

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Technical/Policy Committee Meeting

Wednesday, June 13, 2018

10AM – 2PM

San Juan County Fire Operations Center
209 South Oliver Drive, Aztec, NM

AGENDA

- I. Call to Order and Introductions.....Jeff Irving, *NWRTPO Chair*
- II. Agenda – Review & Approval.....Jeff Irving
- III. Minutes of 5/9/18 – Review & Approval.....Jeff Irving

ACTION ITEMS: no action items this meeting.

DISCUSSION / PRESENTATION ITEMS:

- IV. Northwest NM Regional Transportation Plan Update.....Robert Kuipers
RTPO staff will undertake annual updates to our Regional Transportation Plan this quarter – hoping to finalize by June meeting with input from RTPO members on trends or projects that should be included; appears it will take longer.
- V. NWRTPO Call For Projects, FFY19 –20.....Robert Kuipers
Call for projects commences in June, 2018, with PFF's due July 31, PIF's due Oct. 26, RTIPR finalized 2/13/19; DOT-6 Zipper 3/13/19
Members are asked to review and update with new PFF's all projects currently in the RTIPR.
- VI. RTP / TAP / CMAQ Update.....Robert Kuipers, Neala Krueger
PFF's due July 31, 2018; Applications & PPF's due to NWRTPO Oct. 26, 2018; Applications due to NMDOT Nov. 30, 2018
- VII. NWRTPO Regional Work Program Status Report.....Robert Kuipers
- VIII. Reports, Updates & Announcements:
 - RTPO Report: Regional News & Updates.....Robert Kuipers
 - BUILD (*Better Utilizing Investments to Leverage Development*) Grant opportunity: major funding opportunity (replacing TIGER Grants) - webinars were provided May 24, **May 29**. Information emailed to members 4/20 and 4.25; more webinars scheduled for June.
 - RTPO Orientations are now complete through 2020; although in the event of elected leader turn-over, an orientation can be provided to any member govt. at any time requested.
 - **Membership Updates:** need member appointment updates for:
 - Pueblo of Laguna – lacking form for Ray L.; and new alternate member once appointed
 - Cibola – need to replace Anna L. who's resigned, follow up with Judy Horacek
 - McKinley – need to identify a new alternate
 - Ramah – need to replace Joe S. – follow up with Shane Lewis
 - 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

IX. New Business/Open Floor – Members & Guests

- No requests in advance of this meeting

X. Review Calendar & Announcements / Training & Funding Opportunities

- FHWA Office of Planning, Environment & Realty / Human Environment Digest: 5/17/18 edition, 5/30/18 Spring Quarterly Newsletter – emailed to members as they came out
- Govt. to Govt. Updates: Weeks of 4/30, 5/7, 5/14, 5/21, 5/28 – emailed to members as they came out.
- Training and Funding Opportunities: emailed to members as they came out: BUILD Grant due July 19 / Open Meetings Act / IPRA Compliance Training – 8/24/18 Gallup Event Center – 210 S. Second St.)
- BUILD (Better Utilizing Investments to Leverage Development) Grant opportunity: continued emailing members as news came out
- ADA Compliance Training: May 30 in Gallup, May 31 in Farmington – emailed to members May 10
- Rural Community Development Initiative (RCDI) Grant opportunity: application due June 25.
- American Indian Tourism Conference: to be held at Isleta Resort / Casino Sept. 17-20, 2018
- Open Mtng.s Act / Inspection of Public Records Act Training: this Training hosted by NM Attorney General to occur 8/24/18 in Gallup – emailed to members on 2/22
- CMAQ (Congestion Mitigation & Air Quality) Funding Opportunity: This funding opportunity is currently available; and may include such things as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets. Anticipating application guidance from NMDOT Planning in the near future.
- NMDOT TAP and RTP Call for Applications: Call for project applications has been issued from NMDOT – forwarded to members on 6/1/18 – application process to be covered at this meeting, and all required documents are in this meeting package.
- Tribal Transportation Program: announcing Tribal GIS Transportation Tools Suite, and seeking coordination with BIA to synchronize this tool with the BIA system – “RIFDS”.
- Tribal Transportation Program Coordinating Committee (TTPCC): meeting minutes – May 1-3, Shawnee, Oklahoma
- NMDOT Public Involvement Plan: emailed survey link to members on 5/31/18, encouraging our contribution of public participation strategies that have worked well.
- Project Prospectus Form (PPF) replaces Project Identification Form (PIF): For the upcoming Call for Projects, we have a new form replacing the PIF; the new PPF is part of this meeting package, and the process is covered in this meeting.
- Local Government Road Fund (LGRF): reminder that LGRF Agreements are due to NMDOT by 8/30/18 – emailed to members on 6/7/18

XI. Next Meetings

- July 11: Ashiwi College & Career Center, 67 Rt. 301 North – off Hwy. 53, Zuni, NM
- August 8: Laguna Public Works Dept., I-40 Exit 114 to NM124 Roundabout, then east on old US-Rt. 66, left on L-55 Rodeo Road and north to first parking lot, Laguna, NM
- Sept. 12: Pueblo of Acoma Tribal Auditorium, 33 Pinsbaari Drive, Acoma, NM



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday May 9, 2018

10:00 a.m. – 2:00 p.m.

Grants Public Library

1101 N. First Street, Grants, NM

ATTENDANCE:

Local & Tribal Governments:

Pueblo of Acoma	Curtis Paytimo (representing Acoma)
Pueblo of Laguna	Ray Lucero
Pueblo of Zuni	Royce Gchachu – absent
Navajo Nation	Eastern Navajo: Rosilyn Smith – absent
	Northern Navajo: Larry Joe – absent
Ramah Navajo	Shane Lewis
Farmington MPO	Vacant at this time
City of Grants	Don Jaramillo
City of Gallup	Alicia Santiago
Village of Milan	Jack Moleres – absent
Cibola County	Judy Horacek – absent
McKinley County	Jeff Irving–Chair
San Juan County	Nick Porell – absent

Technical Agencies:

New Mexico Department of Transportation:	G-2-G Unit: Neala Krueger – absent
	DOT District 5: Stephen Lopez – absent
	DOT District 6: JoAnn Garcia
	DOT Tribal Liaison: Ron Shutiva - absent
	DOT – LTAP:
	DOT Admin:
Bureau of Indian Affairs	TTP:

NWRTPO Administration:

Northwest Regional Planning Organization	Robert Kuipers; Evan Williams
--	-------------------------------

Guests:

TOTAL ATTENDANCE: 4 Members, 2 alternate members, 1 NMDOT, 2 RTPO Staff, 0 guests – TOTAL: 9

- I. **Call to Order and Introductions:**.....Jeff Irving, NWRTPO Chair
- Jeff Irving called the meeting to order at 10:12 am, welcomed those in attendance, and proceeded with introductions and approval of agenda and minutes. The meeting was hosted by City of Grants with special thanks for coffee, snacks and lunch provided. Laura Jaramillo, City Manager, provided a welcome address and the story of the library.
- II. **Review & Approval of Agenda:**.....Jeff Irving
- Due to lack of quorum at the start of the meeting, Mr. Irving started with Item #5.
 - Motion to approve agenda made by Don Jaramillo, Grants; seconded by Ray Lucero, Laguna; all in favor, none opposed.
- III. **Approval and Review of Minutes for April 11, 2018 meeting:**.....Jeff Irving
- Motion to accept meeting minutes made by Alicia Santiago, Gallup; seconded by Don Jaramillo, Grants; all in favor, none opposed.

ACTION ITEMS:

- IV. **NWRTPO Regional Work Program Amendment #3:**.....Robert Kuipers, RTPO Staff

BACKGROUND
<ul style="list-style-type: none">• Why? Each year the NWRTPO Tech. & Policy Committee must review, discuss and approve the annual Regional Work Program that governs the services provided by RTPO staff.• Purpose. Insure that the work program categories and allotted time commitments best serve the work and interests of the NWRTPO for the federal fiscal year ahead (October 2017 – September 2018)• Discussion/Finalization. RTPO members will review, discuss, edit if necessary through discussion, and approve / authorize the work categories and time allocations for the forthcoming year.
WORK TO DATE
RTPO staff have reported work activities on a monthly basis, and are proposing a RWP with adjusted work program time allocations for FFY-18, based on experience with time demands for the six program function categories.
ANTICIPATED WORK
RTPO members will review and discuss the proposed RWP and work function time allocations to authorize the RWP for FFY-18 (Oct., 2017 – Sept., 2018)
ATTACHMENTS
RTPO Amendment Request Form with proposed new staff time allocations for the RWP work function categories for FFY-18.
BUDGET IMPACT
No impact on final budget other than changes to time and funding allocated to support the various work program function categories for the upcoming FFY-18.
ACTION ITEM
Policy action to approve and authorize amendment 3 for the NWRTPO Regional Work Program for FFY-18.

Robert Kuipers presented this item and provided an overview of the changes that are being requested in terms of a formal amendment.

Discussion:

- When is the next two-year period deadlines in terms of approving our next two-year work program and budget? Bob will follow-up on finding out from the PPM how to line this out with the upcoming meetings.
- This will take us through the remaining fiscal year? Correct, this will get us through September 30th.

ACTION: Motion to approve NWRTPO Amendment #3 made by Ray Lucero, Laguna; seconded by Alicia Santiago, all in favor, none opposed.

DISCUSSION / PRESENTATION ITEMS:

V. Annual RTPO Member Survey Presentation:.....Robert Kuipers

BACKGROUND
<ul style="list-style-type: none">• Why? On an annual basis, the NWRTPO issues a member survey to enable members to assess the RTPO's performance, and make recommendations; this includes tracking the trainings and webinars that RTPO members have participated in.• Purpose. This annual exercise helps assess, track and fine tune the RTPO's service and performance, along with staff and member training and professional development. It also provides RTPO members an opportunity to recommend regional priorities going forward.• Discussion/Finalization. Members were asked to complete and submit the survey (which has a section for reporting training) emailed from Survey Monkey 12/29/17. Please report both trainings <u>and</u> <u>webinars</u>.
WORK TO DATE
Staff updated the survey to include RTPO quality of staff service feedback, ideas for generating resources in rural, and recommendations for advancing our five Regional Transportation Plan goals.
ANTICIPATED WORK
Members are requested to complete and submit the survey and report on trainings and webinars attended during FY17 (10/16 – 9/17)
ATTACHMENTS
<ul style="list-style-type: none">• Hard Copy – Member Satisfaction Survey for FY17• Survey Results Presentation
BUDGET IMPACT
None
ACTION ITEM
No policy action – members were requested to complete the survey at the 4/11 meeting; or complete and submit no later than 4/25/18 to rkuipers@nwnmcog.org / or directly to Mr. Kuipers at the COG office – 106 W. Aztec – just east of Gallup City Hall.

Bob Kuipers presented the results from the survey including improvement recommendations.

Discussion:

- BIA re-organization added to the list of needed presentations.

VI. Northwest Regional Transportation Plan:.....Robert Kuipers

BACKGROUND
<p>Why? One of the major functions of the Northwest RTPO is to develop, coordinate, and evaluate our regional long-range transportation plan (RTP). All projects need to be aligned with this plan in order to advance the strategies, goals, and performance measures outlined within the RTP. More specifically, Function #1: "Long-Range Planning and Implementation", includes the following tasks:</p> <ul style="list-style-type: none">• Review and update the RTP, including tasks and goals, at least once every four years in coordination with the NMDOT Long Range Plan update.• Implement performance measures developed in RTPO RTP. Create and implement a strategic plan for implementation of the action items identified by RTPO members and stakeholders as part of the RTP development process.

<p>Purpose. This discussion will continue an annual process of updating and evaluating our RTP, including:</p> <ul style="list-style-type: none"> • Provide an overhaul of our current RTP at least once every 4 years, • Review staff recommendations for an RTP update which occur on an annual – ongoing basis, • Continue the conversation on updating or adding performance measures, and • Review staff's Implementation Evaluation spreadsheet/report. <p>Discussion/Finalization. Staff will provide a presentation on this information and engage members in a discussion on how to move forward.</p>
WORK TO DATE
<ul style="list-style-type: none"> • RTPO staff are reviewing the RTP and compiling a report of recommendations to update it. • RTPO staff created an Implementation Evaluating spreadsheet to track and evaluate goals, strategies, tasks, and performance measures. • RTPO staff researched other RTPs and Federal guidance.
ANTICIPATED WORK
<ul style="list-style-type: none"> • Complete revision updates to the RTP; • Continue research and work on performance measures, data, and evaluation.
ATTACHMENTS
<ul style="list-style-type: none"> • NWRTPO Long Range Transportation Plan – available at NWNM-COG / RTPO website • RTP Review & Update Recommendations Report – forthcoming in advance of June meeting • Implementation Evaluation – forthcoming in advance of June meeting
BUDGET IMPACT
<ul style="list-style-type: none"> • None.
ACTION ITEM
<ul style="list-style-type: none"> • This is a discussion item only, unless the Committee provides direction to staff.

Robert Kuipers discussed this item and the annual update process that the RTPO goes through with regards to our 5-year Northwest Regional Transportation Plan.

Mr. Kuipers will send out the current RTP and asked members to look at the RTP and provide any comments prior to the next meeting. This item will be revisited at the next meeting, along with recommended changes, comments, and discussion.

VII. NWRTPO Call for Projects:.....Robert Kuipers

BACKGROUND
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • 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 it's 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	
<ul style="list-style-type: none"> The NWRTPO will commence 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 Identification Forms (PIF) due Oct. 26. c) For projects that compete for prioritization, the NWRTPO hears and scores presentations on project need and readiness from each jurisdictional representative. 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	
FFY 18 – 19 NWNM Call for Transportation Projects Guide (and schedule)	
BUDGET IMPACT	
None	
ACTION ITEM	
No action now. Members are anticipated to work through their respective governments, to prepare PFF submissions during the summer of 2018, according to the Call for Projects schedule.	

Robert Kuipers presented the Call for Transportation Projects. Bob will re-send this to all members for review and any final comments. If members have any additional information, please let us know in the next couple weeks to make changes ahead of the official call. Mr. Kuipers discussed some of the meetings that will be key to the process including:

Project Presentations, December – Ramah meeting for presentations.
RTIPR Meeting, February – Tohatchi Chapter

Mr. Jeff Irving encouraged staff to begin locking down the schedule the Project Feasibility Form (PFF) Consultations now to coordinate calendars with members, staff, and NMDOT Planning Liaisons.

June 6th is the official date for the Call.

VIII. RTP / TAP / CMAQ Update:.....Robert Kuipers, Neala Krueger – DOT Planning Liaison to NWRTPO

BACKGROUND	
<ul style="list-style-type: none"> Why? While TAP, RTP and CMAQ projects have generally the same timeframe as all other RTIPR projects, each has it's own separate application, related to multi-modal issues and characteristics. At this time NMDOT staff are updating PFF's and Applications for these three categories, which is anticipated for completion by the end of April. Purpose. Prepare RTPO members with an interest in multimodal transportation development and related economic opportunities to submit project applications and related "Call for Projects" required documents in a proper and timely fashion. Discussion/Finalization. RTPO staff and DOT Liaisons will cover the process based on what we are aware of at this time, anticipating minor edits / additions before DOT finalizes the applications and process by the end of this month. 	
WORK TO DATE	
<ul style="list-style-type: none"> NMDOT Planning Bureau staff are finalizing the application and PFF forms and process. The CMAQ opportunity will include multimodal preventive strategies, as opposed to strictly air quality mitigation, since there are now surplus funds available to / through the state. 	
ANTICIPATED WORK	
<ul style="list-style-type: none"> RTPO staff will keep members informed as the PFF's and applications along with process are finalized. RTPO members may anticipate developing proposals, with finalized forms and process by the early part 	

of May.
ATTACHMENTS
<ul style="list-style-type: none"> TAP / RTP / CMAQ Guidance from NMDOT to date.
BUDGET IMPACT
<ul style="list-style-type: none"> No impact for the RTPO budget; potential funding for member governments.
ACTION ITEM
<ul style="list-style-type: none"> Information item only

Robert Kuipers provided an overview on the guidance. He will send names of the Planning Coordinators for each of these three programs, and continue to work to get the final guides and a presentation from NMDOT staff.

