as you want in the virtual open house. Use the navigation bar to explore the topics that interest you and click on helpful icons to expand information when you want to learn more. Participate online anytime **between now and October 5th**.

### **CMAQ**

NMDOT has developed Supplementary Guidance (attached) for the NMDOT Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program Guide, released on 8/15/2018. The Supplement provides clarifications on eligible project. Please review and send to member entities. For any questions, please contact [Shannon.glendenning@state.nm.us](mailto:Shannon.glendenning@state.nm.us).

### **Title VI Annual Updates (reminder)**

Per the updated MPO and RTPO Chapters of the PPM, MPOs and RTPOs must provide Title VI annual updates to NMDOT's Title VI Coordinator by Oct. 1 (see p. 61 and 102, respectively). Annual updates should be sent to Linda Ramos at [linda.ramos@state.nm.us](mailto:linda.ramos@state.nm.us) and please cc your Planning Liaison as well.

## **NM Bike Plan**

Today, the New Mexico Department of Transportation released the Draft of the Prioritized Statewide Bicycle Network Plan (NM Bike Plan) for public review and comment. This 45-day public comment period will run from September 26, 2018 through November 9, 2018. Opportunities to review the Draft NM Bike Plan and provide comment are available at the project website: <http://www.bhinc.com/nm-bike-plan/>. The website has a comment form on the "Contact Us" tab, where the public or other stakeholders may submit their comments. They may also submit their comments directly to the project email address: [NMBikePlan@bhinc.com](mailto:NMBikePlan@bhinc.com).

## **Upcoming Meetings, Trainings or Webinars**

- 9/27, 10am, Clovis: RTPO Quarterly Roundtable; EPCOG is hosting, draft agenda [here](#), for more information contact Vincent at [vsoule@epcog.org](mailto:vsoule@epcog.org).
- 10/3, 9:15am, Santa Fe: MPO Quarterly; SFMPO is hosting, please send agenda items to Erick at [ejaune@santafenm.gov](mailto:ejaune@santafenm.gov).
- 10/4, 9am-noon, Las Cruces: Open Meetings Act/Inspection of Public Records Act compliance training; New Mexico Farm & Ranch Heritage Museum, Ventanas Room, 4100 Dripping Springs Rd, Las Cruces; training is free; RSVP to [roadshows@nmag.gov](mailto:roadshows@nmag.gov) or (505) 490-4863.
- 12/12, 9:30am-12:30pm, Rio Rancho: Open Meetings Act/Inspection of Public Records Act compliance training; Rio Rancho Public School District Offices, 500 Laser Rd.; training is free; RSVP to [roadshows@nmag.gov](mailto:roadshows@nmag.gov) or (505) 490-4863.

Thanks,

**Rosa Kozub | AICP**

Gov't to Gov't Unit Supervisor

Statewide Planning Bureau

New Mexico Department of Transportation

P.O. Box 1149

Santa Fe, NM 87504

Cell: (505) 231-9869

Email: [Rosa.Kozub@state.nm.us](mailto:Rosa.Kozub@state.nm.us)



# Fw: NEW UPDATES TO THE MATERIALS STANDARDS!

Robert Kuipers

Fri 9/7/2018 9:13 AM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@GallupNM.gov>; Grants Projects <grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; marticia.holiday@state.nm.us <marticia.holiday@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>;

Good Friday morning RTPPO members and DOT colleagues:

FYI - AASHTO Update.

-Bob K.

rkuipers@nwnmcog.org

505-722-4327

---

**From:** AASHTO PUBLICATIONS <aashtopublications@ashto.org>

**Sent:** Thursday, September 6, 2018 10:41 AM

**To:** Robert Kuipers

**Subject:** NEW UPDATES TO THE MATERIALS STANDARDS!

## AASHTO PUBLICATIONS – WEEKLY UPDATE

**P** AASHTO  
PUBLICATIONS  
store.transportation.org





## AASHTO RELEASES NEW UPDATES TO THE MATERIALS STANDARDS

AASHTO has released the third of three 2018 updates to the Standard Specifications for Transportation Materials and Methods of Sampling and Testing, and AASHTO Provisional Standards, 2018 Edition, commonly referred to as the "Materials Standards."

This August 2018 update includes 10 new and 21 revised standards, and updates the sections on Geotechnical, and Bituminous Materials and Mixtures.

Two previous 2018 updates to the Standards were released in April and June: The April update included 7 new and 29 revised standards, and updated the sections on Hydraulic Cement and Lime, Fresh Concrete, Hardened Concrete, Pavement Measurement, Bridge and Pavement Preservation, and Quality Assurance and Environmental. The June update included 1 new and 13 revised standards, and updated the sections on General Manufactured Materials, including Concrete Drainage Structures; Flexible and Metallic Pipe; Markings and Coatings; Safety Devices; Joints, Bearings, and Geosynthetics; and Metals.

Current subscribers automatically have access to the updated information. Customers who wish to purchase a 12-month, online subscription may visit the AASHTO Store online at <https://store.transportation.org>, and search by Item Code, **HM-WB**.

Customers may purchase either a single-user license, or choose among several multiple-user license options, which offer deep price discounts ranging from a 25% discount for a two-user license, a 33% discount for a

three-user license, and a nearly 40% discount for a twenty-five-user license.

The web-based format offers several enhanced features, including—

- Immediate online access, with nothing to download or install;
- Access to all updates published during their subscription period;
- Access to recent past editions of the Standards, with changes between editions highlighted for easy reference;
- The ability to search by keywords, highlight text, and add shareable bookmarks and notes; and
- Access on multiple devices.

*Click here for more information or to purchase a subscription to the Materials Standards.*

## Materials, Testing, and Pavement Publications

Looking for more information on materials, testing, and pavement? Check out these related AASHTO publications?

### MATERIALS AND TESTING

Manual on Subsurface Investigations, 1st Edition

Designing HMA Mixtures with High RAP Content: A Practical Guide

### PAVEMENT

Mechanistic-Empirical Pavement Design Guide, 2nd Edition

Pavement Design, Construction, and Management: A Digital Handbook, 1st Edition

Guide for the Local Calibration of the Mechanistic Empirical Pavement Design Guide, 1st Edition

Guide for Design of Pavement Structures, 4th Edition, with 1998 Supplement

Pavement Management Guide, 2nd Edition

Guide for Pavement Friction, 1st Edition

*Click here for more information on AASHTO's Materials, Testing, and Pavement category of publications.*

This weekly update is published and distributed electronically by the Publications Department of the American Association of State Highway and Transportation Officials (AASHTO).

For questions or comments about this update, contact Carolyn Toye, AASHTO Publications Marketing Manager, by email at [ctoye@ashto.org](mailto:ctoye@ashto.org).

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AASHTO | 444 North Capitol Street, NW, Suite 249, Washington, DC 20001

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# Fw: AASHTO PUBLICATIONS UPDATE - SEPTEMBER 2018

Robert Kuipers

Fri 9/21/2018 11:29 AM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>; Grants Projects <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; 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 <ewilliams@nwnmcog.org>;

RTPO members and DOT colleagues:

The latest AASHTO (*American Association of State Highway & Transportation Officials*) monthly update.

Note the AASHTO Publications Catalogue opportunity at the bottom.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

---

**From:** AASHTO PUBLICATIONS <aashtopublications@ashto.org>

**Sent:** Thursday, September 20, 2018 3:21 PM

**To:** Robert Kuipers

**Subject:** AASHTO PUBLICATIONS UPDATE - SEPTEMBER 2018

AASHTO PUBLICATIONS MONTHLY UPDATE



AASHTO  
PUBS **Update**

SEPTEMBER 2018



*Welcome...* to the September edition of the AASHTO Publications Update! *Have we got some big news to share with you!*



Not only is autumn just around the corner...so is a new edition of *A Policy on Geometric Design of Highways and Streets*, 7th Edition, also known as the "Green Book," one of our most important AASHTO Publications. Check out more details in the "Pubs in the Pipeline" feature below.

We hope you enjoy this edition of the AASHTO "Pubs" Update! And, we certainly hope you enjoy a wonderful and *colorful* fall season!

Of course, if you ever have a question about AASHTO publications, feel free to email us...anytime!

AASHTO Publications Team  
[aashtopublications@ashto.org](mailto:aashtopublications@ashto.org)

## AASHTO ANNUAL MEETING HAS BEGUN!



The [2018 AASHTO Annual Meeting](#) has begun in Atlanta, starting today and continuing through Monday! To all of our AASHTO members, partners, sponsors, guests, and co-workers attending the meeting, here's wishing you a very successful and productive meeting!

And...to our fearless leader, [Erin Grady, Director, AASHTO Publications](#), thanks for the pictures of the AASHTO Publications Booth! Lookin' good!



## RECENT PUBLICATION RELEASES

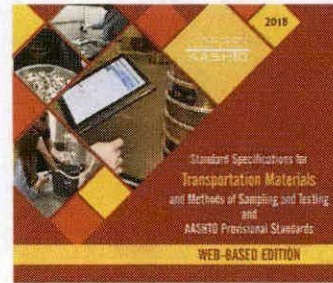
In case you've missed a few, here's a quick look at some of the publications we released this year. Click the link next to the publication to visit its page on the [AASHTO Store](#).



## AASHTO Materials Standards

Item Code: HM-WB

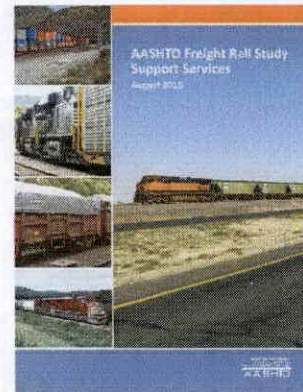
[Click for more information.](#)



## AASHTO Freight Rail Study Support Services, 2nd Edition

Item Code: FRBL-2-OL

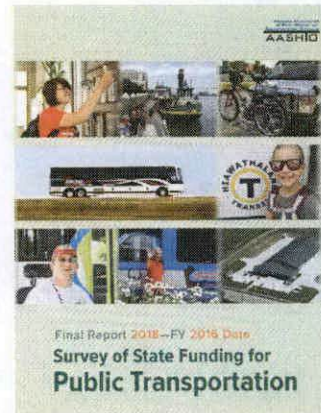
[Click for more information.](#)



## Survey of State Funding for Public Transportation—Final Report, 2018

Item Code: SSFP-12-UL

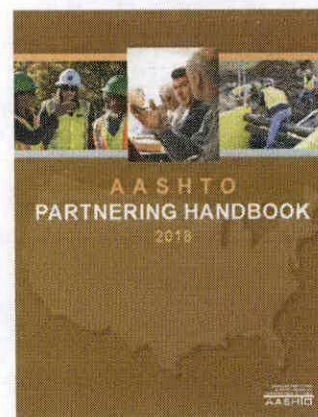
[Click for more information.](#)



## AASHTO Partnering Handbook, 2nd Edition

Item Code: APH-2

[Click for more information.](#)

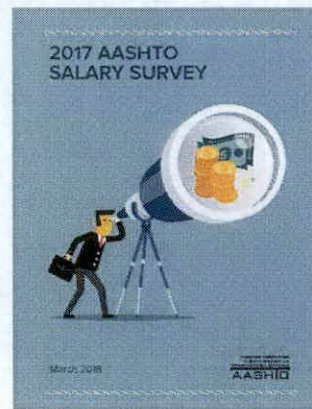




## 2017 AASHTO Salary Survey

Item Code: SS-17-OL

[Click for more information.](#)

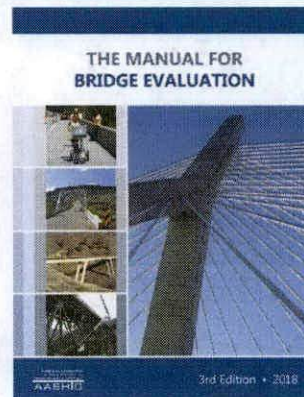


## The Manual for Bridge Evaluation

3rd Edition

Item Code: MBE-3

[Click for more information.](#)



[Click here for a full list of all of our 2018 releases.](#)

## Looking for a Historical AASHTO Standard?

### Check Out the AASHTO Archive!

*AASHTO maintains an archive of historical editions of many of our technical standards and specifications, which have been superseded by current AASHTO editions. To purchase archive editions, visit the AASHTO Store, select "Historical References" from the pull down menu at the top of the home page, then search for the archived publications of interest. [Click here for more information about the AASHTO Archive.](#)*

## PUBS IN THE PIPELINE



Here's a list of some of the publications we're working on. But, remember, the release dates listed below are only estimations and are subject to change, based on changes or delays in the publication's production.

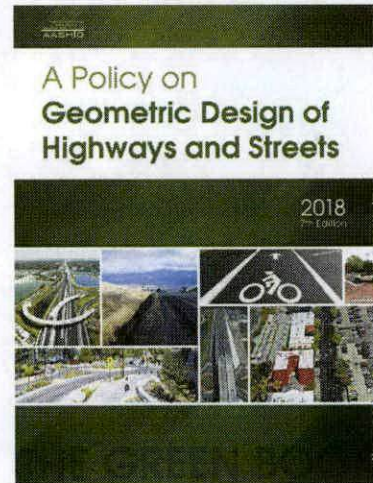
## DESIGN & TRAFFIC

### A Policy on Geometric Design of Highways and Streets, 7th Edition

#### "THE GREEN BOOK"

Item Code: GDHS-7 | Release Date: September 2018

The new 7th edition of "*A Policy on Geometric Design of Highways and Streets*," commonly known as the AASHTO "Green Book" is scheduled to be released next week. The new edition will replace the previous 6th edition published in 2011. Be sure to visit the AASHTO Store next week for all the details!



### Roadway Lighting Design Guide, 7th Edition

Item Code: GL-7-UL | Release Date: Winter 2018

## BRIDGES & STRUCTURES

### AASHTO 2019 Interim Revisions to the Bridge Welding Code, 5th Edition

Item Code: BWC-7-I2-OL | Release Date: September 2018

### 2019 Interim Revisions to the Manual for Bridge Evaluation, 3rd Edition

Item Code: MBE-3-I1 | Release Date: October 2018

### S2.1 Steel Bridge Fabrication Guide Specification

Item Code: NSBASBF-4-OL | Release Date: October 2018

### Guide Specifications for Accelerated Bridge Construction, 1st Edition

Item Code: ABC-1-UL | Release Date: November 2018

**DOWNLOAD THE PUBLICATIONS CATALOG**



Click below to download a free copy of our current Publications Catalog.