VIII. NWRTPO Regional Work Program Status Report.....Robert Kuipers, NWRTPO Staff

BACKGROUND
<p>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).</p> <p>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.</p> <p>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.</p>
WORK TO DATE
<ul style="list-style-type: none"> RTPO staff met with NMDOT staff on 12/7/16 to review a draft corrective action plan, detailing specific actions and controls in a number of areas to assure stronger compliance to the RWP budgeted time and financial allocations. The Corrective Action Plan has been finalized and is now being executed. RTPO staff have provided reports at monthly meetings: January – December 2017 In Quarter 2, RTPO staff submitted Amendment #1 to modify our hours per function and annual RTPO FFY17 budget, as approved by the RTPO Committee (February 2017). A copy of the FHWA/NMDOT approval of this amendment was attached. RTPO members approved amendment #2 for our biennial work program at our 12/13/17 mtng; adjusting hours based on FY17 experience and expectations for FY18, which is now approved from the NMDOT Planning Dept. and the NM FHWA Office.
ANTICIPATED WORK
<ul style="list-style-type: none"> Ongoing reports to the NWRTPO members at monthly meetings. RWP amendment requests may be anticipated, as time and budget demands may vary as the fiscal year progresses. Our annual Quality Assurance Review (QAR) occurred on April 12th, 2017; which provided a good check-up on how the RTPO is performing.
ATTACHMENTS
<ul style="list-style-type: none"> RWP & Budget Monthly Report
BUDGET IMPACT
<ul style="list-style-type: none"> None.
ACTION ITEM
<ul style="list-style-type: none"> This is a monthly report item only.

Robert Kuipers presented this routine item and explained the hours worked and the budget to date.

IX. Reports, Updates & Announcements:

BACKGROUND	
<ul style="list-style-type: none"> • Why? Update RTPO members on news, training, funding, and other items of special interest • Purpose. Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources. 	
Informational Items	
Regional News & Updates <ul style="list-style-type: none"> • RTPO Report • Member Reports 	
Member Special Reports: <ul style="list-style-type: none"> • None submitted prior to the meeting 	
NMDOT Reports: <ul style="list-style-type: none"> • G to G Liaison: 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 <ul style="list-style-type: none"> • Funding Opportunities: BUILD, NPS Rt. 66 Cost Share Grant, NM-FUNDIT, Rural Community Development Initiative • Training: Open Meetings Act / IPRA Compliance – 8/24/18 – El Morro Event Center, Gallup; 2018 NM ICIP Training: 5/17/18 – San Juan College, Farmington; 5/24/18 - Albuquerque 	
New Business / Open Floor: <ul style="list-style-type: none"> • GGEDC requesting NWRTPO support letter for N.M. S.P.R. (<i>State Planning & Research</i>) funds through the NMDOT, supporting planning toward a Super Freight Center. 	

IX. REPORTS, UPDATES and ANNOUNCEMENTS:

A. RTPO Report – April 2018

- **Local Plan Development:** RTPO staff are assisting the City of Gallup, along with Wilson & Co. Engineering, for development of a Community Transportation Safety Plan. RTPO staff assisted the City of Grants, along with Wilson & Co. Engineering, for development of a Thoroughfare Plan along with mid to long range transportation planning.
- **Statewide Annual Joint Meeting of RTPO's MPO's and NMDOT:** This meeting took place at MR-COG in Albuquerque on 3/29/18; a report will be provided at this meeting.
- **FFY 19 -20 NWRTPO Call For Projects Cycle Begins:** The NWRTPO will commence 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. Further discussion is anticipated for this May 9 meeting.
- **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, TAP (*Transportation Alternatives Program*) and RTP (*Recreational Trails Program*) funding opportunities and application process will be discussed at our 5/9/18 meeting.
- **NWRTPO Annual Member Survey:** RTPO members were encouraged to access the annual survey; The survey link was emailed to members via Survey Monkey on 12/29/17. Eight (8) of our 12 members responded to the survey – some members were excused as they are new to the RTPO this year. This

survey allowed members to provide feedback and recommendations regarding RTPPO function, process and services, and collected information about trainings members have attended over the past federal fiscal year (Oct. 2016 – Sept. 2017). This survey is a contractual requirement for the NWRTPPO; results will be shared at our 5/9/18 meeting in Grants.

- **New Annual Mtng. Schedule:** The new annual meeting schedule for May, 2018 – April 2019 has been completed and submitted to area newspapers for publication; it will be shared and discussed as needed at our 5/9/18 meeting.
- **4 Corners Counties Collaborative Meetings:** RTPPO 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.
- **GIS Data Gathering, Mapping and Compiling Work:** RTPPO 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.

B. Local Member Reports & Updates:

1. Pueblo of Acoma:

- CMGC projects are all complete with final close-out at the end of January; FHWA would like to present a “case study” on Acoma’s CMGC success. A preliminary proposal for CMGC 2.0 Request-for-Proposals will be submitted to FHWA in July, 2018. The Pueblo has been asked by FHWA to assist other tribes in their development of CMGC proposals.
- The Pueblo will commence an update to their Long Range Transportation Plan in June, 2018.
- BIA Legacy Projects:
 - SP302 GE Pino Roads – BIA requested additional design work at the 100% review – awaiting contract modification to begin new work
 - Mesa Hill Road – ready to construct
 - SP27 San Jose River Bridge – BIA approved additional \$12K for drainage improvements – RFQ will go out in June.
- Turnout Overlook Project – project is complete and in close-out. Contractor may no longer be in business – which has made close out more difficult.
- TTAP trainings will be attended.
- FEMA: The Pueblo is completing worksheets in June. (102 worksheets for 180 sites)
- There will be a kick-off meeting soon for Pinsbaari Drive Corridor Development Plan, for multi-modal enhancements to this corridor
- Acoma is now the second Native American Tribe in the nation to achieve “Self-declaration” for FEMA assistance, related to 181 FEMA sites resulting from October 2016 major flooding for the Pueblo. FEMA is now in Acoma assessing all these sites with 102 project worksheets for the 181 sites, and \$6.5 million available for restoration.
- Exit 96 – McCarty Bridge is almost complete (NMDOT project)
- Waiting to hear on INFRA funds for Mesa Hill Bridge and Haaku Road to the old Pueblo.

2. Pueblo of Zuni: Report provided via email

- Pueblo has engaged a consultant to perform traffic data collection, traffic counts, and some infrastructure design work.
- “Old Gallup Road” project is in full road reconstruction at this time – finishing asphalt pavement milling, and starting on subgrade preparation and installation of turnout pipes.

3. McKinley County:

- Johnson Road Project: On hold with some issues to work out with Navajo Nation to move forward and complete construction this season.
- TIF: several applications pending for road projects in McKinley County in partnership with local Chapters.
- LGRF: improvement to six County roads; working on Right of Way certifications at this time and submitted applications
- Superman Canyon: trying hard to re-open this community route after a washout.

4. Gallup:

- COOP program and bond projects are under construction for mill and overlay of City streets, including West Jefferson.
- In close-out on Allison and NM118 projects with NMDOT.
- Capital outlay was received for State Veterans Cemetery road.
- Gallup Transportation Safety Plan kick-off meeting completed with DOT and engineering staff to take place right after this meeting
- LTAP – May 30 – ADA compliance training at the El Morro Event Center

5. Milan: No report this meeting

6. Ramah:

- BIA Projects Update: BIA125 MP 0 – 4.4, BIA125 MP 18 – 24.5, BIA 195 @ 30% design. BIA145 and BIA113 are pending public involvement meeting to determine proposed alignment. BIA125 MP 18 – 24.5 Public Involvement Meeting completed on May 2 at Ramah Chapter. Completed design review and modified with input.
- ADA Compliance reports work for Mt. View and Pine Hill ADA have been completed.
- Operations & Maintenance side modified hours to start earlier and maintenance schedule established.
- Working toward MOA's with McKinley County and Cibola County for road responsibilities.
- Ongoing general maintenance for area roads, cattle guards and signage, pot holes and base course patching (incl. school bus routes). Cleaning and replacing roadway signs.
- Ramah RTPO Rep. Shane Lewis attended TTP Training April 10-11 at Isleta Golf Course, Albuquerque

7. Cibola County: No report this meeting.

8. Grants:

- Airport Runaway: the lights are now fixed
- George Hanosh: is completed and in close-out
- Riverwalk trail: almost done with Right of Way; construction to follow
- 2nd St. project – 90% review completed in April and a couple items to address. Looking at construction for 2019.
- 1st Street phase 3 and 2nd Street phase 5 at 90% design; aggressively seeking construction funding.
- The next major project will Roosevelt Road and Bridge.
- 2nd Street Channel: working with the School District on a flood prevention project, including improving the channel.

9. Pueblo of Laguna:

- L26 Rainfall Road and trail design: 100% complete – PS&E meeting is being scheduled with construction this season.
- L24 Rainfall Road: design being changed to two phases, to focus on a) road improvements; and b) concrete box culvert under I-40 separately.
- L26 Deer Dancer Road & L243 Acorn Road: moving into 90% design – this project will need a better ROW description.

- M137 San Jose Bridge Replacement project: construction phasing will improve one lane at a time to allow uninterrupted access. The first lane has been complete.
- M154 Paguete Wash Bridge: Award pending for engineering services to complete PER.
- L503 Veterans Road: mill, overlay and striping to be bid in May; added two additional routes
- M108 San Jose bridge - Seama: PS&E complete, pending ROW amendments approval from Tribal Council.
- Planning & design RFP for L248 Bluejay Road, and L248 Blue Star Loop; project planned to commence in June, 2018.
- Two NMDOT-related projects within the Pueblo lands NM124 and L26 intersection was funded by TIF. TIF Projects:
 - NM124 & L22 Casa Blanca Road intersection PER completed @ 30%; progress and options to be presented to NMDOT Dist. 6.
 - I-40 108 Interchange corridor study in progress, will be completing 30% review.
- Safety Plan meeting is being scheduled, hoping to include Cibola County in this process as a stakeholder.
- NMDOT projects within the Pueblo lands:
 - Interstate 40-108 interchange corridor study were published – proposals received and will be awarded at Tribal Council meeting – Jan. 13 (TIF project)
 - NM State Road 6 – CN6100910 & CN6100911 OGFC and punchlist planned for April, 2018.
 - TAP trails – Bay Tree Rd to L22 Casa Blanca Road has been bid and awarded. Working on a project addendum – the design of a wash crossing.

10. Northern Navajo: No report this meeting.

11. Eastern Navajo: no report this meeting.

C) State DOT Reports:

1. Planning / Govt. to Govt. Unit Liaison – Neala Krueger: No report this meeting.

2. NMDOT Tribal Liaison – Ron Shutiva: No report this meeting.

3. DOT District 5 – Steve Lopez: No report this meeting.

4. DOT District 6 – JoAnn Garcia:

- LGRF: waiting for State Transportation Commission approval this month of project.
- Certifications: working with POD to eliminate certifications for maintenance in exiting prism of the road.
- Capital Outlay: two reauthorizations for North Chapel Hill Road were approved and processed.
 - Need to make sure all projects that end June 30th are complete, spent, and closed-out.
- FHWA funding: closing out projects with the City of Gallup and Village of Cuba;
- Training: sending staff to LTAP training coming up.
- Staff Transitions: includes Bryan Peters, Gloria Gonzalez, Roy Wagner, Richard Ramoso, and Tommy Mirabal.

5) Central Regional Design / FHWA / Other: No report this meeting.

X. New Business / Open Floor – Members & Guests

- Super Center Truck Stop – Evan Williams provided a presentation on the proposal and requested a letter of support to be sent by the RTPO to Secretary Church. There were no objections so RTPO staff will work on scripting a letter for Mr. Irving signature.

XI. Review Calendar & Announcements

- FHWA Office of Planning, Environment & Realty / Human Environment Digest: no news this month
- Govt. to Govt. Updates: Week of 4/23 – emailed to members as they came out.
- ADA Compliance Training – NMDOT LTAP Center (UNM): coming to Gallup 5/30/18 and Farmington 5/31/18 – review at the new NMDOT LTAP Center at UNM Albuquerque: <http://ltap.unm.edu/training/index.html>
- BUILD (Better Utilizing Investments to Leverage Development) Grant opportunity: emailed to members 4/20 and 4/25.
- Training and Funding Opportunities: emailed to members 4/24/18 (*Indian Hwy. Safety Program due 5/1, Nat. Park Service Rt. 66 Cost Share Preservation Grant due 5/10, NM FUNDIT due May 18, BUILD Grant due July 19 / Open Meetings Act / IPRA Compliance Training – 8/24/18 Gallup Event Center – 210 S. Second St.*)
- 2018 NM ICIP Training Registration opportunity: May 17 8am – 5pm, San Juan College – Farmington, NM; May 24, Albuquerque, NM.
- Rural Community Development Initiative (RCDI) Grant opportunity & webinar: Webinar May 10 (tomorrow!!); application due June 25.
- Applying for National Park Service Assistance: emailed this April 12 webinar opportunity to members 4/2, providing guidance to applying for NPS support / assistance with outdoor recreation and natural resource conservation under the “Rivers, Trails and Conservation Assistance Program”, as it may apply to our Recreational Trails projects.
- AARP Challenge Grants: emailed to members 4/2 regarding potential funding for multi-modal projects supporting senior citizen mobility, access and quality of life.
- Funding Opportunities: forwarded news of a variety of funding opportunities to members on 3/19, to share with their colleagues; along with news of an “American Indian Tourism Conference” to be held at Isleta Resort / Casino Sept. 17-20, 2018
- USDOT Infrastructure Booklet: link to the “President’s Initiative for Rebuilding Infrastructure in America” emailed to members 3/15 so we can anticipate what opportunities may be coming down the pipe.
- CMAQ (Congestion Mitigation & Air Quality) Funding Opportunity: This funding opportunity is currently available; and may include such things as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets. Anticipating application guidance from Wade Patterson at NMDOT early May – possibly by this meeting.
- Open Meetings Act / Inspection of Public Records Act Training: this Training hosted by NM Attorney General to occur 8/24 in Gallup – emailed to members on 2/22
- Updated Agreement Request Forms to include DUNS number: emailed to members 11/30/17

XII. Next Meetings:

- **June 13:** San Juan County Fire Operations Center, 209 S. Oliver Drive, Aztec, NM
- **July 11:** Ashiwi College & Career Center, 67 Rt. 301 North – off NM53, Zuni, NM
- **August 8:** Laguna Public Works Department Office, Laguna, NM

XIII. Adjournment

At 12:20PM, motioned for meeting to adjourn by Don Jaramillo, City of Grants, seconded by Ray Lucero, Pueblo of Laguna; passed by consensus, none opposed.

MEETING ACTIONS:

RTPO Members:

- Give consideration to the CMAQ grant opportunity – applications coming in Spring of 2018.
- Prepare for the upcoming Call for Projects cycle: **members will be required to submit new PFF’s for all projects already cited in the RTIPR, along with any new projects they are interested in.**

RTPO Staff:

- Distribute the schedule developed that provides annual or multi-year deadlines for all RTPO deliverables including reports – quarterly and annual, RTIPR Call for Projects cycle, Regional Work Program updates or amendments, and governing document updates (*Bylaws, Open Meetings Act Resolution, Title VI Plan, Public Participation Plan, Official Membership Roster*)
- Continue to update the Reg. Trans. Plan tracker instrument and pursue relevant information.
- Maintain appointment forms as members transition.
- Keep members informed on CMAQ (Congestion Mitigation / Air Quality) grant opportunity
- Keep an eye on federal funding for public transportation, and inform our regional 5310 & 5311 providers and RTPO members of any pending changes
- Continue collaborating with Northern Pueblos RTPO for development of the RISTRA / Panoramic real-time / transparent project development status website.

NMDOT Staff:

- Continue to press for LTAP “cradle to grave” comprehensive project development training.
- Assist in arranging a presentation on the new HSIP process from James Mexia.
- Continue to assist with information on the latest Transportation Bill, and the NMDOT Funding Formula.
- Technical assistance with locating data sets for RTP performance measures.



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #IV:

Northwest Regional Transportation Plan (RTP)

Subject: Review and Discussion of RTP

Prepared by: Robert Kuipers

Date: 4/10/17

BACKGROUND

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

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

Purpose. This discussion will continue an annual process of updating and evaluating our RTP, including:

- Provide an overhaul of our current RTP at least once every 4 years,
- Review staff recommendations for an RTP update which occur on an annual – ongoing basis,
- Continue the conversation on updating or adding performance measures, and
- Review staff's Implementation Evaluation spreadsheet/report.

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

WORK TO DATE

- RTPO staff are reviewing the RTP and compiling a report of recommendations to update it.
- RTPO staff created an Implementation Evaluating spreadsheet to track and evaluate goals, strategies, tasks, and performance measures.
- RTPO staff researched other RTPs and Federal guidance.

ANTICIPATED WORK

- Complete revision updates to the RTP; members are asked to contribute – go on the web to: www.nwnmcog.com – under "Our Programs" go to RTPO – important documents – NWRTPO Update 6/17
- Continue research and work on performance measures, data, and evaluation.

ATTACHMENTS

- NWRTPO Long Range Transportation Plan – available at NWNM-COG / RTPO website
- RTP Review & Update Recommendations Report – forthcoming in advance of June meeting
- Implementation Evaluation – forthcoming in advance of June meeting

BUDGET IMPACT

- None.

ACTION ITEM

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

N.W. Regional Transportation Plan

Opportunities for Guiding Project Development

1) Goal 1: Operate with Transparency and Accountability:

- Panoramic / RISTRA project with NP / NW RTPO lead – transparent, real time project development status and progress
- Consider discussion for data management, cross-jurisdictional sharing, and training, as data will be key to funding going forward
- Consider methods / opportunities to involve / engage the public in RTPO meetings
- Please add yours:
- Current Examples:
 - NWRTPO Bylaws, Open Meetings Act Resolution, Title VI Plan, Public Participation Plan, Membership Roster,
 - NWNMCOG – RTPO website; developing Panoramic / RISTRA project

2) Goal 2: Improve Safety for All System Users:

- Opportunities for regional data sharing across jurisdictions to help identify emerging safety patterns / concerns, and target hot-spots mitigation
- Multi-modal project safety applications
- Please add yours:
- Current Examples:
 - All current RTIPR TAP and RTP Project citations
 - All current RTIPR Safety Projects

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

- Life cycle / maintenance schedule for infrastructure, incl. GIS mapping
- Ties to economic opportunity and community development (incl. plans) for transportation-based industry opportunities that can find related matching funding sources – example: Rail served Gallup area Energy Logistics Park and potential Navajo Inland Port transloading facility, maintaining a former mining rail spur.
- Cultivate and catalogue potential new funding sources supporting rural transportation development
- Build Life-Cycle Cost Analysis planning into project development, with priority tiers and minimum standards
- Operations and Maintenance before new development
- Please add yours:
- Current Examples:
 - City of Grants 1st and 2nd Street projects
 - Cibola CR#1 / Marquez Road project
 - Current RTIPR Planning Project citations – 3 from Laguna, 1 from Grants
 - 4 Corners Counties collaboration with NDOT and BIA to generate project maintenance and development cost / time efficiencies across jurisdictions
 - 4 Corners Future Forum

4) Goal 4: Provide Multimodal Access & Connectivity for Community Prosperity:

- Link transportation development to land use planning, economic development, and other relative community planning considerations to create quality of life and place development on a larger scale – again with multiple funding sources that support context sensitive / multimodal infrastructure development
- Traffic Demand Management assessment and strategies
- Public Transportation development
- All multimodal infrastructure development
- Please add yours:
- Current examples:
 - All current RTIPR TAP and RTP Project citations

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

- Use appropriate tools for development such as Context Sensitive Solutions, for projects that preserve and enhance historic, cultural and environmental assets.
- Support projects that are represented in local planning efforts (local plans – ICIP, econ. dev., community dev., etc.)
- Projects that support tourism, community character, recreational trails, and civic quality of place
- Please add yours:
- Current Examples:
 - Regional Main Street, Scenic Byways and Adventure Tourism multi-modal transportation projects
 - National Parks and Forest participation; Tribal participation, Environmental project review and reporting

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

Goal 1: Operate with Transparency and Accountability:

Strategy 1.1 Employee Excellence and Customer Service:

Annual Performance Measures:

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

Strategy 1.2 Partnerships and Coordination:

Annual Performance Measures:

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

Strategy 1.3 Financial Stewardship:

Annual Performance Measures:

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

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

Annual Performance Measures:

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

Implications for Project Development:

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

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

Goal 2: Improve Safety for All System Users:

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

Annual Performance Measures:

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

Implications for Project Development:

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

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

Strategy 3.1 Asset Management.

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

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

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

Strategy 3.3 Incorporate Priority Tiers and Minimum Standards.

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

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

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

Annual Performance Measures for all 4 Strategies:

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

Implications for Project Development:

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



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

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

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

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

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

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

Strategy 4.3 Land Use-Transportation Coordination.

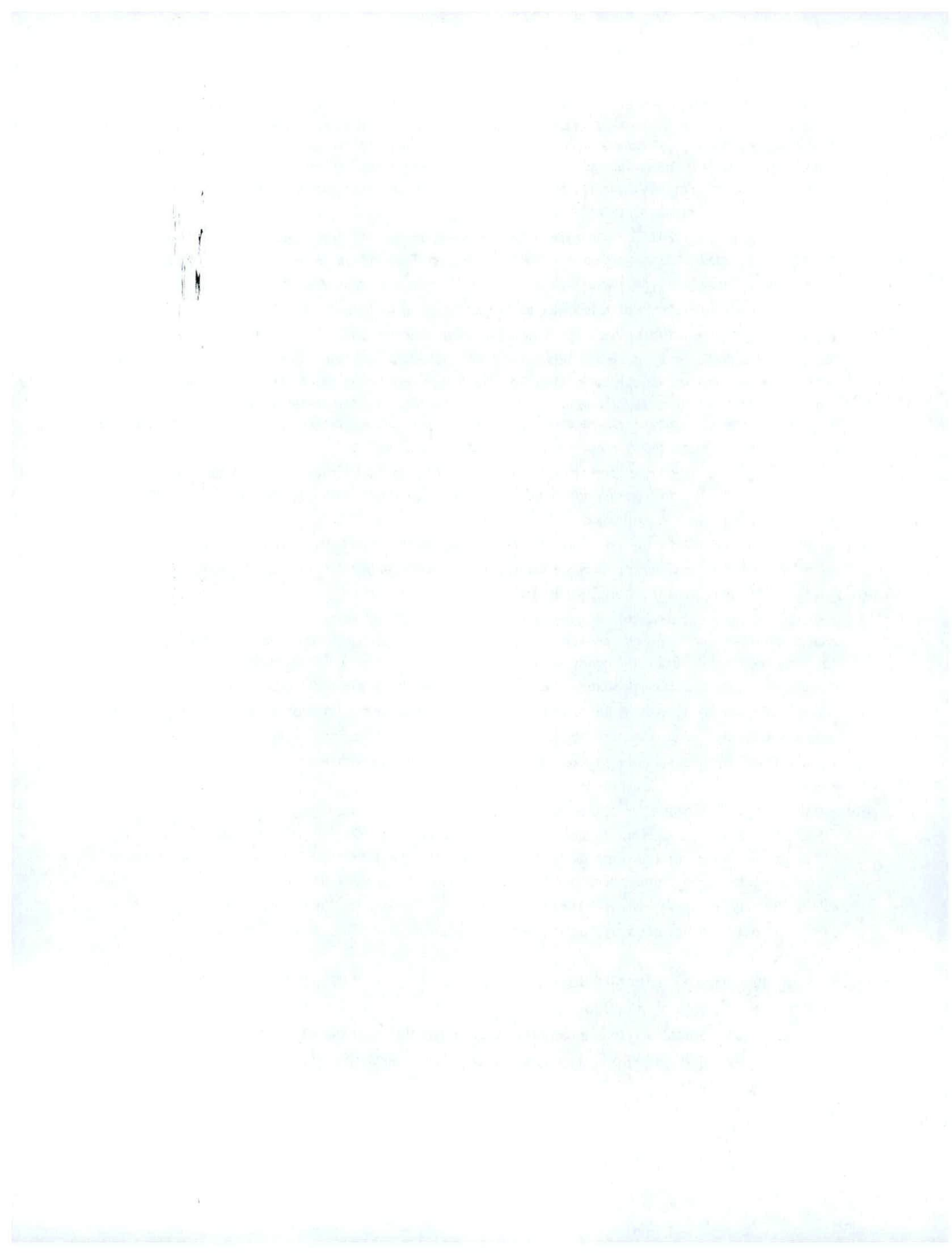
- NMDOT: *(Coordinate transportation planning with other community agencies and infrastructure to improve community development, cost efficiency and safety; develop guidance for better local infrastructure planning; coordinate better state road / community interface related to community growth and development;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

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

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

Annual Performance Measures for all 4 Strategies:

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



Implications for Project Development:

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

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

Strategy 5.1 Operations and Demand Management First:

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

Strategy 5.2 Require and Respect Local Plans:

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

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

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

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

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

Annual Performance Measures for all 4 Strategies:

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

11

Implications for Project Development:

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

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

1. Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

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

2. Infrastructure Condition: Maintain the highway infrastructure asset system in a state of good repair.

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

3. Congestion Reduction: Achieve a significant reduction in congestion on the national highway system.

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

4. System Reliability: Improve the efficiency of the surface transportation system.

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

5. Freight Movement and Economic Vitality: Improve the national freight network. Strengthen the ability of rural communities to access national and international trade markets. Support regional economic development.

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

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

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

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

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

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



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
GRAND, NEW MEXICO

a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**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 it's 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 will commence 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. 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

- FFY 18 – 19 NWNM Call for Transportation Projects Guide (and schedule)

BUDGET IMPACT

- none

ACTION ITEM

- No action now. Members are anticipated to work through their respective governments, to prepare PFF submissions during the summer of 2018, according to the Call for Projects schedule.

NORTHWEST REGIONAL TRANSPORTATION PLANNING ORGANIZATION (NWRTPO)



Northwest New Mexico Call for Transportation Projects Guide

NWRTPO PROJECT SUBMISSION SCHEDULE & PROCESS

June 2018



"Our Region, Your COG"
Celebrating 40 years of Advancing Northwest NM
505.722.4327
www.nwnmcog.com



Northwest New Mexico Call for Transportation Projects Guide

Items Included:

- **Description and Overview of the Call for Transportation Projects**
- **RTIPR Background and Process**
- **Program Matrix of Example and Possible Sources**
- **Timeline of the Process**
- **Eligibility and NWRTPO Members by Jurisdiction**
- **Sample of Project Feasibility Form**

Call for Transportation Projects

Description and Overview.

The Northwest Regional Transportation Planning Organization (NWRTPO) is assisting in NM Department of Transportation (NMDOT) in a comprehensive call for transportation projects. Transportation projects can include all modes and methods of travel including roads, bridges, trails, scenic byways, rail, air, transit, etc. The process for collecting new projects will start with the submission of a Project Feasibility Form (PFF). The general public, stakeholders, or non-NWRTPO entities will need to gain permission from their appropriate jurisdiction and the PFF must be submitted by the NWRTPO member representing that jurisdiction on the Committee. A list of these members is provided in this package.



All projects, even projects currently listed in our Regional Transportation Improvement Program Recommendation (RTIPR), **will need** to submit a PFF. The RTPO is trying to clear this list to remove outdated project information and provide consultations on the feasibility of the projects.

To find out if your project is on the RTIPR, please feel free to contact our office or review through our website at: http://www.nwnmcog.com/uploads/1/2/8/7/12873976/nwrtpo_rtipr_2018-2023_final.pdf

Further, the NWRTPO and NMDOT are looking for projects that will advance on region's long-range transportation plan, which can be found at:

http://www.nwnmcog.com/uploads/1/2/8/7/12873976/northwest_nm_rtp_final_october_2015_update_june_2017.pdf

Additional information on the NWRTPO can also be found on this webpage.

In this guidance is a list of examples and possible project sourcing and programs to help showcase what types of projects are possible and are suitable to be submitted with a Project Feasibility Form.

Many of the available funding sources will place value on projects that are supported by Comprehensive Plans, Transportation Plans and Studies (Regional, State, and Tribal), Infrastructure Capital Improvement Plans, and those that went through the Project Feasibility Form process. For specific, Transportation Alternative Program (TAP) and Recreational Trails Program (RTP) projects, we would encourage you to look at the supplemental guidance found in NMDOT's "Active Transportation and Recreational Programs Guide".

http://www.nwnmcog.com/uploads/1/2/8/7/12873976/nmdot_tap-rtp_guide_ffy20-21.pdf

NOTE: Submitting a PFF does not guarantee funding from any of these sources, and additional information will be required and in some cases a separate grant application may be needed.

- (2) Project is functionally classified or qualifies for an FHWA program;
- (3) Project is technically feasible, based on engineer review; and
- (4) Requesting entity has the capacity to take on or manage Federal funding.

Role of the Prioritization Process:

Based upon the regional goals articulated in the RTP, and the statewide goals in the 2040 Plan, each RTPO will create a project prioritization process. This is the process that will be used to rate and rank the projects in each RTPO's RTIPR.

The standardized project prioritization process to score and rank projects included in the applicable RTIPR must be consistent with the NMDOT 2040 Long Range Multimodal Transportation Plan and each RTPO's RTP. Examples for creating a prioritization process can be found in the Active Transportation and Recreational Programs Guide (see sections on "application scoring factors" and "application scoring matrix") and the Project Prioritization Process for Small Urban Areas developed and used by the Mid Region Metropolitan Planning Organization.