**Download the AASHTO Publications Catalog**

*\*\* A new edition of the AASHTO Publications Catalog is scheduled to be released next week! Check the AASHTO Store to download a free copy!*

**Publications Discounts for Faculty Members and Students!**

*Faculty members and students at U.S. colleges and universities can purchase AASHTO publications at our discounted AASHTO member price. Orders must be placed online at the AASHTO Store (<https://store.transportation.org>) by setting up an AASHTO Account using your school email address to authenticate your academic status. [Click here for more information on Academic Discounts.](#)*

The AASHTO Publications Update (APU) is published monthly and distributed electronically by the Publications Department of the American Association of State Highway and Transportation Officials (AASHTO). You may direct any questions or comments about the newsletter to Carolyn Toye, AASHTO Publications Marketing Manager and APU editor, by email at [ctoye@ashto.org](mailto:ctoye@ashto.org).

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# Fw: NEW EDITION OF THE "GREEN BOOK" NOW AVAILABLE

Robert Kuipers

Mon 10/1/2018 9:46 AM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>; Grants Projects <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; 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 <ewilliams@nwnmcog.org>;

RTPO members and DOT colleagues:

FYI from AASHTO.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

---

**From:** AASHTO PUBLICATIONS <aashtopublications@ashto.org>

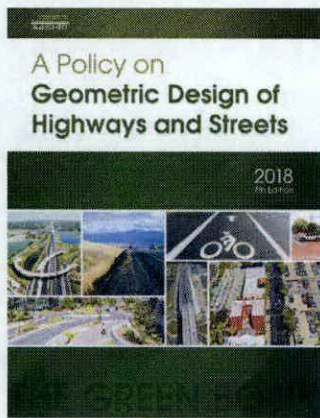
**Sent:** Wednesday, September 26, 2018 2:14 PM

**To:** Robert Kuipers

**Subject:** NEW EDITION OF THE "GREEN BOOK" NOW AVAILABLE

AASHTO Publications Weekly Update

**P** AASHTO  
PUBLICATIONS  
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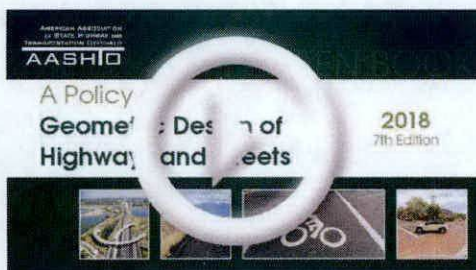
**NOW AVAILABLE!**

NEW EDITION OF THE  
AASHTO "GREEN BOOK"

AASHTO has released the new, seventh edition of *A Policy on Geometric Design of Highways and Streets*, commonly referred to as the AASHTO "Green Book."

This revised edition presents an updated framework for geometric design that is more flexible, multimodal, and performance-based than in the past. Specifically, it describes how geometric design elements affect multiple transportation modes and recognizes the relationship between geometric design features and traffic operations. It includes both traditional functional classifications for roadways (local roads and streets, collectors, arterials, and freeways), as well as an expanded set of context classifications (rural, rural town, suburban, urban, and urban core) to guide geometric design.

This 2018 seventh edition replaces the previous sixth edition, published in 2011. [Click here to download a summary of the key revisions and updates made in this new edition since the 2011 edition.](#)



[Check out this informational video for more details about the new AASHTO Green Book!](#)

[Click here to order a copy of the new  
AASHTO "Green Book!"](#)

# Fw: cert info

Robert Kuipers

Mon 9/17/2018 2:50 PM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@GallupNM.gov>; Alicia Santiago <asantiago@gallupnm.gov>; Grants Projects <grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; kbenally@navajodot.org <kbenally@navajodot.org>; David Duetsawe <ddeutsawe@puebloofacoma.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: Smith, Luke, NMDOT <Luke.Smith@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; marticia.holiday@state.nm.us <marticia.holiday@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;

Importance: High

📎 6 attachments (3 MB)

ITS\_Project-Checklist.pdf, ENV Level of Effort (Aug 2014).doc, WZ-checklist-Routine-proj.pdf, T-LPA\_PS&E\_Checklist.pdf, Signal & Lighting Agreement Request Form A-1332.pdf, DRAFT - Guidelines for Preparing Rail Certification Requests.pdf,

RTPO members:

Attached are a number of additional guidance documents, as promised from Luke Smith - NMDOT Central Regional Design office, that may be needed as you move your projects forward. With much appreciation to Luke, these documents, along with his presentation on the Agreement Request Forms, will be helpful, as you engage opportunities to fund and implement your transportation projects going forward.

RTPO members, I will file all these documents and recommend you do the same; that way, my documents can provide back up if you ever lose yours.

Thanks Luke, for forwarding these!

-Bob Kuipers

rkuipers@nwnmcog.org

---

**From:** Smith, Luke, NMDOT <Luke.Smith@state.nm.us>

**Sent:** Monday, September 17, 2018 1:51 PM

**To:** Robert Kuipers

**Subject:** cert info

Hi Bob, a few things attached.

- ITS Project Checklist (for most projects, only first page needs to be filled out)
- Environmental Level of Effort Form
- Work Zone Checklist for Routine Projects. This will cover most work
- PS&E Checklist
- Signal and Lighting Agreement Request Form
- Guideline for Rail Certs.

Luke T Smith, PE

Tribal/Local Public Agency Coordinator

NMDOT Central Region Design

505-373-7411




# Fillable TAP / RTP application template

Robert Kuipers

Tue 9/18/2018 4:46 PM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@GallupNM.gov>; Grants Projects <grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Duetsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>;

 1 attachments (31 KB)

NMDOT\_TAP-RTP\_Application\_Fillable.docx;

**Greetings RTPO members:**

Attached is a fillable (MS-Word) template for your TAP or RTP applications.

Hope this saves you a considerable amount of time!

Many thanks to Neala Krueger - our DOT liaison for sending this!

Reference her additional guidance below.

-Bob Kuipers

rkuipers@nwnmcog.org

Hi Dave and Bob,

Assuming you have Adobe Pro, you can edit the PDFs directly with Adobe Pro or Export to a Word Document with Adobe Pro. Or you can do a "Save as" within a PDF and choose Word Document.

TAP documents are available here: <http://dot.state.nm.us/content/nmdot/en/Planning.html#ATRP> or on the COG's website [http://www.nwnmcog.com/uploads/1/2/8/7/12873976/rtp\\_tap\\_application\\_ffy2020\\_plus.pdf](http://www.nwnmcog.com/uploads/1/2/8/7/12873976/rtp_tap_application_ffy2020_plus.pdf)

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ACTIVE TRANSPORTATION AND RECREATIONAL PROGRAMS  
APPLICATION

[www.nwnmcog.com](http://www.nwnmcog.com)

Page 2 FFY2020 TAP/RTP Application May 2018 G. Provide a one to three sentence description of the project scope, including major components, any

---

Attached is the TAP/RTP application in Word for your convenience. Please let know if you need anything else.

Thank you,  
Neala

# Fw: FLAP news / materials

Robert Kuipers

Wed 9/19/2018 12:08 PM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@GallupNM.gov>; Grants Projects <grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <joe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Duetsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; marticia.holiday@state.nm.us <marticia.holiday@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>;

Importance: High

📎 3 attachments (982 KB)

NM 2018 FLAP\_Announcement Letter Call for Projects.pdf; NM 2018 FLAP\_Call for Project Proposal Process Overview.pdf; NM 2018 FLAP\_Program Brochure.pdf;

**RTPO members (and DOT colleagues - FYI):**

The Federal Lands Access Program (FLAP) call for projects has opened with a January 15, 2019 deadline for proposals.

This funding source may be a useful addition for many of us, as many of our roads run through federal lands.

Please reference the attachments and guidance below, to possibly add this funding to your transportation development opportunities. Those of us in rural areas, need all the funding help we can find!

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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**From:** Miskimins, Laurie (FHWA) <laurie.miskimins@dot.gov>

**Sent:** Wednesday, September 19, 2018 11:55 AM

**To:** Robert Kuipers

**Cc:** Evan Williams

**Subject:** RE: FLAP news / materials

Hi Robert,

Good timing. The call opened yesterday. We had hoped to have outreach materials ready sooner, but they are ready now. I have attached here and they are on our website now too. I have also drafted an email below that can be modified and used to circulate to interested parties.

Thanks,  
Laurie

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Hello All,

The New Mexico Federal Lands Access Program (FLAP) Programming Decisions Committee (PDC) is pleased to announce that the *2018/2019 Call for Projects* is now **OPEN** with Proposals being accepted through **January 15, 2019**.

A program summary table of each state can be found on our FHWA FLAP Headquarters webpage (<http://flh.fhwa.dot.gov/programs/flap/>) where you will notice the state of New Mexico is highlighted in **green** as 'Open' for the Call for Projects. By clicking on the state of New Mexico you may access the summary table and then navigate to the NM FLAP webpage by clicking the "View All New Mexico FLAP Information" link (<http://flh.fhwa.dot.gov/programs/flap/nm/>) for specific program requirements and Project Proposal packet materials.

The FHWA Central Federal Lands Division will be hosting two webinars for all prospective applicants that anticipate applying for the New Mexico FLAP funds in this Call for Project Proposals.

**Topics Covered:**

- Overview of NM FLAP
- Overview of Project Proposal Material
- Frequently Asked Questions

**Event Details:**

NM FLAP Prospective Applicants- Webinar 1: **Tuesday, October 16th, 2018; 1:00 PM- 2:00 PM (Mountain Daylight Time)**

NM FLAP Prospective Applicants- Webinar 2: **Thursday, October 25th, 2018 9:00 AM- 10:00 AM (Mountain Daylight Time)**

**Participation Details:**

Web Room: <http://fhwa.adobeconnect.com/cflplanning/> (Login as *GUEST*)

Call Number: 1-877-336-1839; Passcode: 6359430

Pre-registration is not required.

**We ask that you provide the widest circulation possible of this announcement to provide the New Mexico FLAP a robust pool of project proposals. Use this email as you see fit in your communication with your constituents and potential applicants, as it contains important program information. We have added *Announcement Letter, Project Proposal Process Overview and Instructions*, and *NM FLAP Program Brochure PDFs* to this email, to assist in explaining eligibility and the application process.**

**Frequently Asked Questions:**

**What is the purpose of the program?**

The goal of the Federal Lands Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

**Who is eligible to apply?**

Eligible applicants include State, county, tribal, or city government agencies that **own or maintain** the transportation facility.

**What types of projects will be considered?**

The Federal Lands Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on Federal high-use recreation sites and Federal economic generators. Federal Lands Access Program funds are intended for design, construction, or reconstruction and are not intended for maintenance projects.

**How would the projects be delivered?**

CFLHD is looking forward to the opportunity to provide “cradle to grave” project delivery services under this program. This approach allows State or local resources to be utilized on their other priorities with the knowledge that projects under this program will generally be delivered by CFLHD.

**What happens if my project is selected?**

On submission of a project Proposal, the applicant agrees to provide the match funding portion for the initial scoping activities that is not to exceed \$10,000. Applicants will be contacted upon initial selection of the submitted project by CFLHD and will enter into a Reimbursable Agreement within **45 days** of receipt of selection notification stipulating the scope of the project and the funding arrangements. After execution of the Reimbursable Agreement, the scoping project team from CFLHD will meet with the applicant and the Federal Land Management Agencies to review the proposed project. This effort will yield a Project Scoping Report, a Project Delivery Plan, a scoping level project construction estimate, and a match funding plan to be shared with the applicant and the PDC. The results of the initial scoping effort will form the scope of the project and the funding requirements for the project development. After final endorsement by the PDC, a project a project Memorandum of Agreement (MOA) signed by all appropriate parties and is to be executed within **60 days** of delivery from the CFL Project Manager. The timely execution of the agreements will anchor the proposed project in the New Mexico 5-7 Year Plan.

Please contact either myself or Chris Longley, Planning and Programming Branch Chief; [christopher.longley@dot.gov](mailto:christopher.longley@dot.gov); 720-963-3733, with any questions.

Thank you for your support of the New Mexico Federal Lands Access Program.  
Laurie

Laurie Miskimins  
Transportation Planner  
FHWA-Central Federal Lands Highway Division  
720-963-3455  
[Laurie.miskimins@dot.gov](mailto:Laurie.miskimins@dot.gov)

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**From:** Robert Kuipers [mailto:[rkuipers@nwnmcog.org](mailto:rkuipers@nwnmcog.org)]  
**Sent:** Tuesday, September 18, 2018 3:52 PM  
**To:** Miskimins, Laurie (FHWA)  
**Cc:** Evan Williams  
**Subject:** FLAP news / materials  
**Importance:** High

Good afternoon Laurie,

As we are now approaching the fall of 2018, and FLAP applications due in January 2019, are you aware of any new guidance documents, or application templates that are ready for circulation at this time? It is likely that some of our members may have an interest in applying for FLAP funding this cycle.

I'm sure the power point you provided, which I will forward to our RTPO members will be significantly helpful guidance, but wondering at this point, if there are any forthcoming application templates or other guiding materials?

Appreciate any information you are able to offer!