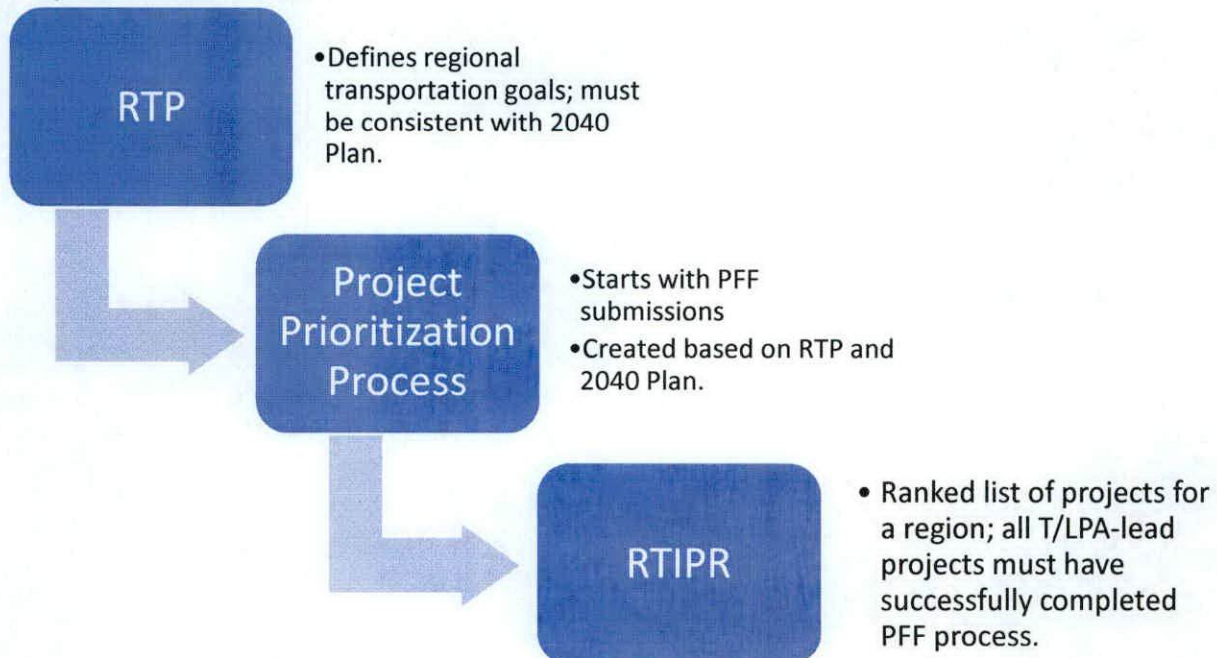
Role of the RTIPR:

The RTIPR should include both NMDOT-lead and T/LPA-lead projects.

The RTPOs will issue a call for projects according to their individual application cycles. Following submittal of all T/LPA projects (with an approved PFF) to the RTPO planner, the RTPO planner will coordinate a rating and ranking process with the RTPO board. The RTPO board will utilize the adopted criteria to rate and rank projects based on project characteristics and the extent to which they meet the articulated goals of the RTP and 2040 Plan. The resulting ranked list of projects is considered the RTIPR. The RTIPR is then submitted to the District and used for consideration by the state in developing the State Transportation Improvement Program (STIP).

All projects on the RTIPR should be confirmed with the sponsoring agency on a bi-annual basis in coordination with NMDOT's call for RTP, TAP and other projects, to ensure that the sponsoring agency still wants to pursue funding for that project.

Simple Process Flowchart:



Northwest RTPO Prioritization Process:

The Prioritization Process is intended to assist local and tribal entities, as well as, the RTPO Policy & Technical Committee in aligning proposed projects with the established vision, mission and goals that are highlighted in the State and Regional Transportation Plans.

Projects which are proposed to be included in the RTPO's Transportation Improvement Program Recommendations (RTIPR) will be evaluated and ranked based on data, studies and qualitative factors consistent with regional priorities and federal areas of emphasis.

The Prioritization Process is a new tool developed that will be incorporated as part of the Northwest RTP Update at the recommendation of NMDOT following its review of the RTPO's decision-making processes. Project prioritization methodologies, and similar tools, are widely used in regional transportation and many other settings. These tools may differ in their complexity and their use of quantitative and qualitative evaluation, including cost-benefit analyses and numeric thresholds for measured standards. Our Prioritization Process is intended to be refined and recalibrated over time through its use and re-evaluation. In particular, as the data collection capacity of the RTPO grows, more numeric comparisons can be employed. Our Prioritization Process is intended to help formalize the review of projects, further align project selection with established goals, allow for flexibility in comparisons, and enhance the transparency of the decision-making process.

STEP 1: Project Feasibility Form. Our Prioritization Process will be used to develop the RTPO's RTIPR. So, projects will be submitted in response to this "Call for Transportation Projects" guidance and begin as Project Feasibility Forms (PFFs). PFF will be submitted as per the timeline established in this Call for Transportation Projects guidance, and thence distributed to NMDOT, District staff, Regional Design staff, and RTPO staff for review. A mandatory PFF consultation meeting will be held with the entity to discuss the project, and result in a go- or no-go decision by the District Engineer or his/her designee. RTPO staff will provide a PFF Consultation Report back to the entity outlining information including suggestions on alternative funding sources and technical assistance providers.

STEP 2: Project Prospectus Form. Projects that are approved to move forward will then need to submit a Project Prospectus Form (PPF) (which now replaces the Project Identification Form – PIF) and other application documents depending on Federal funding program. These documents are again distributed to NMDOT, District staff, Regional Design staff, and RTPO staff for review, as well as RTPO members.

STEP 3: Project Presentations. Entities will decide which projects they want to present for scoring. Project presentations are developed by each entity and are presented at the *December* monthly meeting. The presentation template assists the entity to pull information from the PPF and present it in the exact order as the scoring criteria. **A copy of the presentation templates for Roadway/Bridges and Active Transportation & Recreational Programs can be provided.** Entities can request assistance from the RTPO staff, especially in terms of, data and maps. At this meeting, the RTPO Policy & Technical Committee members will evaluate each project and presentation, using the scoring criteria. **A copy of the scoring criteria for Roadway/Bridges and Active Transportation & Recreational Programs can also be provided.**

STEP 4: RTIPR Approval Process. RTPO will collect and compile each member scoring criteria form, and this will be the basis for the draft RTIPR presented to the RTPO Policy & Technical Committee in *January*. RTPO members can discuss prioritization of project, especially those that receive similar scores, and based on consensus members may make modifications to the scoring, findings and project ranking.







Their discussion will be brought back in the form of a recommendation to the RTPO Policy & Technical Committee in *February*, which will further review the project ranking and vote to establish the RTIPR.









STEP 5: ZIPPR. Since our RTPO region overlaps with several different NMDOT Districts and RTPO regions, our staff works collaboratively with other RTPO to create a unified RTIPR that then goes to the appropriate District office as a recommended list.

STEP 6: Regional Transportation Improvement Program (RTIP). Ultimately, the final Regional Transportation Improvement Program lists are finalized and submitted by the District office; these are fiscally constrained projects that are funded and get incorporated into the Statewide Transportation Improvement Program (STIP).

Comprehensive Projects List. In addition to this process, the Northwest RTPO process will include the development and update on a 20-Year Financial Plan or Comprehensive Projects List. This list will be for all projects in the region, including those that are not eligible for RTIPR. This list will be generated by Infrastructure Capital Improvements Plan (ICIP) and other local and tribal transportation plans and long-range projects.



PROGRAM	DESCRIPTION	EXAMPLES OF ELIGIBLE OPPORTUNITIES
Bicycle, Pedestrian, Equestrian Program (BPE)	Provides development of bicycle, walking, and horse trails – often alongside traffic corridors	Bicycle lanes, multi-use trails, “share the road” roadway designations, bicycle facilities, etc. 
Federal Lands Access Program (FLAP)	Formerly known as Public Lands Highway, this program provides funding for projects that focus on access, mobility, safety, connectivity, economic development, and natural resource protection in Federal lands http://flh.fhwa.dot.gov/programs/flap/	Projects that mitigate a known safety issue; parking or rest areas; provision for pedestrians and bicycles; provides facilities for alternative modes; connects to additional routes serving Federal lands; operation and maintenance of transit facilities; or improves roadway surface and/or bridge condition(s). 
Federal Lands Transportation Program (FLTP)	The FLTP complements the Federal Lands Access Program. Where the Access Program provides funds for State and local roads that access the Federal estate, the FLTP focuses on the transportation infrastructure owned and maintained by Federal lands management agencies. http://flh.fhwa.dot.gov/programs/fltp/	
Highway Safety Improvement Program (HSIP)	Assists agencies with studying hazardous traffic conditions and funding stand-alone engineering type safety improvements to transportation facilities or non-construction traffic safety enforcement, education, or emergency medical services related programs to reduce risks of future severe crashes http://safety.fhwa.dot.gov/hsip/	Proposed road safety audits, site-specific safety projects, multi-location system wide safety projects, and/or transportation safety programs on state highways and bridges 
Long-Range, Federal Lands, and/or Tribal Transportation Planning & Studies	Provides funding for planning-related projects that emphasize long-range time frames	Long-range transportation planning, bicycle-pedestrian plans, corridor plans, or “complete streets” studies 
Transportation Alternative Project (TAP)	Formerly known as Transportation Enhancements, this program combines several funding programs and seeks projects that expand travel choices and improve the transportation experience for all users by integrating modes and improving the cultural, historic and environmental aspects of our transportation infrastructure http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm	Planning, design, and construction of on-road and off-road trail facilities, construction of turnouts, overlooks, and viewing areas, historic preservation of transportation facilities, removal of outdoor advertising, recreation trail program projects, scenic byway program projects, and safe routes to school program projects, etc. 

PROGRAM	DESCRIPTION	EXAMPLES OF ELIGIBLE OPPORTUNITIES
Safe Routes to School Program (SRTS)	SRTS funding supports infrastructure development to create or improve safety features for school related traffic or pedestrians. <u>Now funded from TAP pool of funding.</u>	<p>Sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street and off-street bicycle facilities, traffic diversion improvements, public awareness campaigns, traffic education and enforcement, student sessions on bicycle and pedestrian safety, and funding for training, volunteers, and managers of SRTS programs</p> 
Recreational Trails Program	Provides funding for motorized and non-motorized trails and supporting infrastructure. Currently, there is a separate program other than the TAP pool.	<p>Motorized vehicle parks and facilities, hiking trails, urban trails, joint use trails and facilities.</p> 
Federal Transit Administration Section 5310	Provides Federal funding for seniors and individuals to serve the transportation needs of elderly persons and persons with disabilities who reside in "small urban areas"	<p>Para-transit services, or flexible route bus services in small urban areas</p> 
Federal Transit Administration Section 5311	The rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. Funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities.	<p>Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.</p> 
Special Studies	Additional studies not mentioned in other programs, such as special traffic studies	<p>Traffic studies, corridor studies, bicycle/pedestrian count studies, etc.</p> 
Roadways & Bridges	Projects that are determined to be functional classified can be prioritized through the STIP and receive funding	<p>Roadway improvements, lane expansion, widening, interchange development and bridge replacement</p> 
Federal Aviation Admin. Airport Improvement Program	Provides grants to public agencies — and, in some cases, to private owners and entities -- for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). http://www.faa.gov/airports/aip/	
TIGER Discretionary Grants	Provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. http://www.dot.gov/tiger	<p>Each project is multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs, including port, rail, planning, transit, road, and BPE projects.</p> 

NWRTPO Timeline Call for Transportation Projects

June 2018 - March 2019:

Task	Timeframe/Due Date	Responsible Party
General Announcement of NMDOT Active Transportation and Recreational Programs Guide and CMAQ Program	April 2018	NMDOT
Initial Announcement of Call for NWNM Transportation Projects	June 6	NWRTPO Staff
Technical Assistance, Contact the NWRTPO to set up a time and place with District staff.	July	NWRTPO & District Staff
Project Feasibility Forms (PFF) Due (Must be submitted by appropriate RTPO Member)	July 31	NWRTPO Members
Send out PFF for review and set up Consultations	August 1 -14	NWRTPO Staff
Mandatory Project Consultation Meetings between RTPO Member, Local Entity Representative/Official, RTPO staff, DOT Liaison, and District Staff. Meeting Report due 5 working days after.	August 15 - 31	All
◊ Based on decision and recommendation by District staff, project and RTPO Member will be directed to: <ul style="list-style-type: none"> • Prepare and submit a Project Prospectus Form (PPF) for inclusion and prioritization in the Regional Transportation Improvement Program Recommendations (RTIPR), or • Detail other options for projects and/or funding 	September 7	District Staff
Project Prospectus Forms (PPF) and TAP/RTP Applications Due (Must be submitted by appropriate RTPO Member)	October 26	NWRTPO Members
PPFs and TAP/RTP Applications are vetted by RTPO staff	November 1-15	NWRTPO Staff
PPFs & Applications sent to RTPO members for review	November 30	NWRTPO Staff
Project presentations and scoring by RTPO members Ramah Navajo Chapter, 434 BIA Rt. 125, Pine Hill	December 12 @ 10AM	NWRTPO Members
Draft RTIPR is presented to the NWRTPO Committee meeting Cibola County Convention Room, 515 West High Street, Grants	January 9 @ 10AM	NWRTPO Members
Final RTIPR is approved by NWRTPO Committee Tohatchi Chapter, 1 St. Mary's Rd. / Indian Svc. Rt. 108 off US491	February 13 @ 10AM	NWRTPO Members
District 6 RTIPR ("zipper") Meeting to finalize recommendations and priorities for inclusion into the Statewide Transportation Improvement Program (STIP) NMDOT District 6 Office, 1919 Pinon Drive, Milan	March 13 @ 10AM	District Staff, NWRTPO Members

Eligible Entities for Transportation Funds

- Local & Tribal Governments
- Regional Transportation Authorities
- State & Federal Natural Resource or Public Land Agencies
- Transit Agencies
- School Districts, Local Education Agencies or Schools

Ineligible Entities

- Nonprofits as direct grant recipients. Nonprofits are eligible to partner with any eligible entity, if state or local requirements permit.
- Businesses & Individuals; though these may partner with an eligible entity project sponsor to carry out a project.

For municipal, County, and tribal government entities interested in applying for a project, please inform, coordinate, and involve the following Northwest Regional Transportation Planning Organization (NWRTPO) representatives for your respective jurisdiction. Other entities or individuals are encouraged to do the same. Below are the jurisdictions that the NWRTPO will be considering applications from for this "Call for Projects".

For more information, feel free to contact Robert Kuipers, RTPO Program Manager (505) 722-4327; rkuipers@nwnmcog.org

NWRTPO Members	
Cibola County	Judy Horacek, Projects Coordinator 505-285-2557; jhoracek@co.cibola.nm.us
McKinley County	Jeff Irving, Road Superintendent 505-722-2303; jirving@co.mckinley.nm.us
San Juan County (Non-MPO)	Nick Porell, Deputy Department Administrator, Public Works 505-334-4530; nporell@sjcounty.net
Gallup	Stan Henderson, Public Works Director 505-863-1290; shenderson@gallupnm.gov
Grants	Don Jaramillo, Special Projects Coordinator 505-285-3981; grantsprojects@cityofgrants.net
Milan	Jack Moleres, Public Works Director 505-285-6694 / 287-7124; publicworks@villageofmilan.com
Navajo Nation – Northern Agency	Larry Ute Joe, Senior Planner 928-640-1657; ljoe@navajodot.org
Navajo Nation – Eastern Agency	Rosilyn Smith, Senior Planner 505-786-2024; rsmith@navajodot.org
Pueblo of Acoma	Dave Deutsawe, Interim Director – Public Works 505-552-5190; ddeutsawe@puebloofacoma.org
Pueblo of Laguna	Ray Lucero, Public Works Director 505-552-1218; rlucero@lagunapueblo-nsn.gov
Pueblo of Zuni	Royce Gchachu, Program Manager 505-782-7116; royce.gchachu@ashiwi.org
Ramah Navajo	Shane Lewis, Ramah DOT 505-775-3264; ShaneLewis@ramahnavajo.org

If you are located in the Farmington MSA (of the Cities Farmington, Bloomfield, and Aztec), please contact the Farmington MPO, to discuss projects and process with them directly. Contact Information: (505) 599-1392



Northwest New Mexico RTPO PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Robert Kuipers, RTPO Planner,
at (505) 722-4327 or rkuipers@nwnmcog.org

GENERAL INFORMATION

Preparation Date [Click here to enter date](#)

Project Title: [Enter Project name](#)

Requesting Entity: [Enter Entity name](#)

Governing Body Approval: [Yes / No / Pending](#)

Contact Person: [Click here to enter contact person name](#)

Phone: [Enter phone #](#)

Email: [Enter email address](#)

PROJECT DESCRIPTION

Project Type (Check all types that apply to your project):

ROADWAY ☐

TRANSPORTATION ALTERNATIVE ☐ ([Information on Eligible Types of Recreational Trails & Transportation Alternative Projects](#))

BRIDGE ☐

SAFETY ☐

OTHER ☐ [If other, please describe type here](#)

Route Number and/or Street Name: [Enter route number or name](#)

Project Termini: [Enter route number or name](#)

Beginning Mile point [Enter begin point](#) Ending Mile point [Enter end point](#)

Total length of proposed project: [Enter length in miles](#)

Project Phases to be included in request (Check all phases that apply to your project):

STUDY/PLANNING ☐

PRELIMINARY ENGINEERING ☐

DESIGN ☐

CONSTRUCTION ☐

CONSTRUCTION MANAGEMENT & TESTING ☐

NATIONAL PERFORMANCE GOALS

For more information: <http://www.fhwa.dot.gov/tpm/about/goals.cfm>

Goals to be addressed (Check all goals that apply to your project):

- | | |
|--|--------------------------|
| (1) Safety | <input type="checkbox"/> |
| (2) Infrastructure Condition | <input type="checkbox"/> |
| (3) Congestion Reduction | <input type="checkbox"/> |
| (4) System Reliability | <input type="checkbox"/> |
| (5) Freight Movement & Economic Vitality | <input type="checkbox"/> |
| (6) Environmental Sustainability | <input type="checkbox"/> |
| (7) Reduced Project Delivery Delays | <input type="checkbox"/> |
| (8) System Connectivity | <input type="checkbox"/> |

Justification of how this project meets or addresses the goals circled above (Use additional pages if necessary):

Begin typing here. Box will expand as needed.

PROJECT COSTS

Column A			Column B	
If proposed project is <u>not</u> phased, complete Column A only. If project is phased, list the amount of funding being <u>currently</u> requested in Column A and complete Column B.			Total Phase No. (1, 2, I, II, III, etc.)	Enter Phase #
			The amount below represents the cost of the entire project and will be greater than Column A.	
Project Cost	Enter Cost \$		Total Project Cost	Enter Cost \$
Percentage Estimates			Phased projects are usually large and divided into parts of phases. If you wish to supply any additional information, list comments here: Begin typing here. Box will expand as needed.	
Total – Local Match	Enter %	Enter Cost \$		
Total – Federal Share	Enter %	Enter Cost \$		
	100%			

DISTRICT 6 REVIEW:

(This Section will be filled out by District staff, once submitted)

By: Enter Name

Date: Click here to enter a date.

Recommended: Yes / No

Signed: _____

Type District Comments here.

Begin typing here. Box will expand as needed.

NORTHWEST NEW MEXICO RTPo

Recommends that:

- All Project Feasibility Forms for Northwest New Mexico are discussed with, filled out with, and provided through the appropriate RTPo Member, to find out who your RTPo member is, go to our webpage at <http://www.nwnmcog.com/rtpo.html> or contact us at (505) 722-4327.
- Each entity that submits a Project Feasibility Form should plan on bringing a local/tribal elected official to the joint consultation with the RTPo and DOT staff. It will help them understand the process.

Topics to discuss during PFF consultation meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has a representative of the entity attended one of the T/LPA Handbook trainings? The T/LPA must follow the Handbook.
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
 - Does the T/LPA have an approved plan on file with the NMDOT?
 - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
 - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
 - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brands specific items on this project? If so, PIF/certification is required.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind/soft match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.
- Certified testing is required during construction and is eligible for reimbursement.
 - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
 - **NOT the same as Buy American, this is not reimbursable or allowed on federal projects**
- The T/LPA must follow the NMDOT specs unless NMDOT grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

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					Project Total
Totals					

* 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).

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.

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.



REPRESENTING AND SERVING THE INTERESTS OF GOVERNMENTS
OF THE NORTHWEST NEW MEXICO

a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VI: TAP, RTP, CMAQ Update

Subject: Transportation Alternatives Program, Recreational Trails Program, Congestion Mitigation / Air Quality Funding Opportunities

Prepared by: Robert Kuipers

Date: 3/8/18

BACKGROUND

- **Why?** While TAP, RTP and CMAQ projects have generally the same timeframe as all other RTIPR projects, each has its own separate application, related to multi-modal issues and characteristics. At this time NMDOT staff are updating PFF's and Applications for these three categories, which is anticipated for completion by the end of April.
- **Purpose.** Prepare RTPO members with an interest in multimodal transportation development and related economic opportunities to submit project applications and related "Call for Projects" required documents in a proper and timely fashion.
- **Discussion/Finalization.** RTPO staff and DOT Liaisons will cover the process based on what we are aware of at this time, now that DOT has finalized the applications and process.

WORK TO DATE

- NMDOT Planning Bureau staff have finalized the application and PFF forms and process.
- The CMAQ opportunity will include multimodal preventive strategies, as opposed to strictly air quality mitigation, since there are now surplus funds available to / through the state.
- RTPO staff have kept members informed as the PFF's and applications along with process were finalized.

ANTICIPATED WORK

- RTPO members may anticipate developing proposals, with finalized forms and process now complete.

ATTACHMENTS

- TAP / RTP / CMAQ Guidance from NMDOT to date.

BUDGET IMPACT

- No impact for the RTPO budget; potential funding for member governments.

ACTION ITEM

- Information item only



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Active Transportation and Recreational Programs Application Guide

Includes:

Recreational Trails Program

Transportation Alternatives Program

For Projects in Federal Fiscal Years 2020, 2021, plus

Programs Coordinator

Shannon Glendenning
Recreational Trails Program (RTP) Coordinator
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504-1149
(505) 827-5117
Shannon.glendenning@state.nm.us

1. Introduction and Goals

The Active Transportation and Recreational Programs Guide is a user-focused handbook for New Mexico's Transportation Alternatives Program (TAP) and Recreational Trails Program (RTP). It is intended to assist potential applicants; Metropolitan Planning Organizations (MPOs); Regional Transportation Planning Organizations (RTPOs); and other transportation planning partners in identifying and applying for the appropriate funding source based on the specific project type.

In its administration of TAP and RTP, it is NMDOT's intention to leverage these funding sources to further the multimodal and quality-of-life goals set forth in the Department's long-range plan, *The New Mexico 2040 Plan* ("2040 Plan"). The 2040 Plan provides the strategic framework to guide NMDOT's decision-making in the years to come, and represents an unprecedented level of outreach and engagement with the general public and diverse stakeholders across the entire state of New Mexico.

The broad vision of the 2040 Plan is "a safe and sustainable multimodal transportation system that supports a robust economy, fosters healthy communities, and protects New Mexico's environment and unique cultures." To this end, the 2040 Plan identified five overarching goals. These goals are to:

- operate with transparency and accountability;
- improve safety for all system users;
- preserve and maintain our transportation assets for the long term;
- provide multimodal access and connectivity for community prosperity; and,
- respect New Mexico's cultures, environment, history, and quality of life.

Finally, NMDOT strives to coordinate closely with other agencies that have developed transportation plans or other types of plans that include a transportation component. As such, it is NMDOT's goal to respect and coordinate with the plans of tribal and local governments, metropolitan areas and regions, and various State and Federal agencies—provided plans and projects are consistent with the goals and strategies of the 2040 Plan. The application scoring criteria for TAP and RTP applications outlined in this guide reflect this emphasis on planning as a means of furthering the vision and goals laid out in the 2040 Plan.

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. Quick-Reference Funding Guide

Based on the project, which funding program can my entity apply for?

The following matrix is a “quick-reference” guide for easily identifying the appropriate funding program based on the type of project an entity is pursuing. Project types may be eligible for one or both funding sources. **See Appendix V for a detailed and complete list of eligible and ineligible projects and activities for each program.**

Example Projects	Program (x indicates eligibility)	
	TAP	RTP
• Sidewalks (street-adjacent)	x	
• Streetscape improvements (as part of bike/pedestrian project)	x	
• Non-motorized, paved, shared-use paths	x	x
• Equestrian trails	x*	x
• Motorized trails (e.g. for ATVs, snowmobiles, etc.)		x
• ADA improvements	x	x**
• Bike lanes, sharrows, and signage related to on-street bicycle facilities	x	
• Lighting for bicycle and pedestrian facilities	x	x**
• Traffic-calming measures (e.g. road diets)	x	
• Stormwater projects related to bicycle or pedestrian improvements	x	x**
• Trail maintenance		x
• Trailside or trailhead facilities		x
• Bicycle parking	x	x**
• Bus bike racks	x	
• Bicycle/pedestrian plans	x	x***
• Path/trail and road intersection improvements	x	x
• Path/trail connections	x	x
• Bridges or tunnels for motorized trails and equestrian trails		x
• Bridges or tunnels for bicycles and pedestrians (off-road)	x	x**
• General educational programs/trainings		x
• Bicyclist/pedestrian education for children in grades K-8	x	
• Safe routes to school coordinator positions	x	
• Bike share (capital costs only; no operations costs)	x	
• Lease of trail construction and maintenance equipment		x

*Equestrian trails are only eligible for TAP funding if built as part of a shared-use path. Stand-alone equestrian trails are not eligible for TAP funding.

**Must be directly related to a trail, trailside, or trailhead facility.

***RTP funds may be used to develop statewide recreational trail plans.

TAP and RTP projects are not required to be located along a Federal-Aid highway. Safe Routes to School (SRTS) infrastructure projects funded through TAP must be located within two miles of a K-8th-grade school. If a project is located in a designated New Mexico MainStreet Community, a State-Authorized Arts and Cultural District, or an official Frontier Community, they must coordinate with the New Mexico Economic Development Department’s MainStreet Program to identify potential overlap between plans and proposed projects. See Appendix VIII for additional information.

3. Program Information

A. What is the Transportation Alternatives Program?

Background

The Transportation Alternatives Program (TAP) is a Federal reimbursement program originally authorized under section 1122 of the Federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). TAP was reauthorized as a set-aside of the Surface Transportation Block Grant (STBG) program in section 1109 of the Fixing America's Surface Transportation Act (FAST Act)—signed into law in December of 2015. Although TAP is not explicitly mentioned in the FAST Act, all of TAP's eligibilities have been preserved and are now codified under Title 23 of the United States Code, sections 133(h)(3) and 101(a)(29). *For simplicity and consistency, NMDOT will continue to refer to the program as TAP.*

In New Mexico, TAP is administered by NMDOT. TAP provides funding for programs and projects such as: pedestrian and bicycle facilities, safe-routes-to-school projects, infrastructure improvements that provide better access to transit, environmental mitigation, and other infrastructure improvements to the transportation system.

Funding

New Mexico's **estimated annual federal share of** TAP funding amounts is \$5,715,525 annually. Per the FAST Act, 50% of New Mexico's annual TAP apportionment (estimated at \$2,857,525 in FFY20 and FFY21) is sub-allocated to areas based on their relative share of the total state population. The remaining 50% is available for use in any area of the state.

Sub-allocated funds are divided into three categories: areas with populations of 200,001 or more; areas with populations of 5,001 to 200,000; and areas with populations of 5,000 or less. These are special census designations related to population density and do not correspond with city or town boundaries. In order to accurately figure out in which category a project belongs, entities should work with the appropriate MPO/RTPO planner. The resulting distribution estimates for New Mexico's FFY20 and FFY21 TAP funds are as follows.

Total Estimated Annual TAP Federal Funds: \$5,715,525

Population 200,001 or more (Large Urbanized Areas): \$1,071,346

Population 5,001 to 200,000 (Small Urbanized Areas and Large Urban Clusters): \$1,091,424

Population 5,000 or less (Small Urban Clusters and rural areas): \$694,754

Available for any area (flexible): \$2,857,525

Funds for population areas over 200,000 are directly allocated to the appropriate MPOs (Mid-Region MPO and El Paso MPO), which may use their own or NMDOT's competitive process for awarding those funds. All other funding categories (for areas with populations of 5,001-200,000; 5,000 or less; and flexible) are awarded by NMDOT via a statewide competitive process. Section 5 of this Guide provides the details of the competitive project selection process.

B. What is the Recreational Trails Program?

Background

The Recreational Trails Program (RTP) is a Federal reimbursement program funded through section 1109 of the FAST Act, as codified under Title 23 of the United States Code, sections 133(b)(6), 133(h)(5)(C), and 206. In New Mexico, RTP is administered by NMDOT. The program provides funding to eligible entities to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized trail uses. In addition to their

recreational purpose, RTP-funded projects often provide additional multimodal transportation options. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, and four-wheel driving.

Funding

RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use—fuel used for off-highway recreation by snowmobiles, etc. New Mexico's *estimated* annual RTP funding amount is \$1,415,533 each year.

Per Federal requirements, the RTP apportionment must be awarded according to the following distribution (see Appendix VI for the definitions of RTP project funding categories): 30% of the funds must be used for non-motorized trails (Categories 1 and 2); 30% for motorized trails (Categories 4 and 5); and 40% for diverse-use trails (Category 2, 3, and 5). The resulting annual distribution estimates for New Mexico's RTP funds are as follows.

Total Estimated Annual RTP Federal Funds: \$1,415,533

Non-motorized: \$424,659

Motorized: \$424,659

Diverse: \$566,213

A total of 5% of the annual apportionment may be spent on educational programs.

4. Funding Requirements

A. What are the phasing and agreement requirements?

Applications for projects that do not involve design or construction, such as maintenance projects that do not disturb new ground, educational programs, bicycle or pedestrian plans, or other “non-infrastructure” activities, may be submitted for funding. These types of projects typically do not require design or certifications, although some certifications may still be required. Agreements for these projects will typically be handled directly by the program-specific coordinator at NMDOT.