Thanks,

Bob Kuipers - RTPO Planner  
N.W.N.M. Council of Governments  
[rkuipers@nwnmcog.org](mailto:rkuipers@nwnmcog.org)  
505-722-4327

# FLAP funding coming down the pipe

Robert Kuipers

Tue 9/18/2018 4:12 PM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@GallupNM.gov>; Grants Projects <grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Duetsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; marticia.holiday@state.nm.us <marticia.holiday@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>;

 1 attachments (4 MB)

Federal Lands Planning & FLAP, 062218.pptx;

Greetings RTPO members and DOT colleagues:

Reference the attached powerpoint regarding the Federal Lands Access Program (FLAP), and an upcoming call for projects just around the corner, with an application deadline in January of 2019. This is another funding opportunity many of you may be interested in. I have emailed Ms. Laurie Miskimins, who oversees our region as to whether an application template and any related guidance is available yet, and will forward information to all of you as I receive it. In the mean time, the attached powerpoint will help those who are interested to start preparing.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

# FLAP Call for Projects\_2nd Reminder

Robert Kuipers

Mon 9/24/2018 12:12 PM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us <jirving@co.mckinley.nm.us>; Porell, Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>; Grants Projects <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; ffillerup@sjcounty.net <ffillerup@sjcounty.net>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>;

Importance: High

📎 4 attachments (1 MB)

NM 2018 FLAP\_Announcement Letter Call for Projects.pdf; NM 2018 FLAP\_Call for Project Proposal Process Overview.pdf; NM 2018 FLAP\_Program Brochure.pdf; project-proposal-application.pdf;

Greetings again RTPO members,

Attached are documents and information related to the Call for Projects just issued for the Federal Lands Access Program (FLAP).

If you go to the FHWA link within the FLAP Call for Projects Announcement Letter entitled: "Link to Project Application", you will find all of these links for documents that are part of the complete application package.

- Project Proposal Instructions and Checklist (Acrobat, 1 MB)
- Project Proposal Application (Acrobat, 375 KB)
- Applicant Endorsement Form (Acrobat, 1.51 MB)
- Federal Land Management Agency Support Form (Acrobat, 1.51 MB)
- Supplemental Alternative Transportation Worksheet (Acrobat, 1.07 MB)
- Sample FLAP Project Cost Estimate Form (Excel, 217 KB)

Applications are due January 15, 2019.

-Robert Kuipers

rkuiipers@nwnmcog.org

505-722-4327



**FHWA Federal Lands Presentation:**  
**Laurie Miskimins – FHWA – Central Federal Lands Highway Division**

**Guidance for funding proposals**

- Federal Lands Call for Projects coming Sept. – Oct. 2018 – includes a) “FLAP” **Federal Lands Access Program, b) Federal Lands Transportation Program, and c) Tribal Transportation Program.**
- Local Govt. / Entity **must have UPDATED long range transportation plan(s) to qualify** for Federal Lands funding
- FHWA Fed. Lands is considering the value of a collaborative long range transportation plan for the combined south-western states
- Local governments that are interested in projects on federal lands, should start incorporating potential federal lands interests / projects into their long range transportation plans. In general try to get FLAP projects into other local and regional plans (ICIP, LRTP, Comp. Plan, Econ. Dev., etc.)
- Collaborative voluntary partnerships are hard to maintain, so a management organization better sustains both initiatives and “the board”. Consolidating a region for priorities helps leverage funds, as does correlating local and regional plans with state and federal plans – all supporting prioritized projects by the regional stakeholder “coalition” (which should demonstrate a broad / growing range of agencies as it develops).
- Data building and data sharing – supporting strategic, prioritized project development will be key to “competitive”.
- Over time, relationship building between local governments and the FHWA Federal Lands Program management builds the trust that assures better access to funding
- Power point does a good job of laying out the process, eligible projects, evaluation criteria
- There is \$24 million available to New Mexico for FFY21-23 projects.
- A 14.56 local funding match is required – higher match = leverage
- Creating secondary routes can qualify for funding if fire access / escape is a concern
- Once funded the FLAP program can manage the entire project (cradle to grave) for planning thru construction and maintenance.
- As cited above the call for projects is expected to go out late September
- Applications are now current / in progress for Kansas and Nebraska – go to federal website to see examples of application packages



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Central Federal Lands Highway Division**

September 18, 2018

12300 West Dakota Avenue  
Suite 380B  
Lakewood, CO 80228

Federal Land Managers  
New Mexico Department of Transportation  
Regional, County and Local Governments  
Tribal Governments

**Request for Project Applications  
New Mexico Federal Lands Access Program**

The Federal Lands Access Program (FLAP) presents an exciting opportunity for state, county, tribal, and local entities to get projects placed into this program for a variety of transportation projects accessing Federal Lands in the state of New Mexico. The Programming Decisions Committee (PDC) of the New Mexico FLAP is currently soliciting Project Applications to develop a multi-year program of transportation projects (estimated program funding availability of up to \$35 million dollars). Preliminary engineering, construction, and construction engineering funding will become available after the program selection process has been completed.

**Deadline for submittals:** January 15, 2019

**Link to Project Application:** <https://flh.fhwa.dot.gov/programs/flap/nm/>

**Applicant Information Webinars:**

*Tuesday, October 16, 2018; 1:00-2:00PM Mountain Daylight Time*

*Thursday, October 25, 2018; 9:00-10:00AM Mountain Daylight Time*

*Participation Details:*

Web Room: <http://fhwa.adobeconnect.com/cflplanning/> (Login as guest)

Call Number: 1-877-336-1839; Passcode: 6359430

**New Mexico Programming Decisions Committee (PDC):**

- Mr. Chris Longley, Federal Lands Access Program Manager, FHWA - CFLHD (or designated representative);
- To be determined, New Mexico Department of Transportation, and
- Mr. Steve Kopelman, Executive Director, New Mexico Association of Counties (or designated representative)

**2018-2019 Tentative Project Selection Schedule\*:**

- Request for Project Applications - Open Period: September 18, 2018 to January 15, 2019
- PDC Shortlist and notification to applicants: March 2019
- Project Scoping: April – August 2019
- PDC Final Program and notification to applicants: September 2019

*\*Note: Schedule subject to change*



**Contact Information:**

Questions about the application process or the Federal Lands Access Program can be directed to:

- Christopher Longley, CFLHD Access Program Coordinator, (720) 963-3733, [christopher.longley@dot.gov](mailto:christopher.longley@dot.gov)
- Laurie Miskimins, CFLHD Transportation Planner, (720) 963-3455 [laurie.miskimins@dot.gov](mailto:laurie.miskimins@dot.gov)

**Federal Land Management Agency Specific Contacts:**

| Agency                         | Name                     | Email  |
|--------------------------------|--------------------------|--|
| National Park Service          | Sena Wiley<br>Erica Cole | <a href="mailto:Sena_Wiley@nps.gov">Sena_Wiley@nps.gov</a><br><a href="mailto:Erica_Cole@nps.gov">Erica_Cole@nps.gov</a> |
| US Forest Service              | Marjorie Apodaca         | <a href="mailto:Mapodaca@fs.fed.us">Mapodaca@fs.fed.us</a>   |
| Bureau of Land Management      | TBD                      |  |
| U.S. Fish and Wildlife Service | Bruce Hickson            | <a href="mailto:Bruce_Hickson@fws.gov">Bruce_Hickson@fws.gov</a>   |
| U.S. Army Corps of Engineers   | TBD                      |  |
| Bureau of Reclamation          | Hannah Schechter         | <a href="mailto:Hschechter@usbr.gov">Hschechter@usbr.gov</a>   |

**Frequently Asked Questions**

**What is the purpose of the program?** The goal of the Federal Lands Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

**Who is eligible to apply?** Eligible applicants include State, county, tribal, or city government agencies that **own or maintain** the transportation facility.

**What types of projects will be considered?** The Federal Lands Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities accessing federal lands, with an emphasis on Federal high-use recreation sites and Federal economic generators. The NM PDC will give preference to funding for design, construction, or reconstruction. Preference will not be given to fund maintenance projects (e.g., crack sealing, chip seal, potholes, or drainage repair).



**Frequently Asked Questions (continued)**

**How are Project Applications Evaluated?** The PDC will review project applications and evaluate them based on the selection criteria developed by the PDC. The selection criteria are reflective of needs in the state of New Mexico and Federal regulations and guidelines.

- Federal lands access proximity and significance;
- Access to Federal high-use recreation site and/or Federal economic generator;
- Improves public access;
- Safety improvement;
- Preservation;
- Natural resource protection;
- Project cost and scope risk;
- Overmatch/leveraging of funds; and
- Consistent with NM PDC program vision.

Project selection resides with the PDC. The PDC will make its final decision based on the project proposals ability to meet the aforementioned criteria as well as project support, Federal Land Management Agency priorities, and the applicant's share of project costs. Selected projects will be programmed based on availability of funds, both federal and non-federal, project development delivery schedules, other Federal investment and environmental and right-of-way time constraints.

**How do I submit a project application?**

1. Complete the New Mexico Federal Lands Access Program Application found at <https://flh.fhwa.dot.gov/programs/flap/nm/>
2. Obtain endorsement from the appropriate Federal Land Management Agency (FLMA)
3. Send your completed project application via E-Mail to [cfl.planning@dot.gov](mailto:cfl.planning@dot.gov)

Sincerely yours,

**ORIGINAL SIGNED BY:**

Christopher Longley, PE  
Federal Lands Access Program Manager

## New Mexico Federal Lands Access Program: Overview

The Federal Lands Access Program (FLAP) was created by the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act” (MAP-21), and continued through the Fixing America’s Surface Transportation (FAST) Act, to improve state and local transportation facilities that provide access to and through federal lands for visitors, recreationists and resource users. FLAP funds are eligible for planning, engineering, restoration, construction, and reconstruction of transportation facilities but are not intended for maintenance (chipseal, potholes, etc.) projects.

### Program Requirements:

Projects that may be considered for FLAP funding include:

1. The transportation facilities owned or maintained by the State, or local entity that provide access to, are adjacent to, or are located within Federal lands with an emphasis on **high-use recreation sites** or **federal economic generators**. Projects may include *engineering, rehabilitation, restoration, construction, reconstruction, transportation planning, and research* of the eligible transportation facility.
2. The project applicant **must meet the minimum local match requirement**, which may include federal agency funds excluding *Title 23* or *Title 49* funds, with exception of the Federal Lands Transportation Program (FLTP) and Tribal Transportation Program (TTP) that are both eligible matching federal programs. In New Mexico, the minimum local match requirement is 14.56%.

See <http://flh.fhwa.dot.gov/programs/flap/> for more information regarding eligibility.

### Program Decision Making:

The New Mexico Federal Lands Access Program is administered by the Federal Highway Administration (FHWA) by the Central Federal Lands Highway Division (CFLHD). FAST reinstates MAP-21 mandates whereby decisions are to be made through the New Mexico FLAP Program Decision Committee (PDC) in cooperation with Federal Land Management Agencies (FLMA).

#### *New Mexico FLAP PDC Members:*

- Mr. Chris Longley, Federal Lands Access Program Coordinator, FHWA – CFLHD (or designated representative);
- To be determined, New Mexico Department of Transportation (or designated representative); and
- Mr. Steve Kopelman, Executive Director, New Mexico Association of Counties (or designated representative)

#### *Federal Land Management Agency Coordination:*

- Per 204(c)(2) Consultation Requirement – the PDC cooperates with each applicable Federal agency in each State before any joint discussion or final programming decision. For New Mexico a Technical Advisory Group (TAG) of FLMA representatives if formally convened to evaluate project applications.

| Federal Land Management Agency | FLMA/TAG Representative  |
|--------------------------------|--------------------------|
| National Park Service          | Sena Wiley or Erica Cole |
| US Forest Service              | Marjorie Apodaca         |
| Bureau of Land Management      | TBD                      |
| U.S. Fish and Wildlife Service | Bruce Hickson            |
| U.S. Army Corps of Engineers   | TBD                      |
| Bureau of Reclamation          | Hannah Schecter          |

## New Mexico Federal Lands Access Program: Project Application Solicitation

### Project Application Information:

The Federal Lands Access Program (FLAP) presents a unique opportunity for state and local entities to obtain federal funding for a variety of transportation projects that improve access federal lands in the state of New Mexico.

#### New Mexico FLAP Summary

|                                    |   |
|------------------------------------|---|
| Annual Allocation                  | \$8,088,000   |
| Local Minimum Match Required       | 14.56%  |
| Advertised Amount                  | \$30 – \$35 Million   |
| Advertised Fiscal Years to Program | FY 2021 – FY 2024   |
| Call for Project Applications      | September 18, 2018 – <b>January 15, 2019</b>  |
| NM FLAP Website                    | <a href="https://flh.fhwa.dot.gov/programs/flap/nm/">https://flh.fhwa.dot.gov/programs/flap/nm/</a> |

### Project Application Process:

The PDC will review, evaluate, and prioritize all eligible Project Applications submitted and select those to be short-listed using the Project Application evaluation criteria developed by the PDC. The PDC will select a balanced program that maximizes funding and addresses critical needs, in consultation with applicable Federal Land Management Agencies.

By submission of a Project Application the Applicant is acknowledging to the following requirements:

- a) Proposed projects must be located on a public highway, road, bridge, or trail that is located on, is adjacent to, or provide access to Federal lands for which the facility title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or local government.
- b) The applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintenance indicating the application is being submitted on their behalf.
- c) It is the responsibility of the applicant to supply the necessary information to complete the application to the best of their ability. This may include cost estimates, maps, photos, etc.
- d) Project applications must be supported by the appropriate Federal Land Management Agency (FLMA), documented by a completed support form or a letter of support.
- e) The New Mexico FLAP requires a minimum match requirement is **14.56%** of the total project cost. Other Federal (non-title 23 or 49) funds may be used as match. Please note this may require an approval (resolution) of a commitment of funds from the governing agency prior to the Project Application deadline.
- f) Following review of eligible applications submitted, the PDC will select a Short-list of Projects using the Project Selection criteria. If short-listed, the Applicant will enter into a *Reimbursable Agreement for the not-to-exceed amount of \$10,000 within 45 days of notification of selection* for CFLHD to complete project scoping efforts to develop an accurate scope, schedule, and budget.
- g) If the PDC and the Applicant agree with the project scope, schedule, and budget the PDC will approve the project for final programming. At this time the *Reimbursable Agreement* will be modified to meet the final match requirement for the full project scope, and a Memorandum of Agreement defining that scope as well as roles and responsibilities to be executed **within 60 days from approval of funding**.