Agreements for projects that involve infrastructure design or construction will be overseen by NMDOT's Project Oversight Division (POD) and follow the NMDOT Tribal/Local Public Agency (T/LPA) agreement process in coordination with the appropriate NMDOT Regional Design Center. (For the purposes of RTP, the word “construction,” as used here, does not include construction of natural-/soft-surface trails; oversight and agreements for these projects will typically be handled directly by NMDOT's RTP Coordinator.) Infrastructure projects will require separate agreements for the design and construction phases, each of which must be in a separate Federal fiscal year. For example:

- **Year 1—Planning, design, and certifications.** Required of all T/LPA infrastructure projects unless the applicable NMDOT Regional Design Center grants an exception. T/LPAs with pre-approval from the applicable NMDOT Regional Design Center are not required to complete this phase using Federal funds and may apply for construction funds in FFY18, FFY19, or both. **Year 2—Construction.**

Applicants should be careful to schedule appropriate time to complete the design phase of infrastructure projects. Right-of-Way and Environmental certifications, for example, can be particularly time consuming. Design requirements and estimated time to complete all certifications should be discussed together with NMDOT staff during the PFF meeting to identify appropriate phasing of projects. If an applicant anticipates these certifications cannot be acquired within a single year timeframe, they should propose two years to complete the process. Similarly, NMDOT may propose two years for design if it anticipates complications in the certification process or to successfully fund a high rated proposal. Any proposed changes to project timelines will be discussed with applicants prior to the

awarding of funds. The NMDOT T/LPA Handbook has more information on planning, design, certification, and construction requirements (see Appendix II).

Alternatively, some projects may be further along in the project development process and may be eligible for construction funding without also applying for a planning/design/certifications phase, and beginning as early as FFY20; however, this is an exceptional circumstance, and any project applying 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 standards required for Federal funds.

B. Who can apply for funding?

T/LPA recipients of Federal Aid Highway Program (FAHP) funding are referred to as “responsible charges.” The following entities are considered eligible responsible charges for TAP and RTP funding:

- local governments;
- regional transportation authorities;
- transit agencies;
- State and Federal natural resources or public land agencies;
- school districts, local education agencies, and schools;
- tribal governments; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (not including MPOs and RTPOs).

The following entities are ***not*** considered eligible responsible charges for TAP and RTP funding:

- Non-profits as direct grant recipients of the funds (Non-profits are eligible to partner with any eligible entity on an eligible TAP or RTP project, if State or local requirements permit.);
- NMDOT*, MPOs and RTPOs (However, these entities may partner with an eligible entity to carry out a project, if the eligible entity is the project sponsor.); and
- High-risk entities, determined at NMDOT’s discretion, even if they are otherwise eligible (High-risk entities can be defined by financial risk or historical lack of capacity to manage Federally-funded projects.).

*As the program’s administering agency, NMDOT is an eligible responsible charge for the Recreational Trails Program and may program RTP funds at its discretion.

C. What is the match requirement?

TAP and RTP both require a match from the responsible charge of 14.56% of the *total project cost*. Tribal entities may use Tribal Transportation Program (TTP) funds for their local match. A Federal agency project sponsor may provide matching funds by using other Federal funds apportioned to that agency. However, for RTP projects sponsored by Federal land management and natural resource agencies, the combined Federal funds may not exceed 95% of the total project cost. **The remaining 5% match share must come from non-Federal funding sources.**

Soft match equaling 14.56% of the total project cost may be utilized for match, but must be clearly stated in the project application and, if the project is awarded, must be specifically noted on the Agreement Request Form (ARF) in accordance with the requirements of the most recent NMDOT T/LPA Handbook, or in developing a non-infrastructure agreement with the Program Coordinator. This ensures that the soft match is correctly referenced in all agreements. Any approved soft match must occur within the project term specified in the agreement; work completed prior to an entity’s receipt of a Notice to Proceed will not be accepted as soft match.

D. How will my agency receive the funds?

TAP and RTP are cost-reimbursement programs. If an agency’s application is selected for funding, the entity will enter into an agreement with NMDOT and serve as the responsible charge. As the responsible charge, the entity

will be responsible for paying all costs up front and requesting reimbursement from NMDOT by submitting (at least) quarterly invoices and proof of payment. The sponsoring agency submits invoices to NMDOT documenting 100% of the costs incurred, including in-kind and soft match, and is reimbursed for 85.44% of the total project costs. 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, responsible charges are responsible for any costs exceeding the Federal award amount.***

E. How long are the funds available?

The official project term (that is, the period of time during which eligible project costs and activities are reimbursable) will be spelled out in the project's Cooperative Project Agreement, or Grant Agreement. Such 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. Further, the obligation of construction funds is contingent upon completion of the design phase of a project, including all required certifications; therefore, entities must complete the design phase within the appropriate timeframe for NMDOT to obligate construction funds in the Federal fiscal year in which they are programmed.

F. What are the funding limitations?

The following limitations apply to all sponsoring agencies applying for TAP funds for infrastructure projects through the statewide competitive process. There are no project minimums or non-infrastructure projects or for RTP projects.

- Maximum amount of TAP funds agencies can apply for in support of infrastructure projects: \$2 million*
- Minimum amount of TAP funds agencies can apply for in support of infrastructure projects: \$75,000*

*These amounts only apply to the TAP portion (Federal portion) of infrastructure project funds; total project costs may exceed \$2 million once local match and any other funding sources are included.

G. Other Considerations

TAP and RTP funds are Federal-Aid Highway Program (FAHP) funds and must be expended in accordance with all applicable Federal and State 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 TAP or RTP funding:

- Does your agency have the necessary staff to administer the project and funding?
- Does your agency have the funding to pay all costs first 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 may require local government assistance and/or

coordination in performing analyses related to performance measurement (before-and-after bicycle counts for a new bicycle facility, for example).

5. 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 responsible charge. Appendix X provides a map and contact information for all the MPOs and RTPOs in New Mexico.

MPOs and RTPOs will distribute this Guide and provide a schedule of specific dates and deadlines for their region. An entity interested in applying for funds will first request a Project Feasibility Form (PFF) from their MPO/RTPO. The PFF must be filled out and returned to the MPO/RTPO planner before the PFF deadline set by the MPO/RTPO. The MPO/RTPO planner will then schedule 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 in Section 5B below. For projects located in RTPO areas, once a PFF is approved by the appropriate District representative, it must be included on the RTPO's Regional Transportation Improvement Program Recommendations (RTIPR) according to the RTPO's adopted procedures. If the RTIPR update timeline does not allow for approval prior to application, applicant should include a draft RTIPR showing the project's inclusion and noting the RTPO's RTIPR schedule for adoption. ***Complete application packets must be submitted to the appropriate MPO/RTPO before the specific application deadline set by the MPO/RTPO.***

MPOs may conduct a different feasibility process than described above; RTPOs must follow the process outlined above. Smaller MPOs are highly encouraged to utilize this feasibility process.

Mid-Region MPO and El Paso MPO may elect to use their own application process to award the TAP Large Urbanized direct allocation; however, if any entity located within the Large Urbanized Area wants to be considered for the TAP-Flex funding, which is awarded via the statewide competitive process, they must submit their application in accordance with the process outlined in this guide.

Below is a summary of funding cycle deadlines and activities from the opening of the call for projects through the obligation of funds for awarded projects. Agreements for "non-infrastructure" projects will be administered by the appropriate NMDOT Program Coordinator; if awarded funds, these entities will not need to submit Agreement Request Forms (ARF) as described below.

TAP/RTP Funding Cycle Timeline (Critical deadlines are in bold.)

<u>Month</u>	<u>Year</u>	<u>Activity</u>
April-Nov	2018	Call for projects open
April-July	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/Environmental/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	Responsible charge completes application
		Complete applications due to MPO/RTPO planner according to deadline set by MPO/RTPO
Nov	2018	MPO/RTPO planner vets applications for completeness
Nov 30	2018	<p>Deadline for MPO/RTPO planners to submit complete applications to appropriate NMDOT Program Coordinator</p> <p><u>Late or incomplete applications will not be accepted.</u></p>
Dec-Jan	2018-2019	Program Coordinators review applications for completeness and prepare packages for Selection Committee (TAP) and Recreational Trails Advisory Board (RTAB) (RTP)
Feb	2019	TAP Selection Committee rates, ranks, and selects projects; RTAB rates and ranks projects and makes recommendations to NMDOT
March	2019	NMDOT sends award letters and award forms. Award forms must be returned to NMDOT Program Coordinators by the deadline provided on the form.
Mar-April	2019	Projects added to MPO TIPs and STIP Preview
April	2019	All entities receiving TAP/RTP funds will be required to attend an orientation workshop outlining critical deadlines and processes.
April-August	2019	TIPs/STIP public review and approval
October 1	2019	2020-2025 STIP becomes active

Refer to the T/LPA Handbook for project development timelines after the STIP has become active.

11

B. What needs to be included with my application?

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 (MPOs that conduct a different process for determining feasibility do not need to include a signed PFF)
- Project Prospectus Form (PPF) – see Appendix I
- TAP/RTP 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 IX; 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 sponsoring agency. The letter(s) must also address which entity will take on the maintenance responsibility of the proposed project.
- Basic map of project location (not required for non-infrastructure projects)
- Any additional documentation in support of scoring factors – see section 5D.

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 the case of TAP, or by the New Mexico Recreational Trails Advisory Board (RTAB) in the case of RTP, in a statewide competitive process. Scoring factors and point criteria are detailed below, in Section 5D. Higher ranked projects are more likely to receive funding. However, funding is limited by the total TAP and RTP allocations as well as the sub-allocations based on population areas (TAP) and project categories (RTP). See sections 3A and 3B of this guide for program-specific sub-allocation and category information. At its discretion, the TAP selection committee may adjust the projects selected in an effort to program funds in a geographically equitable manner. The RTAB scores and ranks RTP applications and makes funding recommendations to NMDOT; however, as the administering agency, NMDOT may program RTP funds at its discretion.

After projects are selected, the NMDOT TAP and RTP coordinators will send out award letters and award forms to the sponsoring agencies for the selected projects. Applicants whose projects were not selected will be notified, as well. The NMDOT program-specific coordinator will ensure that selected projects are programmed into the metropolitan TIPs (for MPO projects) and the STIP.

Recipients of TAP and RTP funds are required to attend an orientation workshop, which will outline the critical deadlines and processes for their projects. Note that Federal Aid Highway Program-funded projects are administratively complex. Recipients are therefore also encouraged to attend a T/LPA Handbook training even if they already did so prior to applying.

D. Application Scoring Factors

Applications will be rated and ranked according to the following factors.

1. Planning

The Planning factor is intended to ensure that TAP and RTP projects are consistent with adopted plans, policies, and studies. If a project is identified in an adopted local, regional, or state plan, study or other document (e.g. ICIP), this indicates a level of public involvement and support for the project. This factor will be demonstrated with supporting documentation. Rather than attaching the entire plan or document, applicants must provide a copy of the title page of the document and the page(s) identifying the proposed project. A list of potential planning documents is below. If a project is in an MPO area, it is required to be *consistent* with the MTP—thus, no points are awarded for a project that is solely consistent with the MTP. However, if a project is specifically listed in the MTP, it may be used for planning points. Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent (demonstrated through supporting documentation), up to a maximum of six (6) points for this factor.

Eligible Planning Documents:

- Infrastructure and Capital Improvement Plan (ICIP)
- Metropolitan Transportation Plans (MTP)
- Regional Transportation Plans (RTP)
- Bicycle and Pedestrian Plans
- Economic Development Plans
- Comprehensive Plans
- Land-Use Plans/Studies
- Corridor Studies
- Master Plans
- Safe Routes to School (SRTS) Plans
- Sector Plans
- Road Safety Assessments (RSA)
- Safety Plans
- NM MainStreet Plans
- And other documents deemed eligible by the TAP selection committee or RTAB

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

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

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

0 points: The application does not meet the factor.

2. Economic Vitality

In addition to achieving transportation and/or recreational goals, TAP and RTP projects may provide positive economic impacts to a community. The economic vitality of an eligible project is measured through economic impact to local, regional, or statewide economic development efforts. Consider how the project interacts with activity centers, employment generators, or other economic development activities. For example, a potential project, such as a regional trail, could provide economic benefits to nearby local businesses by attracting tourists.

Application Question:

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

3. Safety and Security

The livability of a community is related to safety and security. A community where it is safe to walk, bicycle, use transit, and access and enjoy recreational trails will have more people on the streets interacting with neighbors, visiting businesses, walking to school, and enjoying local amenities like parks and natural areas. For example, installing solar lighting along a sidewalk or path to a park or school could increase the safety and security of children walking to the facility.

Application Question:

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, access public transit, and/or access and enjoy recreational trails. Please cite and provide supporting documents or studies as necessary.

4. Accessibility and Mobility through Integration and Connectivity

Access to destinations and people's mobility are defined by the integration and connectivity of a community's transportation system (including recreational trail facilities). Gaps exist in our transportation systems, creating congestion and making it difficult for people to access necessary services, such as a grocery store, hospital, or job centers. Integrating alternative transportation networks into a community or fixing gaps in existing systems can increase people's mobility and access to necessary services and recreational opportunities. This factor also considers intermodal connectivity between pedestrian, bicycle, public transit, and park-and-ride infrastructure. For example, completion of a sidewalk between a transit stop and a nearby employment center would address an existing gap in the system, making the employment center more accessible and increasing mobility of transit-users. In addition, this would address intermodal connectivity.

Note: all Federally-funded transportation projects must comply with the Americans with Disabilities Act (ADA) and Public Rights of Way Accessibility Guidelines (PROWAG).

Application Question:

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

This factor emphasizes how eligible projects can protect and enhance the environment, whether through the promotion of energy or water conservation, quality-of-life improvements, or the funding of improvements that are consistent with land management plans or local land-use plans. Projects may promote environmental conservation in diverse ways, from reducing motorized vehicle usage, to erosion control along transportation rights-of-way or wilderness trails. Projects can also provide a broad array of quality-of-life improvements, such as access to culturally or historically significant sites, or improved community health due to increased opportunities for bicycling and walking.



Through local planning processes, governments and community members articulate land-use visions and goals to improve or enhance community quality of life. These are incorporated into local planning documents. TAP and RTP projects may help communities achieve desired land-use patterns and goals as described in local planning documents. Examples of such projects could include a paved, multi-use path that increases multimodal access to a school, thus reducing motor vehicle congestion, improving air quality, and providing opportunities for daily physical activity—all of which helps improve quality of life and overall community health.

Application Question:

Please provide information as to how your eligible project will:

- a) promote environmental conservation;*
- b) improve the quality-of-life for community residents; and*
- c) help achieve the community's desired land-use goals, as described in local planning documents.*

Please cite and provide supporting documents or studies as necessary.

6. Efficient System Management and Operations

TAP and RTP funds are FAHP funds. Project sponsors are required by Federal law to maintain projects constructed using FAHP funds. The project sponsor must acknowledge in the Resolution of Sponsorship, or official letter (see Appendix IX), both the short-term and long-term maintenance of the TAP or RTP project. The community may also have processes and maintenance plans in place that would benefit the maintenance and overall efficient system management and operation of the project. For example, your community may have a maintenance plan for inspecting and re-painting crosswalks on an annual basis and a new crosswalk built with TAP funds would be integrated into this maintenance plan.

Application Question:

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 supporting documents or studies as necessary.

7. System Preservation

The costs of maintaining existing infrastructure can be burdensome to communities. As such, building new infrastructure in certain communities is not always the most appropriate course of action. Certain projects may preserve or enhance existing infrastructure, thus eliminating additional costs to local communities. Potential projects may include safety improvements to existing infrastructure or adaptive reuse of existing infrastructure. For example, your community has a closed bridge that is no longer safe for motor vehicles, but the community wants to convert the use of the bridge to a pedestrian and bicycle facility.

Application Question:

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

E. Application Scoring Matrix

Scoring Factors	Possible Points
Planning: Must provide documentation (cover of plan and page[s] identifying or supporting the project); 2 points per plan, maximum of 6 points	6
Economic vitality	3
Safety and Security	3
Accessibility and Mobility through Integration and Connectivity	3
Protection and Enhancement of the Environment:	
a) Promote environmental conservation	3
b) Improve quality-of-life for residents	3
c) Achieve community's land-use goals	3
Efficient System Management	3
System Preservation	3
Total	30

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. 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 TAP and/or RTP funds, eligible entities must complete the NMDOT Project Prospectus Form (PPF) and then the TAP/RTP Application Form, which is a supplement to the PIF. Projects located in an RTPO area (or an MPO area that used the PFF process) 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/NMDOT_PFF.docx

Project Prospectus Form (PPF)

http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_PPF.docx

TAP/RTP Application Form

http://dot.state.nm.us/content/dam/nmdot/planning/TAP-RTP_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>

***Note:** The NMDOT T/LPA Handbook is currently under revision. A link to the new product will be provided on the NMDOT Planning website or you may contact the Programs Coordinator to check on the status (contact information can be found on the inside cover of this guide)*

<http://dot.state.nm.us/content/nmdot/en/Planning.html>

Right-of-Way (ROW) Handbook

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 SRTS coordinators, plans, trainings, etc. 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

IV. Sample Design/Construction Boilerplate Agreement

Agreements for infrastructure projects such as paved, multi-use paths, sidewalks, etc., which 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

Sample Cooperative Project Agreement – Construction

http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016_Construction_Agreement.pdf

V. Eligible and Ineligible Projects and Activities

Eligible projects and activities under TAP include:

- Planning, design, and construction of on-road and off-road trail facilities for pedestrian, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Public Rights-of-Way Accessibility Guidelines (PROWAG).
- Reconstruction and rehabilitation activities that are not considered routine maintenance (see Ineligible Projects on page 9) and either increase capacity of an existing non-motorized facility and/or improve the functional condition of a non-motorized system. Examples include resurfacing AND widening an existing trail or reconstructing sidewalks to meet PROWAG requirements.
- Planning, design, and construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Sections 133(b)(11), 328(a), and 329 of title 23; or,
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to the above, the following projects and activities that meet the Safe Routes to Schools (SRTS) program requirements of Section 1404 of the SAFETEA-LU are considered eligible for TAP funding (additional details are at: http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance):

- Planning, design, and construction of infrastructure projects on any public road or any bicycle or pedestrian pathway or trail within two miles of a kindergarten through 8th (K-8) grade school that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
- Non-infrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
- Safe Routes to School coordinators or champions.

Ineligible projects and activities under TAP include:

- Acquisition of right-of-way
- Safety and educational activities for pedestrians and bicyclists (except activities targeting children in grades K-8, under SRTS).
- Acquisition of scenic easements and scenic or historic sites and scenic or historic highway programs.
- Historic preservation as an independent activity unrelated to historic transportation facilities.
- Operation of historic transportation facilities.
- Archaeological planning and research unrelated to impacts from the implementation of a transportation project eligible under Title 23.
- Transportation museums.
- TAP funds cannot be used for landscaping and scenic enhancement as independent projects; however, landscaping and scenic enhancements are eligible as part of the construction of any FAHP project under 23 U.S.C. 319, including TAP-funded projects.
- Routine maintenance is not an eligible TAP activity. Routine maintenance consists of work that is planned and performed on a routine basis to maintain and preserve the condition of the transportation system or to respond to specific conditions/events that restore the system to an adequate level of service. Routine maintenance activities can include repainting markings, filling potholes, and repairing cracks.

Eligible projects and activities under RTP include:

- Maintenance and restoration of existing trails to include any kind of trail maintenance, restoration, rehabilitation, or relocation, provided the work is completed within the time period outlined in the Cooperative Project Agreement.
- Development and rehabilitation of trailside, trailhead facilities, and trail linkages (including but not limited to drainage, crossings, stabilization, parking, benches, signage, traffic controls, water and access facilities). Rehabilitation can include extensive repair needed to bring a facility up to standards suitable for public use (not routine maintenance). Trailside and trailhead facilities should have a direct relationship with a recreational trail; ***a highway rest area or visitor center is not an eligible project.***
- Lease of trail construction and maintenance equipment to construct and maintain recreational trails during the time period outlined in the Cooperative Project Agreement.
- Construction of new trails where allowed on Federal, State, county, municipal, and private lands provided trails are publicly accessible.
- Construction of rail trails on abandoned railroad corridors, and construction of "rails with trails."
- Improvements to roads and/or bridges specifically designated for recreational use by the managing agency. Eligible high clearance primitive roads/bridges may include old rights-of-way no longer maintained for general passenger vehicle traffic, provided the project does not open the road to general passenger vehicle traffic.
- Planning, design, and certifications specific to an RTP-eligible construction project. NMDOT reserves the right to deny requests for planning, design, and certifications from State or Federal natural resource or public land agencies.
- Operation of educational programs to promote safety and environmental protection related to the use of recreational trails (NMDOT may use up to 5% of the total annual apportionment for educational programs, per Federal guidelines).
- Statewide trail planning.

Ineligible projects and activities under RTP include:

- Acquisition of right-of-way
- Purchase of trail construction and maintenance equipment.
- Improvements to roads/bridges intended to be generally accessible by low clearance vehicles, i.e. regular passenger cars.
- Condemnation of land
- Feasibility studies
- Law enforcement

- Planning that is not of a statewide nature. Trail planning as a relatively small portion of a specific trail project is allowed.
- Sidewalks, unless part of a trailhead facility or specifically providing a critical trail link. FHWA defines a sidewalk as a path parallel to a public road or street.
- Conversion from Non-Motorized to Motorized Use - Applicants shall not use RTP funds to expand, convert, or otherwise facilitate motorized use or access to trails predominately used by non-motorized trail users, and on which, as of May 1, 1991, motorized use was either prohibited or had not occurred.
- Circuit race tracks (circular or elliptical race tracks)
- Major structures (eg. Restrooms or other projects requiring permits)
- Construction of any recreational trail for motorized users on Bureau of Land Management or National Forest Service lands, unless such lands:
 - Have been allocated for uses other than wilderness by an approved agency resource management plan or have been released to uses other than wilderness by an act of Congress, and
 - Such construction is otherwise consistent with the management direction of such approved land and resource management plan.

VI. RTP Project Categories

There are five categories of RTP projects. Categories 1 and 2 count toward the 30% funding target for non-motorized single-use and diverse-use projects; Categories 2, 3, and 5 count toward the 40% funding target for diverse-use projects; and Categories 4 and 5 count toward the 30% funding target for motorized single-use and diverse-use projects.

Category 1: Non-motorized, single use

This category includes projects primarily intended to benefit only one mode of non-motorized recreational trail use, such as pedestrian only or bicycling only. Projects serving various pedestrian uses (such as walking, hiking, wheelchair use, running, bird-watching, nature-interpretation, backpacking, etc.) constitute a single use for the purposes of this category. *(Note: wheelchair use by mobility-impaired people, whether operated manually or powered, constitutes non-motorized, pedestrian use.)* Projects serving various non-motorized, human-powered snow uses (such as skiing, snowshoeing, etc.) constitute a single use for this category.

Category 2: Non-motorized, diverse use

This category includes projects primarily intended to benefit more than one mode of non-motorized recreational trail use, such as walking, bicycling, and skating; pedestrian and equestrian use; or pedestrian use in summer and cross-country skiing in winter. *(Note: electrically powered bicycles, scooters, and personal mobility devices—such as the Segway—are considered motorized uses for the purposes of the RTP under 23 U.S.C. 206(g)(4). The exception is a motorized wheelchair.)*

Category 3: Diverse use including both motorized and non-motorized

This category includes projects intended to benefit both non-motorized and motorized recreational trail use. This category includes projects where motorized use is permitted, but is not the predominant beneficiary. This category also includes projects where motorized and non-motorized uses are separated by season, such as equestrian use in summer and snowmobile use in winter.

Category 4: Motorized, single use

This category includes projects primarily intended to benefit only one mode of motorized recreational trail use. A project may be classified in this category if the project also benefits some non-motorized uses (it is not necessary to exclude non-motorized uses), but the primary intent must be for the benefit of a single motorized use.

Category 5: Motorized, diverse use

This category includes projects primarily intended to benefit more than one mode of motorized recreational trail use, such as motorcycle and ATV use, or ATV use in summer and snowmobile use in winter. A project may be classified in this category if the project also benefits some non-motorized uses (it is not necessary to exclude non-motorized uses), but the primary intent must be for the benefit of motorized uses.

VII. State and Federal Requirements and Guidelines

Sponsoring agencies should review and regularly reference NMDOT's Tribal/Local Public Agency (T/LPA) Handbook to understand the State processes for Federal funds. The T/LPA Handbook provides guidance to entities working to develop and construct highway, street, road, and other multimodal transportation related projects, funded by the NMDOT with Federal and/or State funds. See Appendix II for a link to the T/LPA Handbook.

Americans with Disabilities Act (ADA) Requirements

Projects located on US Forest Service (USFS) lands must comply with the following:

- Forest Service Trails Accessibility Guidelines (FSTAG)
http://www.fs.fed.us/recreation/programs/accessibility/FSTAG_2013%20Update.docx
- Accessibility Guidebook for Outdoor Recreation and Trails
<http://www.fs.fed.us/recreation/programs/accessibility/pubs/htmlpubs/htm12232806/index.htm>

RTP Projects located on State or Federal natural resource or public land agency (other than USFS) lands and T/LPA projects that are NOT connected to a Federal-Aid highway right-of-way must comply with the Access Board's Final Guidelines for Outdoor Developed Areas, published on September 26, 2013, under the Architectural Barriers Act (ABA) of 1968.

- Final Guidelines for Outdoor Developed Areas
<http://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas/final-guidelines-for-outdoor-developed-areas>

Infrastructure projects (paved, multi-use trails; sidewalks; transit facilities, etc.) located on public right(s)-of-way are required to meet standard ADA requirements as outlined in NMDOT design guidelines and standards provided by the NMDOT Design Centers.

ADA/Accessibility Guidelines and Resources

- US Access Board Guidelines for Outdoor Developed Areas:
<http://www.access-board.gov/attachments/article/1500/outdoor-rule.pdf>
- US Access Board information on Public Rights-of-Way Access Guide (PROWAG) and Shared-Use Path accessibility guidance
<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks>
- US Forest Service Accessibility resources:
<http://www.fs.fed.us/recreation/programs/accessibility>
- US Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG):
http://www.fs.fed.us/recreation/programs/accessibility/FSORAG_2013%20Update.1.pdf

Buy America

NMDOT utilizes the "step" certification process (as described in the Buy America link below) for all projects using steel or iron. NMDOT does not pursue Buy America waivers.

- FHWA Buy America resources:
<https://www.fhwa.dot.gov/construction/cqit/buyam.cfm>

Design Guidelines and Resources

- Federal Highway Administration bicycle and pedestrian guidance resource website:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/
- Federal Highway Administration Memorandum, *Bicycle and Pedestrian Facility Design Flexibility*:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_flexibility.cfm
- Federal Highway Administration Trails Construction and Maintenance Notebook:
http://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232806
- Forest Service Equestrian Design Guidebook:
http://www.fs.fed.us/t-d/php/library_card.php?p_num=0723%202816
- Resources for specific trail features:
http://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications
- US Forest Service Standard Trail Plans and Specifications:
<http://www.fs.fed.us/recreation/programs/trail-management/trailplans/index.shtml>

Design Guidance Publications

- *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, 2010. Institute of Transportation Engineers, 1627 Eye Street, N.W, Suite 600, Washington, DC 20006, Phone: (202) 785-0060
- *Guide for the Development of Bicycle Facilities, Fourth Edition*, 2012. American Association of State Highway and Transportation Officials (AASHTO), 444 N. Capitol St NW, Suite 249, Washington, DC, 20001, Phone: (202) 624-5800
- *Guide to the Development of Pedestrian Facilities*, 2004. American Association of State Highway and Transportation Officials (AASHTO), P.O. Box 96716, Washington, DC, 20090-6716, Phone: (888) 227-4860
- *Urban Bikeway Design Guide*, 2014. National Association of City Transportation Officials (NACTO), 55 Water St, 9th Floor, New York, NY 10041
- *Urban Street Design Guide*, 2013. National Association of City Transportation Officials (NACTO), 55 Water St, 9th Floor, New York, NY 10041

Project Reporting

For TAP and RTP projects, NMDOT requests before and after photos and may request before and after counts for pedestrian and bicycle projects, depending on available equipment.

VIII. New Mexico MainStreet Program

If your TAP/RTP 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 or 505-827-0168. The following link has up-to-date information: <http://gonm.biz/community-development/mainstreet-program/>

NM MainStreet Program: <http://nmmainstreet.org>

IX. Sample Resolution of Sponsorship

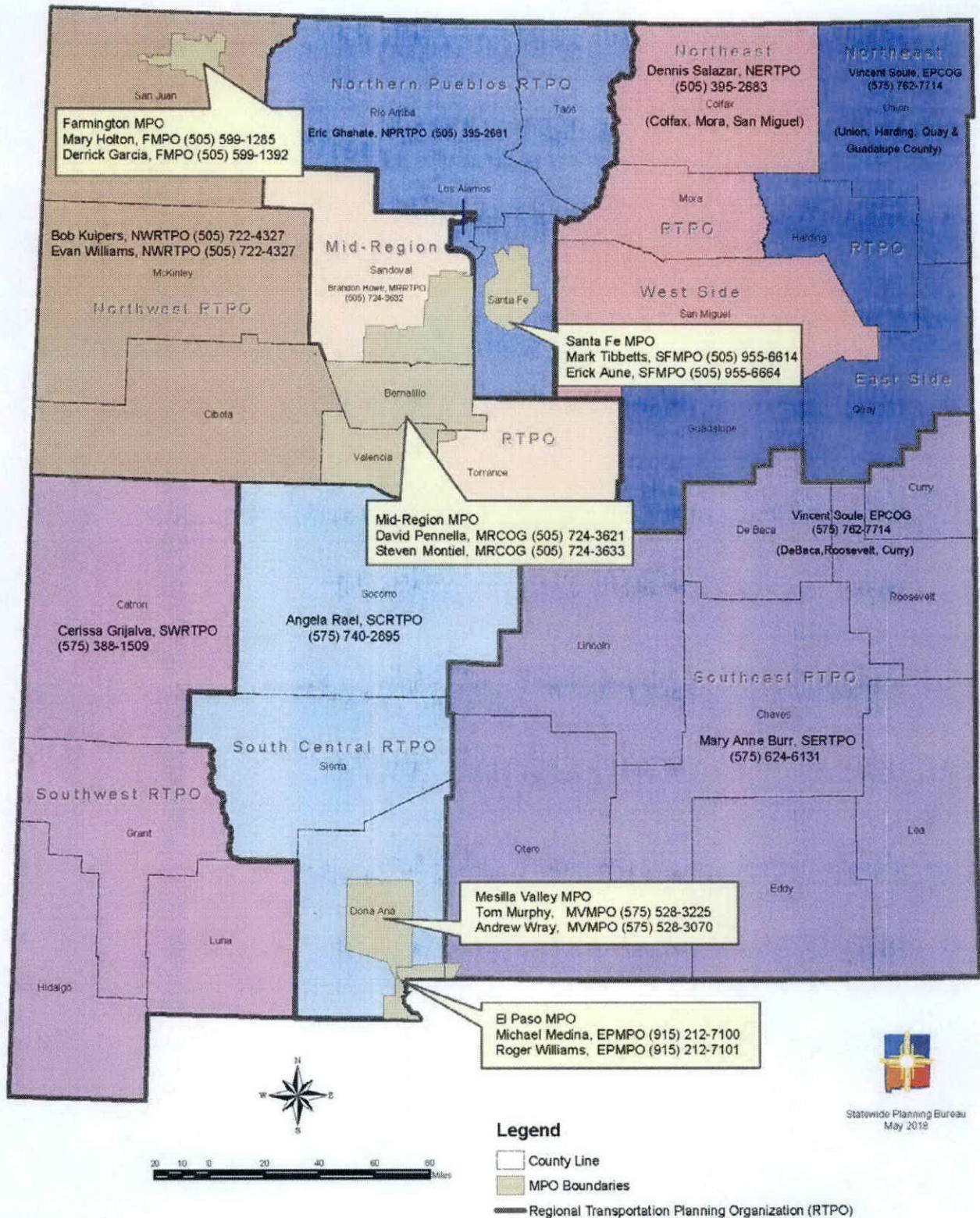
Applicants may reference the sample Resolution of Sponsorship linked below. If an entity opts to submit an official letter (from and signed by the appropriate official) in lieu of the Resolution of Sponsorship, the letter must include the same information as this sample Resolution of Sponsorship.