## New Mexico Federal Lands Access Program: 2018 Call for Project Applications Detailed Schedule

|                  |                      | <b>PRE-CALL</b>   | <b>CALL</b>  | <b>REVIEW</b>  | <b>SELECT</b>  | <b>SCOPE</b>  | <b>FINAL PROGRAM</b>   |
|------------------|----------------------|---|--|--|--|---|--|
|                  |                      | <i>July-August</i>  | <i>September-January</i>   | <i>February</i>  | <i>March-April</i>   | <i>Summer '19</i>   | <i>Fall '19</i>  |
| <b>PDC</b>       |                      | Notify agency counterparts and potential applicants of impending call for projects.   | Advertise Call for Project Applications to constituents.   | PDC scores and ranks applications.   | PDC selects short-list of applicants.  | Review PDPs for short-listed projects at final project selection meeting.                                   | Funded program announced.  |
|                  | <b>CFLHD</b>         | Schedule the call with state PDC, prepare the call packet, and update website with call schedule.   | Issue Call for projects and distribute notification email to PDC and FLMA representatives.   | Prepares summary of all projects and evaluation sheets for PDC and FLMA representatives. | Notify short-list of projects and enters preliminary project agreement with Applicant. | Scope short-listed projects and develop Project Delivery Plans for an accurate scope, schedule, and budget. | Notify applicants of program year and update agreements to proceed with work.                              |
| <b>FLMA</b>      | <b>Region (TAG)</b>  | Notify local units/stations in respective states of impending call for projects.  | <ul style="list-style-type: none"> <li>Notify units/stations in respective states of open Call for Projects.</li> <li>Notify FLMA units/stations and their respective local entities and State DOTs to submit projects.</li> </ul>   | TAG meets to evaluate projects to provide final ranking to PDC.                          | FLMA Region notified of short-list of projects.  |   |  |
|                  | <b>Local Sponsor</b> | <ul style="list-style-type: none"> <li>Review FLAP eligibility requirements.</li> <li>Engage state and local facility owners to identify and discuss potential projects.</li> </ul> | <ul style="list-style-type: none"> <li>Support applicant by providing necessary application information</li> <li>Provide initial acknowledgement of project on application materials (FLMA Support Form)</li> <li>If Federal funds are being used for match; coordinate with Region for endorsement</li> <li>Notify FLMA Region representative of submitted applications.</li> </ul> | Support inquiries from TAG as needed.  | FLMA included in notification of selection.  | Engaged in scoping as appropriate.  | Assign appropriate FLMA project representative to coordinate with CFLHD on execution of project agreement. |
| <b>APPLICANT</b> |                      | Engage FLMA sponsor to discuss potential FLAP projects.   | Prepare and submit applications with signature of supporting FLMA unit/station.  | Respond to requests from PDC for additional clarification to assist in review.           | Short-list of applicants sign preliminary agreement to proceed with scoping.           | Engaged in scoping as appropriate.  | Assign project representative to coordinate with CFLHD on agreements.                                      |



U.S. Department of Transportation  
**Federal Highway Administration**  
 Office of Federal Lands Highway



**Mission:** Improving transportation to and within Federal and Tribal Lands by providing technical services to the highway transportation community, as well as building accessible and scenic roads that ensure the many national treasures, within our Federal Lands, can be enjoyed by all.

**NM Federal Lands Access Program**

<https://flh.fhwa.dot.gov/programs/flap/nm/>

**Central Federal Lands Highway Division (CFLHD) FLAP Program Points of Contact:**

Chris Longley, Access Program Manager  
 720-963-3733,

[Christopher.Longley@dot.gov](mailto:Christopher.Longley@dot.gov)

Laurie Miskimins, FLAP Planner  
 720-963-3455, [Laurie.Miskimins@dot.gov](mailto:Laurie.Miskimins@dot.gov)

**NM Programming Decision Committee :**

Chris Longley, Federal Representative  
[Christopher.Longley@dot.gov](mailto:Christopher.Longley@dot.gov)

Antonio Jaramillo, State Representative  
[antonio.jaramillo@state.nm.us](mailto:antonio.jaramillo@state.nm.us)

Steve Kopelman, Local Representative  
[skopelman@nmcountries.org](mailto:skopelman@nmcountries.org)

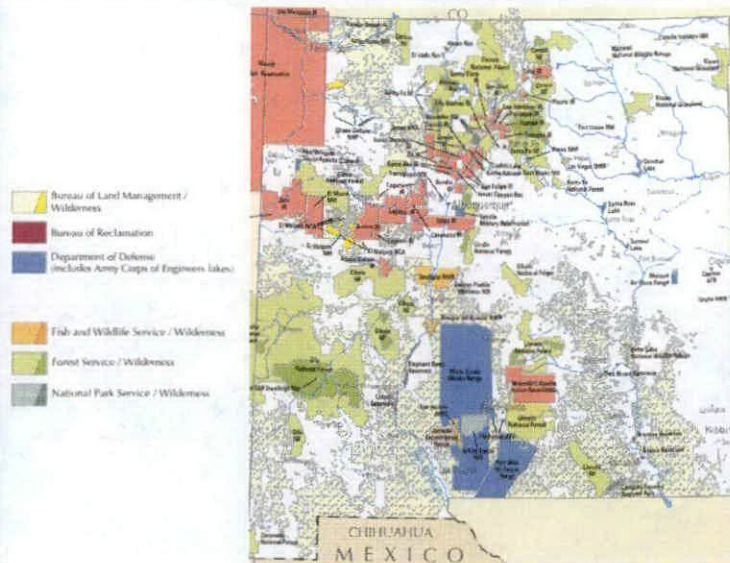
**Federal Lands Access Program**

Improving access to and within federal lands

**New Mexico**

**FAST ACT Program Funding:** \$35M / \$8.08M per FY  
**Federal land acreage for the five core FLMA:** 24,223,882  
**Federal public road miles:** 6,212  
**Number of Federal public bridges:** 77  
**Recreational visitation:** 8,804,642

**The Federal Lands Access Program (FLAP)** was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation Act (FAST). The program funds projects that provide access to, are adjacent to, or are located within Federal Lands that are owned or maintained by a State, County, Local Government, or tribe. Priority will be given to projects accessing high-use Federal recreation sites or Federal economic generators. The program intends to supplement State and local resources for public roads, trails, transit systems, and other transportation facilities.



**Programming Decisions Committee (PDC):**

The PDC is responsible for the FLAP programming decisions in each state and is comprised of representatives from FHWA, the State Department of Transportation; and an appropriate political subdivision of the State.

**Eligibility:**

Eligible activities are listed under 23 USC §204(a). They include engineering, rehabilitation, restoration, and construction of transportation facilities. Other eligible activities include transportation planning, research, preventive maintenance, operation and maintenance of transit facilities, and any transportation project eligible for assistance under title 23 that is within or adjacent to, or that provides access to, Federal land.

**Local Match Requirements:**

Applicants are responsible to provide non-federal matching funds for a minimum of amount of 14.56% of project eligible costs. See FLAP webpage for some federal funds that can be used as match.

**Project Delivery:**

CFLHD delivers the majority of projects in the FLAP program in the 14 western states in which the division administers the program. Applicants may request delivery by another agency. The PDC makes the final delivery decisions.

**Next Call for Projects: September 18, 2018 to January 15, 2019.**



### FLAP Previous Calls in New Mexico: Overview of Process

| Call for Projects Cycle                    | Number of Applications Received | Total Access Program Funds Requested | Total Access Projects/FLAP Funds Programmed |
|--|---------------------------------|--------------------------------------|---|
| Cycle 1 (2013) / Carryover from FH Program | 6                               | \$8M                                 | 1 (\$3.7M) / 3 (\$9.7M)                     |
| Cycle 2 (2013)                             | 7                               | \$21M                                | 2 (\$10.1M)                                 |
| Cycle 3 (2015)                             | 9                               | \$38M                                | 4 (\$30.4M)                                 |

### FLAP Program of Projects from Previous Calls

| Project Name   | Improvement Type   | FLMA Accessed | Federal Land's Unit                            | Delivery Year | Delivery Agency | Owner Agency      |
|--|--|---------------|--|---------------|-----------------|-------------------|
| NM FLAP 11299(1) Dripping Springs/ Baylor Canyon Roads | 4.9 miles of roadway rehabilitation and paving (2.4 miles) | BLM           | Dripping Springs Natural Area. BLM Trailheads. | 2015          | CFLHD, FHWA     | Dofia Ana County  |
| NM FLAP TRAIL 77000(1) El Camino Real Trail            | 13.25 Miles of New Multi-Use Trail Construction.           | USFS          | Santa Fe NF                                    | 2017          | CFLHD, FHWA     | Santa Fe County   |
| NM FLAP TRAIL 52000(1) 2nd Street SW Corridor          | Rehabilitation and widening.                               | USFWS         | Valle De Oro NWR                               | 2017          | CFLHD, FHWA     | Bernalillo County |
| NM FLAP US60(1) Old US60 Bridge                        | Bridge Replacement   | USFWS/ USFS   | Sevilleta NWR / Cibola NF                      | 2018          | CFLHD, FHWA     | NMDOT             |
| NM FLAP 100(1) Soledad Canyon Road                     | Reconstruct 4.65 miles of Roadway                          | BLM           | Las Cruces District Office, Organ Mountains NM | 2018          | CFLHD, FHWA     | Dofia Ana County  |
| NM FLAP 159(1) Catwalk Access Road                     | Roadway rehabilitation and Paving                          | USFS          | Gila NF  | 2020          | CFLHD, FHWA     | NMDOT             |
| NM FLAP NM 152(1) NM 152 Bridges                       | Bridge Replacements  | USFS          | Gila NF  | 2021          | CFLHD, FHWA     | NMDOT             |

### FLAP Application Tips

- ⇒ Apply. Go to [www.flh.fhwa.do.gov/programs/flap.nm/](http://www.flh.fhwa.do.gov/programs/flap.nm/) for application materials, and eligibility and application development guidance.
- ⇒ Review program guidance including eligibility and match requirements.
- ⇒ Develop projects with reasonable scope and cost estimate to meet federal requirements (standards, NEPA, contracting, etc.)
- ⇒ Provide available data in application to help PDC evaluate project
- ⇒ Coordinate/communicate with Federal Land Management Agency during application development

**GENERAL INFORMATION**

**Project Points of Contact (POC):** All POCs listed will be receive project selection notification from the PDC.

|   | Applying Agency | Supporting Federal Land Management Agency(s) |  |
|---|-----------------|--|--|
| Agency Name:                                |                 |  |  |
| POC Name:                                   |                 |  |  |
| POC Title:                                  |                 |  |  |
| Address Line 1:                             |                 |  |  |
| Address Line 2:                             |                 |  |  |
| E-mail:                                     |                 |  |  |
| Phone #:                                    |                 |  |  |
| <b>Additional Key Project Stakeholders:</b> |                 |  |  |

**Project Identification:**

Project Title:

Federal Lands Access Transportation Facility (FLATF) Name / Number:

**Federal Land Management Agency (FLMA) Accessed:**

a. List all FLMA site(s) and/or major destination(s) that are accessed by the identified transportation facility. Provide annual visitation for all those FLMA sites and/or major destinations.

| Name of the Federal Land Management Agency | FLMA Unit Name             | Site(s) or Major Destination(s) Accessed | Distance from Project (miles) | Current Annual Visitation |
|--|----------------------------|--|-------------------------------|---------------------------|
| Sample: FWS                                | New Mexico Wildlife Refuge | Trailhead A                              | 0                             | 120,000                   |
| Sample: USFS                               | New Mexico National Forest | Campground B                             | 0.5                           | 30,000                    |
| Sample: NPS                                | New Mexico National Park   | Visitor Center C                         | 5                             | 800,000                   |
| Sample: USBR                               | New Mexico Reservoir Lake  | Picnic Area                              | 2                             | 100,000                   |

b. Identify source(s) for all annual visitation values listed and if estimate annual visitation values are listed in the instance actual values are unknown or unavailable include the estimating methodology used.

|  | Terminus Start | Terminus End |
|--|----------------|--------------|
| Landmark, Milepost, Cross Roads:                                 |                |              |
| Latitude Coordinates:<br><i>(Decimal Degrees to 6 decimals)</i>  |                |              |
| Longitude Coordinates:<br><i>(Decimal Degrees to 6 decimals)</i> |                |              |

# New Mexico Federal Lands Access Program: Proposed Project Background

## BACKGROUND DATA

1. Agency with Title to Facility:

2a) Agency with Maintenance Responsibility

2b) Describe how the maintenance responsibility is provisioned. Attach any available ROW documentation and maintenance agreement(s). Include details for each portion of the project (e.g. roadways, parking lots, trails).

e.g. ownership highway easement deed and/or maintenance agreement

3. Project Length:

Provide length in miles

4. Existing Roadway Width

(outside shoulder to shoulder):

Provide average width in feet

5. Existing Posted Speed Limit:

6. Existing Bridge Information:

Provide known data for all bridge structures within the project limits.

Refer to the link below for guidance:

<http://www.fhwa.dot.gov/bridge/nbi.cfm>

| National Bridge Inventory Structure # | Bridge Length (ft.)  | Bridge Width (ft.)   | Bridge Area (Sq. Ft) | Bridge Sufficiency Rating |
|---------------------------------------|----------------------|----------------------|----------------------|---------------------------|
| <input type="text"/>                  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/>      |
| <input type="text"/>                  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/>      |
| <input type="text"/>                  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/>      |

7. Functional Classification:

Check those that apply.

- National Highway System     
  Arterial     
  Local Road  
 Major Collector     
  Minor Collector

Refer to the link for guidance: [http://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/)

8. Traffic Volumes:

Provide any available traffic data from recent counts or other documented sources.

**Note:** If no data (i.e., counts) are available, please estimate range (< 200, 200 - 500, 500, 500 - 1000, > 1000 vehicles per day)

|   | Current              | 20-Year Projection   | Data Source / Methodology |
|---|----------------------|----------------------|---------------------------|
| Average Daily Traffic (ADT)                             | <input type="text"/> | <input type="text"/> | <input type="text"/>      |
| Seasonal Average Daily Traffic                          | <input type="text"/> | <input type="text"/> | <input type="text"/>      |
| Estimate % of above ADT that accesses the Federal lands | <input type="text"/> | <input type="text"/> | <input type="text"/>      |

9. Safety History:

Describe site(s) including the number, rate and type of crash as well as the user type(s) that have occurred within the project limits and the source of this information (reports or anecdotal). If available provide site specific crash data for last three years.

10. Projects in Proximity:

Describe other current or previously funded Federal Lands project(s) adjacent to or in proximity to this project.

# New Mexico Federal Lands Access Program: Proposed Project Description

## PROPOSED PROJECT

### 1. Purpose and Need:

Describe the need for the project including but not limited to who the project will serve, conditions requiring relief, and anticipated changes in use due to the proposed project.

Sample - The purpose and need for this project is to address deteriorated pavement and safety concerns for 10 miles of Example Road providing primary access to the Green National Forest. Proposed improvements are needed to provide a minimum of 20 year service life for this facility to increase mobility, as well as providing safety improvements to decrease the potential for future accidents, for visitors and emergency response traffic.

### 2. Proposed Design Standards:

Project will be designed to the following standards. Check the standard that best applies to this project.

AASHTO     State DOT     Local Government     FLMA

### 3. Proposed Roadway (shoulder to shoulder) Width (feet):

Proposed width should be in accordance with the proposed design standards.

### 4. Proposed Speed Limit:

### 5. Description of Proposed Work\*:

a) Provide a description of all proposed work including project phase(s) and major construction work items.

Sample - Rehabilitation, widening, and asphalt overlay of the existing pavement section of 10 miles of Example Road to a proposed 26 foot width with 12 foot lanes with 1 foot shoulders. It is anticipated drainage improvements will be needed at select culverts to maintain the integrity of the proposed roadway. Safety improvements are proposed to address sight distance issues.

b) Describe how the proposed project will address the identified purpose and need.

Sample - The proposed project will increase mobility for users by improving the pavement surface condition. Drainage improvements will also extend the service life of the roadway. Widening of the roadway template to a consistent width, as well as increasing the sight distances at spot locations will also improve the safety for all users.

c) Describe if the project is a segment of a larger project/route or if this project is/ can be phased. Include any known alternatives that should be reviewed as part of this project.

Sample - The proposed segment of roadway would tie into a FS project completed in 2017 that rehabilitated the roadway for 5 miles to the north (segment is owned and maintained by the FS). If there are funding limitations in the program, this project could be broken into two phases, with the logical termini being the turnoff to the Vista Overlook. Phase 1 would be from the FS boundary south to the turnoff (5.5 miles).

\*Note: The Programming Decision Committee has final approval for all proposed project phases and reserves the right to reduce scope of work.

### 6. Key Items of Work: Check all that apply. Refer to link for guidance: <http://contextsensitivesolutions.org/content/reading/types-of-highway/>

#### New Construction / Reconstruction (4R):

- Earthwork/Grading
- Road base
- Major Drainage (>48")
- Minor Drainage (<48")
- Retaining Walls
- ROW Acquisition
- Utility Relocations

#### Recycling (3R):

- Existing Asphalt / Base Recycling (Ex: Pulverization)
- Overlay
- Milling
- Minor Widening (< 5 ft.)
- Major Widening (> 5 ft.)

#### Bridge:

- New / Replacement
- Rehabilitation or Repair

#### Surfacing:

- Asphalt
- Concrete
- Gravel
- Parking

#### Safety Improvements:

- Intersection / Traffic Controls
- Guardrail
- Sight Distance Improvements
- Roadside Hazard Improvements

#### Bicycle / Pedestrian:

- Bicycle and Pedestrian facility
- Bicycle facility (e.g. bike lane)

#### \*\*Non-Infrastructure:

- Transit
- Planning Study
- Planning-Environmental Linkage (PEL) Study
- Research

\*\*Note: Applications that include non-construction or elements including transit, planning, and/or research, please fill out the supplemental worksheet for alternative transportation that can be found at: <http://flh.fhwa.dot.gov/programs/flap/nm>

# New Mexico Federal Lands Access Program: Proposed Project Acquisition and Impacts

**7. Right of Way Acquisition:** All Right-of-way (ROW) property (acquisition costs) to be part of the project costs should be detailed in the project estimate page. All acquisition support costs are non-participating and will be borne by the applicant.

7a) Is ROW acquisition required? (yes /no)

7b). Existing ROW Width (feet):

**7c) Describe the anticipated ROW acquisition needed to construct project.** Include the proposed ROW width (ft) including formalization of all ROW on FLMA lands.

**8. Utility Impacts:** All utility relocation costs must be accounted for by the applicant whether borne by the applicant or included as project cost. Utility relocation costs should be detailed in the project cost estimate.

**8a) List any known utility conflicts within the project ROW and describe any anticipated utility impacts and proposed relocations.:**

8b) Will relocation of utilities be required? (yes /no)

**9. Environmental Impacts / Resource Protection:** Identify and describe known or anticipated impacts, positive or negative, to biological, cultural, wetlands or water resources, or any other environmental areas.

|                      |                      |
|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |

Describe all those impacts identified:

**10. Proposed Lead Agency:** Identify the lead agency that is proposed to lead delivery of this project. It is typical for the CFLHD to act as the lead agency for duration of the project, from award through project completion. However, if the applicant plans to have the difference agency act as lead for the project, the applicant must provide justification for this position, previous experience in delivering Federal Aid (Title 23) funded projects and ability to satisfy FHWA project delivery requirements in accordance with [New Mexico Department of Transportation Local Public Agencies Handbook](#). The final decision for project delivery resides with the PDC. If delivered by another Agency, CFLHD will have Stewardship and Oversight responsibility where all costs and overruns will be borne by the applicant.

# New Mexico Federal Lands Access Program: Proposed Project Funding

Applicants are required to attach a detailed estimate to support costs referenced below. A [Sample FLAP Project Cost Estimate Form](#) is available for use. Project cost estimates must include all project costs including Preliminary Engineering and Construction Engineering costs, Contingency, ROW, utility relocation, etc.

**1. Cost Estimate for Proposed Project** (From developed Cost Estimate attached):

**2. Federal Lands Access Program Funds Requested** (Cannot exceed 85.44 %):  = \_\_\_\_\_ %

**3. Project Funds Leveraged:** List and provide detail of all non-FLAP match funding sources that will be furnished below.

**a) Sources eligible for Minimum Match (14.56 %) and/or Overmatch:**

|   |  |   |         |
|---|--|---|---------|
| <b>Local, State, and/or Other non-federal Sources</b> (Cash match only) :   |  | = | _____ % |
| <b>Right of Way</b> (Acquisition costs only. Supporting costs borne by Applicant) :                                 |  | = | _____ % |
| <b>Utility Relocation</b> (Construction costs only. Supporting costs borne by Applicant) :                          |  | = | _____ % |
| <b>Authorized Title 23 (FLTP, TTP), Title 49 Sources</b> (w/Agency Approval), or other authorized Federal Sources : |  | = | _____ % |
| <b>In-Kind Matching Contributions</b> (at the discretion of the NM Programming Decision Committee) :                |  | = | _____ % |
| <b>Sub-Total (minimum required 14.56 %):</b>  |  | = | _____ % |

**b) Sources only eligible for Overmatch:**

**Other Federal Sources** (e.g. Federal-Aid Highway Programs)  = \_\_\_\_\_ %

**c) Total Matching Contribution:** \_\_\_\_\_ = \_\_\_\_\_ %      **Total Percent Overmatch:** = \_\_\_\_\_ %

**4. List and provide detail on all match funding source(s) identified above including funding source description, restriction(s), and timing availability of funds and associated partnerships.**

**5. If using authorized Title 23 or Title 49 sources, or other authorized federal sources, please provide further detail on the funds/project, and confirmation of authorization from the supporting agency. Attach letters of support if necessary.**

**6. Describe why the Federal Lands Access Program is the most appropriate funding source for the proposed project as opposed to other funding sources eligible.**

## **1 - Federal Lands Access Improvement**

1. Describe how the Federal Lands Access Transportation Facility (FLATF) in this project is connected to the Federal Lands listed on page 1 of the Proposal (*FLMA Unit(s) Name*).

Describe how access to these Federal Lands will be improved as result of this project. If applicable, include improvements to all transportation mode choices (vehicular, pedestrian, bicycle, transit, emergency, etc.). Also, if applicable, include how the project will improve access management (e.g. reduction in traffic congestion, restrictions, bottlenecks, size/load limits, etc.).

## **2 - High Use Recreation Site and Economic Generator**

1. Describe how the Federal Lands, listed on page 1 of the Proposal (*FLMA Unit(s) Name*) are considered high use recreation site(s) and/or economic generator(s)\* for the local or regional economy. Explain if/how the local or regional community is economically dependent on the access to the federal land and the proposed transportation facility.

## **3 - Preservation**

1. Describe the condition of the FLATF including surface condition and age of the facility. As applicable, include pavement condition ratings (PCI), bridge sufficiency ratings, etc.

Describe how the proposed project will improve the condition of the FLATF, including extending the service life, and impacts to operation and maintenance costs.

\*Note: *Federal economic generator* refers to any use of/on Federal lands that results in economy generation for the local community and/or region.

## **4 - Safety**

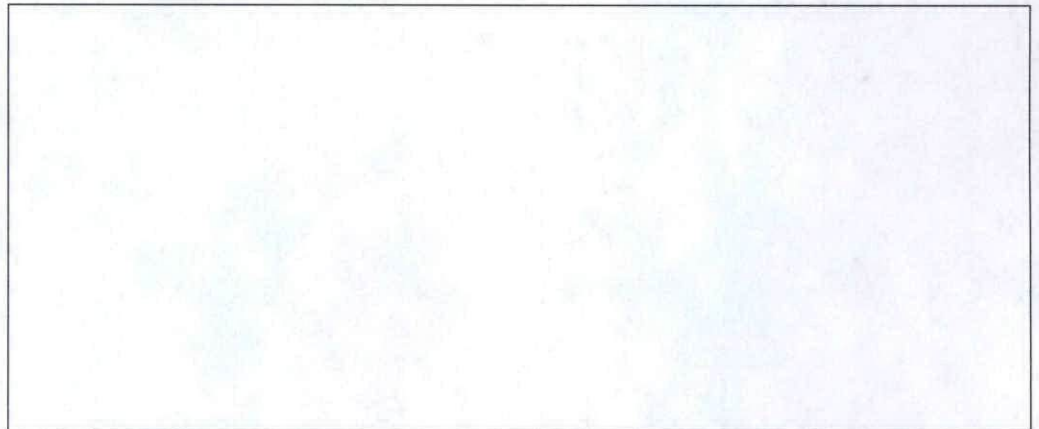
1. Describe all existing safety conditions (e.g. below standard sight distances, roadside hazards, below standard lane and shoulder widths, etc.) and how proposed project countermeasure(s) will address these safety conditions.

Also address how the proposed project will impact safety for the current and proposed user groups (e.g. vehicles, pedestrians, bicyclist, etc.).



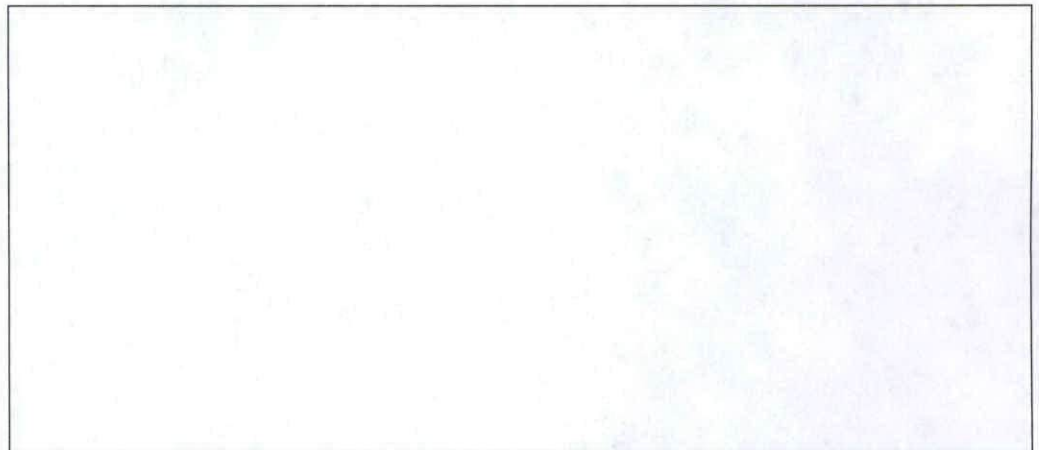
## **5 - Sustainability and Environmental Quality Benefits**

1. Describe if and how the proposed project contributes to the environmental goals and objectives of the local, State, and/or Federal Land Management Agency (e.g. wildlife connectivity, habitat, aquatic organism passage, reduction of noise/water/air/pollution, critical watersheds, environmentally sensitive areas, etc.).



## **6 - Coordination**

1. Describe coordination and/or support from all stakeholders that align with Public Involvement Plan (PIP) as applicable, including FLMA(s) and other project stakeholders. Provide support letters as available.





### Submittal Instructions:

1. Save your form as PDF to your computer, with file name similar to:  
*NEW MEXICO FLAP APP 2018 <PROJECT NAME>*
  - a. Check that all fields have been completed and that all your work has saved properly prior to e-mailing your application.
2. Attach all additional files:
  - a. Review the checklist you completed and attach all photos, maps project estimates, and forms requiring signatures.
  - b. Maximum total for all files is 15MB. Please do not use a zip application to reduce and send large files. The submittal email address will not accept zipped attachments. To accommodate large attachment sizes, we encourage sending multiple emails referencing the volume of the email(s) in the subject line, labeling them '1 of 2,' '2 of 2,' or similar. It is the responsibility of the sending party to ensure their file has successfully transmitted (not getting stuck in the e-mail "outbox").
  - c. **ATTENTION:** DO NOT USE YOUR PDF SOFTWARE TO ATTACH DOCUMENTS INTO THE PDF DOCUMENT AS ALL YOUR FORM FIELDS WILL BE INVALID. ALL ATTACHED PHOTOS AND FILES SHOULD BE SEPARATE FILES.
3. Save a copy for your records
4. E-mail your completed form to [cfl.planning@dot.gov](mailto:cfl.planning@dot.gov), using the subject: *NEW MEXICO FLAP APP 2018 <PROJECT NAME>*
5. Check your e-mail's "sent box" to ensure that your file was sent. Larger files may take longer to send.
  - a. You should receive confirmation of receipt of your submission within 3 working days.

# Office of Federal Lands Highway

Location: [Home](#) > [Programs](#) > Federal Lands Access Program

## New Mexico Federal Lands Access Program

### Call for Projects

The New Mexico Federal Lands Access Program (FLAP) Programming Decisions Committee (PDC) is currently accepting project proposals for the 2018/2019 Call For Projects. Proposals will be accepted through January 15, 2019.

- [Letter to Applicants](#) (Acrobat, 98 KB)
- [Overview and Project Proposal Process](#) (Acrobat, 81 KB)
- [Brochure](#) (Acrobat, 802 KB)

The FHWA Central Federal Lands Division will be hosting two webinars for all prospective applicants that anticipate applying for New Mexico Federal Lands Access Program funds in the 2018/2019 Call for Project Proposals.

### Topics Covered:

- Overview of NM FLAP
- Overview of Project Proposal Materials
- Frequently Asked Questions

### Event Details:

NM FLAP Prospective Applicants Webinar:

- NM FLAP Prospective Applicants- Webinar 1:  
Tuesday, October 16th, 2018; 1:00 PM- 2:00 PM (Mountain Daylight Time)
- NM FLAP Prospective Applicants- Webinar 2:  
Thursday, October 25th, 2018 9:00 AM– 10:00 AM (Mountain Daylight Time)

### Participation Details:

Web Room: <http://fhwa.adobeconnect.com/cflplanning/> (Login as guest)

Call Number: 1-877-336-1839; Passcode: 6359430

### Project Proposal Packet:

- [Project Proposal Instructions and Checklist](#) (Acrobat, 1 MB)
- [Project Proposal Application](#) (Acrobat, 375 KB)
- [Applicant Endorsement Form](#) (Acrobat, 1.51 MB)
- [Federal Land Management Agency Support Form](#) (Acrobat, 1.51 MB)

- [Supplemental Alternative Transportation Worksheet](#) (Acrobat, 1.07 MB)
- [Sample FLAP Project Cost Estimate Form](#) (Excel, 217 KB)

**ATTENTION APPLICANTS:** Due to heightened IT security requirements, the Federal Lands Access Program will no longer be accepting ZIP files. Other file types (e.g. PDF, JPEG, etc.) can be received by simply attaching as part of your Application Packet submittal email(s). Updated Submittal Instructions to account for these new requirements have been provided below.

**Updated Submittal Instructions:**

**Step 1.** Save your form as PDF to your computer, with file name similar to: NM FLAP APP 2018 <PROJECT NAME>

- Check that all fields have been completed and that all your work has saved properly prior to e-mailing your application.

**Step 2.** Attach all additional files:

- Review the checklist you completed on page 1 and attach all photos, maps project estimates, and forms requiring signatures.
- Maximum total for all files is 15MB. To accommodate large attachment sizes, we encourage sending multiple emails referencing the volume of the email(s) in the subject line as seen in Step 3.

**Step 3.** E-mail your completed Project Proposal Packet including form and all attachments to [cfl.planning@dot.gov](mailto:cfl.planning@dot.gov), using the subject: NM FLAP APP 2018 <PROJECT NAME> 1 of XX

- (XX references the total number of emails in Project Proposal Packet submittal)

**Step 4.** Check your e-mail's "sent box" to ensure that your file was sent. Larger files may take longer to send. You can expect a confirmation of receipt of your submission within 3 business days.

**Program Documents**

- [New Mexico Federal Lands Access Program Charter](#)
- [New Mexico Call for Projects Process Diagram](#)
- [2018/2019 NM FLAP Evaluation Criteria](#) (Acrobat, 286 KB)

**Program of Projects**

- [Central Federal Lands Transportation Improvement Plan \(TIP\)](#)

**Programming Decisions Committee (PDC) Contact List**

| Agency   | Contact                                  | Email Address  |
|--|--|--|
| New Mexico Department of Transportation (NMDOT)  | TBD                                      |  |
| New Mexico Association of Counties   | Steve Kopelman,<br>Executive Director    | <a href="mailto:skopelman@nmcounties.org">skopelman@nmcounties.org</a>       |
| Federal Highway Administration (FHWA),<br>Central Federal Lands Highway Division (CFLHD) | Chris Longley, Access<br>Program Manager | <a href="mailto:christopher.longley@dot.gov">christopher.longley@dot.gov</a> |

## Contact Information

| <b>Agency</b>                | <b>Contact</b>   | <b>Email Address</b>   |
|------------------------------|------------------|--|
| Federal Lands Access Program | Chris Longley    | <a href="mailto:Christopher.Longley@dot.gov">Christopher.Longley@dot.gov</a> |
| Federal Lands Access Program | Laurie Miskimins | <a href="mailto:laurie.miskimins@dot.gov">laurie.miskimins@dot.gov</a>       |

[Return to the Federal Lands Access Program home page](#)

### Page Information

Last updated: September 18, 2018

Last certified: July 2018

Questions? [Contact Web Support](#)

# Implementation Guidance for the Federal Lands Access Program

Date: August 6, 2018

## Purpose

The purpose of this document is to provide general guidance for implementing and administering the Federal Lands Access Program (Access Program) under 23 U.S.C. 204, established under section 1119 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and continued under the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94).

## Framework

The goal of the Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities that provide seamless access to high-use Federal recreation sites or Federal economic generators within federally-owned lands, as identified by the Secretaries of the appropriate Federal land management agencies (FLMAs). [1] The Access Program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico. A Programming Decisions Committee (PDC) within each State or State equivalent political jurisdiction makes programming decisions and develops a multi-year program of projects [2] in consultation with each applicable Federal agency.

The Access Program complements the Federal Lands Transportation Program (FLTP). It also complements other Federal programs for transportation improvements, such as the Defense Access Roads Program in 23 U.S.C. 210 and the Forest Development Roads and Trails Program in 23 U.S.C. 205. It recognizes the importance of safe access to and within Federal lands.

Receipt of Access Program funding by a State and local facility owners and operators does not affect the overall responsibility for construction, maintenance, and operations of the facilities. That responsibility continues to lie on the owner or operator of the facility.

The Access Program is administered by the Office of Federal Lands Highway (FLH), Federal Highway Administration (FHWA).

## Eligibility

Funds made available under the Access Program shall be used on Federal Lands Access Transportation Facilities (FLATFs). An FLATF is defined as "a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands, for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government" [3]. Eligible activities are:

- A. transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of FLATFs located on or adjacent to, or that provide access to, Federal lands, and—
  - i. adjacent vehicular parking areas;
  - ii. acquisition of necessary scenic easements and scenic or historic sites;
  - iii. provisions for pedestrians and bicycles;
  - iv. environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
  - v. construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
  - vi. other appropriate public road facilities, as determined by the Secretary;
- B. operation and maintenance of transit facilities; and
- C. any transportation project eligible for assistance under title 23, United States Code, that is within or adjacent to, or that provides access to, Federal land. [4]

In regard to (B) above, "operation and maintenance of transit facilities" includes the operation of all components of a transit system, including the acquisition of public transportation vehicles. This operation and maintenance eligibility applies solely to transit facilities.

The eligibility under (C) above includes transit capital projects eligible under chapter 53 of title 49, United States Code, that are also eligible under title 23 and that are within or adjacent to, or that provides access to, Federal lands open to the public.

## Funding

Funding allocations are based on the authorized funding amounts cited in the FAST Act. The Access Program authorized amounts under the FAST Act are as follows:

- \$250,000,000 for fiscal year 2016;
- \$255,000,000 for fiscal year 2017;
- \$260,000,000 for fiscal year 2018;
- \$265,000,000 for fiscal year 2019; and
- \$270,000,000 for fiscal year 2020. [5]

## Period of Availability

The funds made available under the Access Program will be available for obligation in the fiscal year for which the funds are authorized plus three additional fiscal years. [6]

## Federal Share

The Federal share payable shall be in accordance with 23 U.S.C. 120. The sliding scale provision may apply for States with higher percentages of Federal lands. [7] (See [Sliding Scale Rates in Public Land States](#)) [8]

In accordance with 23 U.S.C.120(c)(1), a list of specific activities, predominantly safety activities, are identified that can be funded at 100 percent Federal share and therefore do not require a non-Federal match. (Please note that 23 U.S.C.120(c)(1) discusses a 10 percent limitation on those safety projects that apply to funds apportioned in accordance with 23 U.S.C.104, but this limitation does not apply under the Access Program.) PDCs may elect to leverage this funding flexibility on the certain safety projects described in 23 U.S.C. 120(c)(1).

Funds authorized for the Tribal Transportation Program (TTP) [9] and the FLTP [10] may be used to pay the non-Federal share of any project funded under title 23 or chapter 53 of title 49, United States Code, that provides access to or within Federal land or tribal land. The decision to use FLTP or TTP funds as a match resides with the FLMAs or Tribes. [11] However, Access Program funds may NOT be used as such a match.

Other Federal funds not authorized under titles 23 or 49 may also be used to pay the non-Federal share of any transportation project funded under title 23 or chapter 53 of title 49 that is within, adjacent to, or provides access to Federal land. [12]

"Soft-matches" or "in-kind matches" (e.g., donations of funds, materials, services, right-of-way acquisition, utility relocation) may be permitted from the project sponsor. [13] A tapered match may be appropriate, where FHWA is doing the preliminary engineering and contract administration. [14] The match requirements and commitments should be documented in the project agreement.

Pertinent resources:

- Federal-Aid Guidance Non-Federal Matching Requirements ([HTML](#) / [PDF 64 KB](#)) – This memorandum establishes uniform Federal-aid policy guidance for matching Federal-aid Highway Program (FAHP) projects. [15]
- Memorandum: Information: Tapered Match on Federal-aid Projects, December 29, 2009 ([HTML](#) / [PDF 23 KB](#))
- 23 U.S.C. 120: Federal share payable
- 23 U.S.C. 132: Payments on Federal-aid projects undertaken by a Federal agency
- 23 U.S.C. 323: Donations and credits

## **Transfers**

Upon agreement, the Secretary may transfer funds authorized under FLTP and the Access Program between recipients of funds within those programs or between the two programs, in order to accumulate funds for packaging larger projects. [16] Such an agreement should not exceed the anticipated future authorized funds of the recipient to ensure it can repay the applicable balance.

An agreement should be developed and signed by the pertinent parties to document any transfer (lending arrangement) authorized by 23 U.S.C 201(e). The terms of such agreement will, among other things, include a repayment term. The recipient of transferred funding must repay the funds to the loaning entity from unobligated balances of funds that have not lapsed that are available to the recipient for the program to which or within which the loan was made, whether current year funds or carryover balances. [17]

As an example, the Fish and Wildlife Service's (FWS) National Elk Refuge in Wyoming may have a FY 2017 project programmed within its national wildlife refuge using FLTP funds. Conversely, the State of Wyoming's PDC is planning to improve a State-owned transportation facility that provides direct public access to the Elk Refuge using Access Program funds; however, it is in need of an additional \$125,000 to deliver the Access Program project. Recognizing the operational and cost benefits of working together under a single construction project, the Wyoming PDC enters into a Transfer Agreement with the FWS, where the Wyoming PDC agrees to repay the FWS the \$125,000 from its FY 2018 Access Program allocation. In summary, the Transfer Agreement is voluntary by all parties, allows the leveraging of funds across programs, addresses potential match funding challenges under the Access Program, and results in costs savings and reduced construction time when compared to delivering two, separate construction projects within the same proximity.

During the last year of the FAST Act, new loan-reimbursement arrangements will generally cease since the expiration of the FAST Act will be imminent and the length and funding levels of possible extensions are unpredictable. This ensures that the program balances can be appropriately repaid and made whole.

## **Agreements**

### **Statewide Program Agreement**

States, the District of Columbia, and the Commonwealth of Puerto Rico are encouraged to execute Statewide Program Agreements. These agreements should identify the PDC representatives, program roles and responsibilities, legislative and regulatory authorities, and other pertinent policies that address how the Access Program will be coordinated. The agreement should be updated as the PDC determines appropriate, particularly when there is a change in local government representation on the committee.



## **Project Agreements**

Each project receiving Access Program funds is required to have an executed project memorandum of agreement (MOA) among all project partners, with roles and responsibilities that contribute to the successful completion of the project. The project MOA will be executed prior to initiating the environmental review process under the National Environmental Policy Act and other project development activities. To that end, an Access Program project MOA template is available to aid partners in the development of their agreement. Generally, the FLH Division Office will initiate the agreement process, although the State or local government may initiate the agreement for a project it administers. The Access Program project MOA includes, but is not limited to:

- Scope of work
- Schedule
- Budget
- Roles and responsibilities of all agreement signatories
- Maintenance commitment
- Match requirements
- Coordination with pertinent FLMAs
- Other requirements included in the Office of Federal Lands Highway's Stewardship and Oversight (S&O) Guidance and Instructions, if applicable [18]

## **Program Specific Provisions**

### **Programming Decisions Committee (PDC)**

The PDC responsible for the Access Program programming decisions in each State must be comprised of a representative of:

- The FHWA;
- The State Department of Transportation; and
- An appropriate political subdivision of the State. [19]

The representative for an appropriate political subdivision of the State (i.e., the local government) should be from an organization or entity that is suited to represent the local entities responsible for building, operating, or maintaining publicly accessible transportation facilities that are located on, are adjacent to, or provide access to Federal lands. The local representative should work cooperatively with representatives of local public transportation service providers that provide access to, or which operate within Federal recreation areas within the State and represent local interests for access to Federal lands statewide. The local representative may not be affiliated with or work for the Executive Branch of the Federal or State government. The FHWA works with the State DOT to identify an appropriate local representative. The FHWA representative will be from a FLH Division Office.

The PDC in each State should develop Standard Operating Procedures (SOP) that may be part of a Statewide Program Agreement.

### **Solicitation and Coordination**

A general description of the project proposal solicitation process and coordination between PDC, FLH Division Offices, FLMAs, State, local facility owners, operators, and other eligible entities is as follows:

1. The PDC determines the frequency of the calls for projects within a State.
2. The FLH Division Office, with jurisdictional responsibility in that State, will issue the call for projects on the PDC's behalf. The notification of the call for projects will include applicable FLMAs in each State so they are equally informed. The FLH Division Office will post the information at: <http://flh.fhwa.dot.gov/programs/flap/>.
3. State, local facility owners, operators, and other eligible entities shall cooperatively engage with the respective FLMAs to identify FLMA priorities for accessing high use Federal recreation sites and/or Federal economic generators to and within Federal lands.
4. State, local facility owners, operators and other eligible entities should submit proposed project application documents in the standard form provided by the FLH Division Office. A web-based project application system may be used to facilitate the process. The FLH Division Office may request supplementary information if it deems necessary.
5. The PDC will consult with the FLMAs before final programming decisions occur. [20]
6. The information provided in the project application documents will be utilized for program data analysis and may be shared with the FLMAs as appropriate. No personal information contained in the project applications will be shared.

### **Project Selection Criteria**

Project selection criteria should be based on the following considerations:

- Before any joint discussion or final programming decision, did the PDC cooperate with the applicable FLMA? [21]
- Is the project endorsed by the pertinent FLMA(s) as a high priority? [22]
- Does the project provide access to Federal high-use recreation sites or Federal economic generators? [23]
- Is the project consistent with the owner's long range transportation plan and is it consistent with the FLMA and other planning efforts in the State and/or region? [24]
- Does the project improve safety while improving access to a Federal facility?
- Can the project be realistically completed based on the scope, schedule, and budget proposed?
- Does the project sponsor have the ability to meet the local match requirements? [25]

### **Project Selection**

When the PDC makes programming decisions within a State, preference must be given to the projects and facilities that provide access to, are adjacent to, or are located within high-use

Federal recreation sites or Federal economic generators, as identified by the Secretaries of the appropriate FLMAs. [26] FLMAs are responsible for defining and identifying high-use recreation sites and Federal economic generators.

Open communication and transparency with FLMAs are key tenets within this guidance. Joint discussions between the PDC members and representatives of FLMAs are required prior to selecting projects. [27] State and local facility owners and operators should only consider projects that are supported and endorsed by the appropriate FLMA(s). If more than one project is identified by an FLMA in a particular state, the FLMA should delegate establishment of priorities to their Headquarters, Regional, or State office as appropriate. The FLH Division Office will coordinate the prioritization with the competing Federal priorities to ensure preference is given to those projects considered most important by the appropriate FLMAs.

The PDC should consider the selection criteria and FLMA input to optimize the use of the statewide Access Program funds.

### **Building a Multi-Year Program**

The basic approach in making programming decisions should be consistent in all States. Details will vary, depending on the specific circumstances, however, programming decisions should be made that will enable the PDC to build a multi-year program that maximizes and strategically makes the best use of Access Program funds. Generally, the PDC should meet as necessary, but no less frequently than once each Federal fiscal year, for overall coordination and for establishing and maintaining the multi-year program. The PDC shall cooperate with FLMA representatives before any joint discussions or finalizing programming decisions. [28] The PDC may invite FLMA representatives to participate in annual meetings, as it deems appropriate. In some States, it may be appropriate for the PDC to establish an FLMA Technical Advisory Committee. This is similar to the process used by many MPOs to solicit feedback from Federal agency stakeholders.

### **Program Distributions**

The Access Program funds are allocated among those States that have Federal land by formula. First the Access Program funds are divided into two groups of States, as defined below [29]:

- 80 percent of the available funding is for the States that contain at least 1.5 percent of the total public land in the United States managed by the National Park Service, the Forest Service, the United States Fish and Wildlife Service, the Bureau of Land Management, and the Corps of Engineers. The States are: Alaska, Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.
- The remaining 20 percent of the available funding is for the other 38 States, the District of Columbia, and the Commonwealth of Puerto Rico.

The Access Program funding is distributed by formula to each State, as defined by the ratios below:

- 55 percent in the ratio that the Federal public road miles within the State bear to the total Federal public road miles in its State group.
- 30 percent in the ratio that recreational visitation within the State bears to the total recreational visitation within its State group.
- 10 percent in the ratio that Federal public bridges within the State bears to the total Federal public bridges in its State group.
- 5 percent in the ratio that Federal land area within the State bears to the total Federal land area in its State group.

Allocations for each State will be provided to the appropriate FLH Division Office at the start of each Federal fiscal year and will be pro-rated during any Continuing Resolutions. Each FLH Division Office will administer the funds as determined by the PDC and in accordance with the FLH's S&O Guidance.

## Reporting Requirements

To promote program transparency and accountability, the PDC in each State will develop and make available an annual accomplishment report detailing programming decisions, accomplishments, and budget information (e.g., implementation, construction, preliminary engineering, and construction engineering activities undertaken). This tool will also provide national program managers, FLMA partners, Congressional staff, and other stakeholders with data to ascertain how and where the Access Program funds are being obligated and expended nationally. FHWA will provide guidance on the format of the report.

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[1] 23 U.S.C. 204(c)(3)

[2] 23 U.S.C. 204(c)

[3] 23 U.S.C. 101(a)(7)

[4] 23 U.S.C. 204(a)(1)(A)

[5] Section 1101(a)(3)(C) of the FAST Act

[6] 23 U.S.C. 201(b)(2)

[7] 23 U.S.C. 120(b)

[8] Notice: Sliding Scale Rates In Public Land States - Rates Effective March 17, 1992:

<https://www.fhwa.dot.gov/legsregs/directives/notices/n4540-12.cfm>

[9] 23 U.S.C. 202

[10] 23 U.S.C. 203

[11] 23 U.S.C. 120(k)

[12] 23 U.S.C. 120(j)

[13] 23 U.S.C. 323 and 49 CFR 18.24 (c)-(e)

[14] 23 CFR 630.108(c)(2)

[15] Federal-Aid Guidance Non-Federal Matching Requirements:

[http://www.fhwa.dot.gov/legsregs/directives/policy/fedaid\\_guidance\\_nfmr.pdf](http://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.pdf)

- [16] 23 U.S.C. 201(e)
- [17] 23 U.S.C. 201(e)(2)
- [18] Federal Lands Highway - Stewardship and Oversight Guidance:  
<http://flh.fhwa.dot.gov/programs/stewardship-oversight/>
- [19] 23 U.S.C. 204(c)(1)
- [20] 23 U.S.C. 201(c)
- [21] 23 U.S.C. 204(c)(2)
- [22] 23 U.S.C. 204(c)(2)
- [23] 23 U.S.C. 204(c)(3)
- [24] 23 U.S.C. 201(c)
- [25] 23 U.S.C. 201(b)(7)(B)
- [26] 23 U.S.C. 204(c)(3)
- [27] 23 U.S.C. 204(c)(2)
- [28] 23 U.S.C. 204(c)(2)
- [29] 23 U.S.C. 204(b)

## Federal Lands Access Program Questions & Answers

### General

#### 1. Where in the Fixing America's Surface Transportation (FAST) Act is the Federal Lands Access Program (Access Program) authorized?

The Access Program is authorized under section 1101(a)(3)(C) of the FAST Act. [1]

#### 2. Where in title 23 of the United States Code (U.S.C.) is the Access Program cited?

The Access Program is cited in section 204 (23 U.S.C. 204).

#### 3. How much funding does the Access Program receive each fiscal year?

Under section 1101(a)(3)(C) of the FAST Act, the Access Program is authorized at the funding levels shown below. Funding is distributed to each State, the District of Columbia, and the Commonwealth of Puerto Rico according to a formula outlined in 23 U.S.C. 204(b).

| Fiscal Year | Authorized Amount |
|-------------|-------------------|
| FY 2016     | \$250 Million     |
| FY 2017     | \$255 Million     |
| FY 2018     | \$260 Million     |
| FY 2019     | \$265 Million     |
| FY 2020     | \$270 Million     |

#### 4. How is the amount of Access Program funds for each State determined?

The FAST Act did not change the formula computation for Access Program funds. The funds will be distributed based on the formula in 23 U.S.C. 204(b).

Per the original enabling legislation, 80 percent of the available funding is for the States that contain at least 1.5 percent of the total public land in the United States managed by the National Park Service, the Forest Service, the United States Fish and Wildlife Service, the Bureau of Land Management, and the Corps of Engineers. These States are: Alaska, Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

The remaining 20 percent of the available funding is for the other 38 States, the District of Columbia, and the Commonwealth of Puerto Rico.

The funding is distributed by formula to each State, as defined by the ratios below:

- 55 percent in the ratio that the Federal public road miles within the State bear to the total Federal public road miles in its State group.

- 30 percent in the ratio that recreational visitation within the State bears to the total recreational visitation within its State group.
- 10 percent in the ratio that Federal public bridges within the State bears to the total number of Federal public bridges in its State group.
- 5 percent in the ratio that the Federal land area within the State bears to the total Federal land area in its State group. [2]

The total authorized amount by State and by fiscal year is located at:

<http://flh.fhwa.dot.gov/programs/flap/>.

**5. What reductions will be applied before allocating the Access Program funds to each State?**

The Access Program is subject to obligation limitation and lop-off. [3] In previous years, the lop-off has reduced the authorized amount by 5 to 10 percent. In addition, 23 U.S.C. 201(c)(8) authorizes the Secretary to use up to 5 percent of the Access Program's annual allocation for transportation planning activities, including system-wide transportation planning, asset management, and innovation deployment.[4] The remaining available balance will be then distributed by formula and allocated to each State in accordance with 23 U.S.C. 204(b).

**6. Federal lands access transportation facilities (FLATFs) are defined as being owned or maintained by a State, tribal, or local government. Is it permissible to fund improvements to an access facility owned by a Federal land management agency (FLMA) if the ultimate intent of the agency is to transfer ownership or maintenance responsibilities for the facility to a State or local government following the completion of the project?**

No, the Federal agency would have to transfer ownership or maintenance responsibilities to the State DOT or local government prior to the project being programmed. [5]

**7. Are non-profit organizations and foundations eligible to apply for Access Program funding directly?**

No. However, such organizations can contribute to the required matching funds associated with a specific project application.

**8. The original Access Program enabling legislation presented in MAP-21 required that FLATFs have title or maintenance responsibility vested in a State, Tribe, or local government. The FAST Act did not modify this requirement. Is a Federally-owned road eligible for Access Program funding if a State, Tribe, or local government is providing maintenance under an agreement with the FLMA? What if the road is owned by a State, Tribe, or local government and the FLMA is providing maintenance?**

Both cases the answer is Yes. 23 U.S.C. 204 requires that FLATFs have title or maintenance responsibility vested in a State, Tribe, or local government. A Federally-owned road for which a State, Tribe, or local government has obtained prior to programming an easement, license, permit, agreement, or other written instrument which assumes the majority of the maintenance

responsibility is eligible for Access Program funding. Vice versa, if the road is own by a State, Tribe, or local government and maintained by an FLMA, the road still eligible for funding because ownership.

**9. Can Access Program funds be used for Federal Lands Transportation Program (FLTP) projects under 23 U.S.C. 203?**

Yes. 23 U.S.C. 204(a)(1)(C) provides that Access Program funds are to be used to pay the cost of “any transportation project eligible for assistance under this title that is within or adjacent to, or that provides access to, Federal land.” This flexibility allows FLMAs and PDCs to coordinate and leverage program funds between the complementary Access Program and FLTP to reduce project costs and to enhance access to Federal lands. This program flexibility should only be used in extraordinary circumstances by the individual State PDC since other program fund sources support FLTP activities.

**10. Are Tribes eligible to apply for Access Program funding?**

Yes. Tribes may apply for Access Program funding if the road or facility proposed for funding is owned or operated by the Tribe and provides access to a Federally-owned land. For example, a Tribally-owned road (as opposed to a BIA-owned road) that provides access to a national park or national forest is eligible for the Access Program. Tribal lands are not defined as Federally-owned land and are thus not eligible to be identified as FLMA land parcels potentially benefitting from an Access Program project.

**11. Are FLATFs eligible for 100 percent Federal share under the Emergency Relief for Federally Owned Roads (ERFO) Program and/or the Emergency Relief Program?**

No. Section 1408(b) of the FAST Act eliminated the 100 percent Federal share for repairs or reconstruction resulting from a qualifying emergency relief (ER) event performed on FLATFs. ER projects on FLATFs are now subject to the same Federal share as ER projects on other eligible Federal-aid roads. (23 U.S.C. 120). State and county owned roads that do not meet Federal-aid classification standards may apply for emergency funding through the Federal Emergency Management Agency (FEMA).

To support a seamless transition between MAP-21 and the FAST Act, the Consolidated Appropriations Act of 2016 made this change effective for ER-eligible disasters that occur on or after October 1, 2015. The 100 percent Federal share continues for repairs on FLATF roads resulting from a qualifying ER event that occurred before October 1, 2015.

**Federal Share**

**12. What is the Federal share of the Access Program?**

The Federal share of an Access Program project is determined in accordance with 23 U.S.C. 120. Nominally, this means that the maximum allowable Federal share is 80 percent. This percentage can be higher (sliding scale), depending on the amount of publicly owned Federal land in the



State. The FAST Act did not change the Federal share payable requirements under the Access Program.

**13. Similar to some Federal-aid programs, does the Access Program fund certain safety activities at 100 percent?**

Yes. In accordance with 23 U.S.C. 120(c)(1), a list of activities, predominantly safety activities, are identified that can be funded at 100 percent Federal share and therefore do not require a non-Federal match. (Please note that 23 U.S.C. 120(c)(1) discusses a 10 percent limitation on those safety projects that apply to funds apportioned to Federal-aid programs in accordance with 23 U.S.C. 104. This limitation does not apply under the Access Program and projects may be eligible at 100 percent Federal share without limitation.) PDCs may elect to leverage this funding flexibility on safety projects.

**14. Does the guidance issued by the Office of Infrastructure's Director of Program Administration on the subject, "Increased Federal Share under 23 U.S.C. 120(c)(1)" apply to the Access Program cost share requirement?**

Yes.

**15. Can we use Access Program funds to match other Federal-aid programs?**

No. [6]

**16. If a PDC and FLMA identify an opportunity to leverage both FLAP and FLTP funds to let a single project, can the FLTP funds be applied toward the FLAP match requirement for that project?**

Yes.

**17. Are in-kind contributions considered to count towards the non-Federal share? When will in-kind contributions begin to count towards the non-Federal share required under the Access Program?**

In-kind contributions is a term used for non-monetary donation of property, services, materials, or equipment by the recipient, subrecipient, or FLMA used in the development, construction, or implementation of a Federal project. [8] In-kind contributions used as match must be eligible for the project and allowable per Federal cost principles. [9] Retroactive approval of costs for services incurred prior to execution of the reimbursable or project agreement is prohibited.

The applicant must indicate the intention to utilize in-kind match for the proposed project within the project proposal so that the PDC can coordinate with the FHWA Federal-aid Division Office and the State DOT to verify whether in-kind match is allowable in the State and whether the in-kind contribution proposed in the project application is acceptable. If the in-kind match is allowable for applicable Federal-aid programs, then the same flexibility may be considered by

the PDC. Values for donated services and contributions are determined in accordance with 2 CFR 200.306, Cost Sharing or Matching, and 2 CFR 200.434, Contributions and Donations.

## **Competitive Bidding**

### **18. Is competitive bidding required for Access Program projects?**

Yes. Access Program projects shall be performed by contract awarded by competitive bidding unless the Secretary or the Secretary of the appropriate FLMA affirmatively finds that, under the circumstances relating to a project, a different method is in the public interest. [10] If a different method is intended to be used for the proposed project, the applicant must indicate the intention within the project proposal for applicant-delivered projects, so that the PDC can coordinate with the FHWA Federal-aid Division Office and the State DOT during the project evaluation process. For more information on Cost-Effectiveness Determinations and Public-Interest Findings, visit: Federal-aid Essentials for Local Public Agencies at <http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=43>.

## **Programming Decisions Committee**

### **19. How are the PDC members determined?**

The PDC in each State must be comprised of a representative of the FHWA, a representative of the State Department of Transportation, and a representative of any appropriate political subdivision of the State. [11]

The FHWA and State DOT each select internally the most appropriate candidate. The representative for an appropriate political subdivision of the State (i.e., a local government) should be from an organization or entity that is suited to represent the local entities responsible for building, operating, or maintaining publicly accessible transportation facilities that are located on, are adjacent to, or provide access to Federal lands. The local representative should work cooperatively with representatives of local public transportation service providers that provide access to, or which operate within Federal recreation areas within the State and represent local interests for access to Federal lands Statewide. The local representative may not be affiliated with or work for the Executive Branch of the Federal or State government. The FHWA works with the State DOT to identify an appropriate local representative.

The PDC members listed by State is located at: <http://flh.fhwa.dot.gov/programs/flap/>.

## **Asset Management and Data Collection**

### **20. Are the FLATFs subject to the same asset management and data collection requirements as the Tribal Transportation Program (TTP) and the FLTP?**

No, these are not specified requirements for the Access Program. [12] [13] However, these facilities may be subject to some or all of these management and reporting requirements under other Federal-aid programs and procedures.

## **Advance Construction**

### **21. Can Advance Construction be utilized in the absence of sufficient FLAP funds?**

Yes. Advance Construction (23 U.S.C. 115) allows States to begin projects using their own funding sources. Once the FLAP funds become available, the State may convert the project to a Federal project and receive reimbursement. However, the Federal Government cannot guarantee a state will be reimbursed if the FLAP funds do not become available. The project agreement will need to include provisions that the state assumes all risk and will fund the project in the absence of Federal funds. For more information on Advance Construction visit:

[https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_aid/ac\\_pcac/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/).

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[1] <https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/pdf/PLAW-114publ94.pdf>

[2] 23 U.S.C. 204(b)(1)

[3] Section 1002 of FAST Act

[4] 23 U.S.C. 201(c)(8)

[5] 23 U.S.C. 101(a)(7)

[6] 23 U.S.C. 120(j)

[7] <http://www.fhwa.dot.gov/map21/qandas/carryover.cfm>

[8] 2 CFR 200.306

[9] 2 CFR Subpart E (Cost Principles)

[10] 23 U.S.C. 204(a)(5)

[11] 23 U.S.C. 204(c)

[12] 23 U.S.C. 201(c)(5)

[13] 23 U.S.C. 201(c)(6)

# Fw: FW: Upcoming TTAP Training Opportunities

Robert Kuipers

Fri 9/21/2018 2:03 PM

To: Larry Joe <ljoe@navajodot.org>; rsmith@navajodot.org <rsmith@navajodot.org>; David Deutsawe <ddeutsawe@puebloofacoma.org>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: kbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>;

📎 1 attachments (137 KB)

TTAP\_RegForm\_100918\_SW\_Safety\_TM.pdf;

NWRTPO Tribal Members:

Note the opportunities below; assuming most of you are already familiar with TTAP.

Thanks to Stan for forwarding this.

Bob K.

rkuipers@nwnmcog.org

505-722-4327

---

**From:** Stanley Henderson <shenderson@gallupnm.gov>

**Sent:** Thursday, September 20, 2018 9:00 AM

**To:** Robert Kuipers

**Subject:** Fwd: FW: Upcoming TTAP Training Opportunities

FYI. Stan

----- Forwarded message -----

**From:** Dorson Mahooty <dmahooty@gallupnm.gov>

**Date:** Wed, Sep 19, 2018 at 1:51 PM

**Subject:** Fwd: FW: Upcoming TTAP Training Opportunities

**To:** Alicia Santiago <asantiago@gallupnm.gov>, Stanley Henderson <shenderson@gallupnm.gov>, Gayle Knight <gknight@gallupnm.gov>

Please pass along, RTPO folks may be interested.

Thx,

*Dorson Mahooty, CFM, Construction Project Manager  
Engineering/Public Works*

*City of Gallup*  
*(505) 863-1283*

----- Forwarded message -----

From: **Su Zhang** <[suzhang@unm.edu](mailto:suzhang@unm.edu)>  
Date: Wed, Sep 19, 2018 at 9:40 AM  
Subject: FW: Upcoming TTAP Training Opportunities  
To: Local Technical Assistant Program <[ltap@unm.edu](mailto:ltap@unm.edu)>  
Cc: Su Zhang <[suzhang@unm.edu](mailto:suzhang@unm.edu)>

FYI. TTAP at UVA has schedule a few October training courses in New Mexico.

Best,

Su

---

**From:** Tribal Technical Assistance Program (TTAP) at UVA <[ttap@virginia.edu](mailto:ttap@virginia.edu)>  
**Sent:** Tuesday, September 4, 2018 7:45 PM  
**To:** Gregory Rowangould <[rowangould@unm.edu](mailto:rowangould@unm.edu)>; Susan Bogus Halter <[sbogus@unm.edu](mailto:sbogus@unm.edu)>  
**Subject:** Upcoming TTAP Training Opportunities

Hi Greg and Susan,

I wanted to touch base with you about the upcoming TTAP training classes scheduled for October in New Mexico:

**Alamogordo, NM: 8 Safety Classes - Oct 9 - Oct 12**

(I have attached a registration form for these classes.)

Do you have a mailing list that includes tribal transportation professionals that you would be willing to distribute this to?

Any help you can give us in spreading the word would be a huge help. (Non-tribal attendees are welcome as well - free of charge.)

Also, just a reminder that we are offering **Maintenance & Ops** classes next week in **Los Alamos, NM**. I can send that registration form as well if it would be of any use.

Thanks so much!  
Beth

**Beth O'Donnell**  
**Director**  
Tribal Technical Assistance Program (TTAP)  
434-924-6362 (office)

434-760-3912 (cell)  
833-484-9944 (toll free)

[www.ttap-center.org](http://www.ttap-center.org)



**Tribal Technical  
Assistance Program**

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Thanks,  
Stanley Henderson  
Public Works Director

# TC3 Leverages State and Industry Feedback to Launch New Courses

AASHTO Store <mailer@list.transportation.org>

Thu 8/30/2018 3:34 PM

To: Robert Kuipers <rkuipers@nwnmcog.org>;

## TC3 Leverages State and Industry Feedback to Launch New Courses

After leveraging responses received through the [Suggest a Course for Development form](#) on the TC3 website, we launched two brand new courses: Micropile and Corrosion of Structures. The Micropile course concentrates on installing and inspecting micropile, identifying critical checkpoints in the process. Corrosion of Structures explains what corrosion is, as well as how it applies to and appears in highway structures. Both of these courses are available for free if you register before September 2018!

Additionally, we wanted to spotlight our AASHTO Designation: T 312 course, which explains how to make all necessary calculations and complete the documentation required to prepare and determine the density of an asphalt mixture using the Superpave gyratory compactor. This course is also available for free if you register before September 2018!

### [Micropile](#)

This course instructs those in the construction industry on the installation and inspection of micropile, focusing on the inspection checkpoints during the installation process.

Upon completion of this course, participants will be able to:

- Define micropile;
- List the advantages of micropile construction;
- Describe when and why micropiles are used;
- Describe micropile pre-construction meeting activities;
- Summarize micropile pre-construction owner and contractor responsibilities;
- List the key steps in the micropile drilling process;
- List types of micropiles;
- Describe the various types of micropile drilling techniques;
- Summarize key inspection activities for micropile drilling;
- Describe the role of reinforcing steel in micropile construction;
- List the types of reinforcing steel used during micropile construction;
- Describe the process of installing reinforcing steel during micropile construction;
- Describe the importance of selecting the appropriate grouting mix during micropile construction;
- List the grouting equipment used during micropile construction;
- Summarize micropile grout batching and mixing;
- Summarize the inspection of grout placement during micropile construction;
- Describe the essential testing activities related to micropile construction; and
- Describe the critical post-installation quality control activities applied during micropile construction.

## Corrosion of Structures

This course covers the corrosion effects on transportation structures, in particular, reinforcing steel, reinforced concrete, and structural steel and girders.

Upon completion of this course, participants will be able to:

- Define corrosion as it applies to highway structures;
- List the key impacts of corrosion on structures;
- Provide examples of corrosion in structures;
- Summarize the causes of corrosion in structures;
- Describe the affected steel members and causes of corrosion;
- Explain corrosion control options for structural steel;
- Summarize considerations related to steel materials and construction that reduce corrosion;
- Describe the affected reinforced concrete members and causes of corrosion;
- Explain corrosion control options for reinforced concrete; and
- Summarize considerations related to concrete materials and construction that reduce corrosion.

## AASHTO Designation: 312

This course explains how to perform all of the necessary set-up procedures and how to complete the steps in the test method, Preparing and Determining the Density of Asphalt Mixture Specimens by Means of the Superpave Gyration Compactor.

This training covers the following topics: significance and use, preparation of apparatus, asphalt mixture preparation, compaction procedure, density procedure, and density calculations.

Upon completion of the course, participants will be able to:

- Explain the purpose of the T 312 test method;
- Describe the equipment used in the T 312 test method;
- List the steps to prepare the apparatus for the test procedure;
- Explain which items may require periodic verification of calibration;
- Describe the process to prepare the HMA mixture for the gyration test when the sample is laboratory prepared;
- Describe the procedure for compacting the prepared HMA mixture;
- List the density procedures determined after compacting the mixture;
- Calculate the uncorrected relative density and the relative density; and
- Explain how to close out the T 312 test.

## Did You Know?

More than 90% of the curriculum eligible for professional development hours (PDHs). When a trainee takes a PDH-eligible course, the training hours can contribute toward continuing education for licensure renewal.

TC3 offers [prepaid training subscriptions](#) available for purchase through the TC3 Training Store. These subscription options allow organizations to purchase TC3 training courses at discounted prepaid rates for their employees or members, which results in cost savings on training. Available options include annual unlimited courses per-user and bulk-hour pricing.

*AASHTO member states that [financially contribute](#) to TC3 as a technical service program already have unlimited TC3 training available for all employees and do not require a subscription.*

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# Public-Private Partnerships (P3) Training

The Build America Bureau, in cooperation with FHWA's Center for Innovative Finance Support (Office of Innovative Program Delivery), has developed a series of training courses for interested state, regional, and local government officials. The purpose of this training is to provide information and tools to government officials who want to better understand how to evaluate potential P3 proposals. Listed below are the several training modules currently available.

## INTRODUCTORY

### Introduction to P3s

- Overview
- Project Development
- Procurement
- Risk Assessment
- Value for Money
- Project Financing

### Successful P3 Practices and Model Contracts

- Successful Practices Over Project Life Cycle
- Model Toll Concession Contracts
- Model Availability Payment Contracts

## ADVANCED ANALYSIS

### P3 Project Financing

- P3 Structuring
- Financial Viability
- Financial Models

### Risk Assessments

- Risk Identification
- Risk Analysis and Valuation
- Risk Allocation

### Value for Money

- Public Sector Comparator (PSC)
- P3 Option
- Evaluation

### P3 Benefit-Cost Evaluation

- Estimating P3 Efficiency Impacts
- Estimating Public Benefits

### Who can request this training?

Any state, regional, or local transportation entity can request the training.

### What does the training consist of?

An FHWA-sponsored instructor will present in-person training at your site. The training will be tailored to address the needs of each requesting agency. The agenda and training modules presented will be determined through a discussion with FHWA staff and an evaluation of needs.

### What type of training is it?

The training is a mix of presentations, class discussions, and (for the advanced analysis courses) hands-on computer training using the **P3-VALUE** tool, an Excel-based set of spreadsheets that provide a way to better understand the analysis and evaluation of P3s from the public and private sector perspectives.

### How long is the training?

Depending upon the training course options selected, the training can be as short as a 1/2 day or as long as 4 days. The intent is to fit the training schedule to best meet the needs of your agency.

### How many staff can participate?

Training can be provided for a maximum class size of 40 students. There is no minimum.

## CONTACT

Patrick DeCorla-Souza  
P3 Program Manager

Build America Bureau and  
FHWA's Center for Innovative Finance Support  
(202) 366-4076  
Patrick.DeCorla-Souza@dot.gov

OFFICE OF INNOVATIVE PROGRAM DELIVERY



U.S. DEPARTMENT OF TRANSPORTATION



BUILD AMERICA BUREAU



U.S. Department of Transportation  
Federal Highway Administration