Sample Resolution of Sponsorship

http://dot.state.nm.us/content/dam/nmdot/planning/TAP-RTP_Sample_Resolution.pdf

X. MPO and RTPO Contact Information

2018 New Mexico Metropolitan and Regional Transportation Planning Organizations (MPOs and RTPOs)



XI. 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 Pinon 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

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

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

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

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



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
Project Year 1				
Project Year 2				
Project Year 3				
Project Year 4				
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.

GRANT AGREEMENT

This grant agreement is between the New Mexico Department of Transportation (the "Department") and <<Grantee name>> (the "Grantee"). The Department and the Grantee agree as follows:

1. **Award.** The Department hereby awards the Grantee funding for the following project: <<project name, number and dollar amount>> or <<alternate project identification>>.
2. **Scope of Work.** The Grantee shall perform the professional services stated in <<exhibit A>> or <<alternate project identification>>.
3. **Payment.** To be reimbursed for eligible expenses, the Grantee must submit timely, properly prepared reimbursement requests as provided in the Department's <<title of procedures manual>>. The Grantee acknowledges that the Department will not pay for any expenses incurred prior to both parties signing the agreement, after termination of the agreement, or in excess of the amount of the award noted in section 1. The Grantee must submit its final reimbursement request no later than thirty days after termination of this agreement.
4. **Records and Audit.** The Grantee shall strictly account for all receipts and disbursements related to this agreement. The Grantee shall record costs incurred, services rendered and payment received, and shall maintain these financial records during the agreement and for three years from the date of submission of the final reimbursement request. On request, the Grantee shall provide the financial records to the Department and the state auditor, and shall allow the Department and the state auditor to inspect or audit these financial records during business hours at the Grantee's principal office during the agreement and for three years from the date of submission of the final reimbursement request. If the financial records provided by the Grantee are insufficient to support an audit by customary accounting practices, the Grantee shall reimburse the Department for any expense incurred related to the insufficient documentation within thirty days of written notice from the Department. If an audit or inspection reveals that funds were used for expenses not directly related to the project, or otherwise used inappropriately, or that payments were excessive or otherwise erroneous, the Grantee shall reimburse the Department for those funds or payments within thirty days of written notice.
5. **Officials Not to Benefit.** The parties intend that no member of the New Mexico legislature or the United States Congress, or any public official, public employee or tribal council member, in that person's individual capacity, will benefit from this agreement.
6. **Termination.** The Department may terminate this agreement for any reason, by giving the Grantee thirty days written notice. The Grantee may only terminate this agreement based on the Department's uncured, material breach of the agreement. On receipt of a "Notice of Cancellation," the Grantee shall suspend work unless otherwise directed by the Department

THE [illegible] OF [illegible] [illegible]

BY [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

in writing. The parties acknowledge that termination will not nullify obligations incurred prior to termination.

7. **Appropriations.** The Grantee acknowledges that:

- (1) this agreement is contingent upon sufficient appropriations and authorizations being made by the Congress of the United States or the New Mexico state legislature;
- (2) if sufficient appropriations and authorizations are not made, this agreement will terminate upon written notice by the Department to the Grantee; and
- (3) the Department will not expend any funds until they are approved for expenditure, and the Department's determination as to whether approval has been granted will be final.

8. **Compliance with Law.** The Grantee, its employees, agents and contractors, shall comply with the following:

- (1) Title VI and Title VII of the Civil Rights Act of 1964, the Age Discrimination in Employment Act of 1967, the Americans with Disabilities Act of 1990, the Environmental Justice Act of 1994, the Civil Rights Restoration Act of 1987, and 49 C.F.R. § 21;
- (2) all federal and state laws, rules, and regulations, and executive orders of the Governor of the state of New Mexico pertaining to equal employment opportunity, including the Human Rights Act, NMSA 1978, §§ 28-1-1 through -15 (In accordance with such, the Grantee states that no person, on the grounds of race, religion, national origin, sex, sexual orientation, gender identity, spousal affiliation, serious medical condition, age or handicap, will be excluded from employment with or participation in, denied the benefits of, or otherwise subjected to, discrimination in any activity performed under this agreement. If the Grantee it is found to be in violation of any of these requirements, the Grantee shall take prompt and appropriate steps to correct such violation.);
- (3) state laws applicable to workers compensation benefits for the Grantee's employees, including the Workers' Compensation Act, NMSA 1978, §§ 52-1-1 through -70, and related regulations; and
- (4) those sections in exhibit B labeled "applies to subrecipients as well as states." <<If agreement is funded under 23 U.S.C. § 402 or § 405, include this subsection 4 and exhibit B; otherwise omit both.>>

9. **Notices.** For a notice under this agreement to be valid, it must be in writing; be delivered by hand, registered or certified mail return receipt requested and postage prepaid, fax or e-mail; and be addressed as follows:

<<parties' names and addresses>>

10. **Severability.** The parties intend that if any provision of this agreement is held to be unenforceable, the rest of the agreement will remain in effect as written.

11. **Tort Claims.** The parties intend that (1) immunity from liability for tortious conduct under NMSA 1978, § 41-4-4(A) will apply to all conduct relating to this agreement, (2) only the waivers of immunity from liability under NMSA 1978, §§ 41-4-4 through -12 will apply, and (3) this agreement does not waive immunity from liability for tortious conduct relating to this agreement of any employee of the Department or the Grantee.

12. **Jurisdiction and Venue.** The Grantee acknowledges the jurisdiction of the courts of the state of New Mexico for any adversarial proceeding arising out of this agreement, and that venue for any such proceeding will be in the First Judicial District Court for the county of Santa Fe, New Mexico.

13. **Project Responsibility.** The Grantee acknowledges that it bears sole responsibility for performing the services referred to in section 2.

14. **Term.** This agreement takes effect upon signature of all parties. If the Grantee does not deliver the signed agreement to the Department within sixty days of the Department's signature, the agreement will be voidable by the Department. The agreement terminates at midnight on <<month, day and year>> unless earlier terminated as provided in section 6 or section 7.

15. **Applicable Law.** The laws of the state of New Mexico, without giving effect to its choice of law principles, govern all adversarial proceedings arising out of this agreement.

16. **Amendment.** No amendment of this agreement will be effective unless it is in writing and signed by the parties.

17. **No Third-party Beneficiary.** This agreement does not confer any rights or remedies on anyone other than the Department and the Grantee.

18. **Merger.** This agreement constitutes the entire understanding between the parties with respect to the subject matter of the agreement and supersedes all other agreements, whether written or oral, between the parties, except that this agreement does not supersede the Grantee's rights under any other grant agreement.

19. **Disadvantaged Business Enterprise.** The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions

as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 *et seq.*). <<If agreement is funded under 23 U.S.C. §§ 101-170 (federal-aid highways), include this section 19; otherwise omit it.>>

Each party is signing this agreement on the date stated opposite that party's signature.

DEPARTMENT OF TRANSPORTATION

Date: _____, 2015

By: _____
Cabinet Secretary or Designee

<<Grantee's name>>

Date: _____, 2015

By: _____
Title: _____

Approved as to form and legal sufficiency.

Date: _____, 2015

By: _____
Assistant General Counsel
Department of Transportation

Approved as to form and legal sufficiency.

Date: _____, 2015

By: _____
Counsel for <<Grantee's name>>

Exhibit A

SCOPE OF WORK, TRAINING, REIMBURSEMENT AND REPORTING

1. **Scope of Work.** <<State the professional services Grantee must provide. The following wording is a *sample only*:>> The Grantee shall conduct sobriety checkpoints and saturation patrols accompanied by public information, media and educational activities. Sobriety checkpoints must be staffed by at least <<insert>> officers and must last at least <<insert>> hours. Saturation patrols must include at least two officers working at the same time in the same area. Optimally, the Grantee will conduct <<insert>> sobriety checkpoints and <<insert>> saturation patrols during the <<insert>> Period.

<<Sections 2-5 are *optional*. The wording in blue, below, explains when each one is needed or not. The rest of the wording is a *sample only*; your own wording may differ.>>

2. **Definitions.** <<Include this section only if there are specialized terms in this exhibit.>> For purposes of this exhibit, the following definitions apply:

"Holiday Superblitz Period" means November 15, 2013 to January 5, 2014.

"Expanded Enforcement Period" means <<insert>>.

"Enforcement Activity" means <<insert>>.

"Program Manager" means <<insert>>.

"Agency Coordinator" means <<insert>>.

"Payroll Administrator" means <<insert>>.

3. **Training and qualifications.** <<Include this section only if there are special qualifications Grantee must have *in addition* to those stated in the agreement or your procedure manual.>> The Agency Coordinator must attend the Department's Law Enforcement Coordinators Meeting and Project Management and Accounting Procedures financial training. The Payroll Administrator must attend TSD's Project Management and Accounting Procedures financial training. The Grantee's officers must have the following qualifications and credentials: <<insert>>

4. **Reimbursement.** <<Include this section only if there are reimbursement requirements *in addition* to those stated in the agreement or your procedure manual.>> The Department will pay the Grantee \$<<insert>> per checkpoint. Claims for payment must specify officers' actual hourly rate of overtime pay; the Department will not pay any amount in excess of that rate. The Department will pay the Grantee for the following:

- (1) overtime pay for officers conducting traffic safety enforcement in high crash locations or safety corridors identified in data compiled by local, state or federal government agencies, and in targeted locations from <<insert>> through <<insert>>;
- (2) training for officers not previously trained in S.T.E.P.;

- (3) attendance at court hearings directly related to arrests made while participating in <<insert>>;
- (4) attendance at, and excess per diem for, Operation Safe Kids (a four-day NHTSA standardized child passenger safety training);
- (5) assistance at child safety seat clinics or car seat fitting stations; and
- (6) administrative costs, including overtime costs for officers or civilian employees to dispatch or process paperwork directly related to the project, up to ten percent of the total monthly claim amount.

5. **Reporting.** <<Include this section only if there are reporting requirements in addition to those stated in the agreement or your procedure manual.>> The Grantee must submit activity reports on the same schedule as claims for payment (as provided in section 3 of the agreement), using the activity report form provided unless otherwise directed by the Department. Activity reports must include the type of law enforcement activity conducted, dates worked, total hours worked, number of officers participating, and type of citation issued. The final activity report must assess whether performance goals were met, and must include a summary of the project activities, an analysis of the data reported from the project, and an analysis of the accomplishments of the project.

Exhibit B

<<Attach an executed copy of the Certifications and Assurances found at Appendix A to 23 C.F.R. § 1200.>>

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>



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #VII:

NWRTPO Regional Work Program Status Report

Subject: RWP Monthly Report

Prepared by: Robert Kuipers

Date: 3/8/18

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 and is now being executed.
- RTPO staff have provided reports at monthly meetings: January – December 2017
- In Quarter 2, RTPO staff submitted Amendment #1 to modify our hours per function and annual RTPO FFY17 budget, as approved by the RTPO Committee (February 2017). A copy of the FHWA/NMDOT approval of this amendment was attached. RTPO members approved amendment #2 for our biennial work program at our 12/13/17 mtng; adjusting hours based on FY17 experience and expectations for FY18, which is now approved from the NMDOT Planning Dept. and the NM FHWA Office. At our May 9, 2018 meeting RTPO members approved amendment #3 which adjusted more hours into function 6 – RTPO Admin. due to an increasing demand for staff time in this function; this amendment is in the DOT and FHWA approval process at this time.

ANTICIPATED WORK

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

Staff Hours Summary FFY17													
Function	Budgeted Hours	Amendment #1	Change	Q1	Q2	Q3	July	Aug.	Sept.	Q4	Total Actual hours	Hours Remaining	Percentage budgeted differs from actuals*
1	300	250	-50	82.75	59.5	72	21.5	13	1.5	36	250.25	-0.25	0.10%
2	100	200	100	64.50	8.25	14.5	22.75	43	12.5	78.25	165.50	34.50	-17.25%
3	400	400	0	209.75	30.25	25.75	26.25	103	15.75	145	410.75	-10.75	2.69%
4	400	250	-150	64.25	71	104.5	34.5	13.5	0.5	48.5	288.25	-38.25	15.30%
5	400	600	200	196.00	221.5	194.5	42.75	40.5	19	102.25	714.25	-114.25	19.04%
6	400	300	-100	80.50	46	48.25	67	47.5	43	157.5	332.25	-32.25	10.75%
TOTAL	2000	2000	0	697.75	436.5	459.5	214.75	260.5	92.25	567.5	2161.25	-161.25	8.06%
*if budgeted hours differ from actual hours by more than 20% in any function, provide a narrative explanation below													

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

Staff Hours Summary FFY18													
Function	Budgeted Hours Amdmt. 3	Change	Q1 totals	Q2 totals	April	May	June	Q3		Q4	Total Actual hours	Hours Remaining	Percentage budgeted differs from actuals*
1	250	0	4	64.00	5.5	31.75		37.25			105.25	144.75	-57.90%
2	200	0	72	1.00	3.75	7		10.75		0	83.75	116.25	-58.13%
3	400	0	31.75	68.50	7.25	34		41.25		0	141.5	258.5	-64.63%
4	250	0	60.75	29.00	8.5	13.25		21.75		0	111.5	138.5	-55.40%
5	700	100	152.25	131.00	121	70.75		191.75		0	475	225	-32.14%
6	300	0	133.75	130.25	12.5	14.75		27.25		0	291.5	8.5	-2.83%
TOTAL	2100	100	454.5	423.75	158.5	171.5		330		0	1208.50	892	-42.45%
*if budgeted hours differ from actual hours by more than 20% in any function, provide a narrative explanation below													

Explanation: NWRTPO Policy Committee approved amendment to functions 5 & 6 (6 by > 20%) in 8/9/17 and again in 12/13/17 meeting.

RTPO APER Budget Summary by Line item

Explanation:

FFY18 Budget Summary by Line Item												
Line/Item	Budgeted	Amendment #2	Change	Q1	Q2	Q3	May	June	Q4	Actual	Balance	Percentage budgeted differs from actuals*
a. Personnel	\$ 67,843.00	\$ 70,000.00	3%	\$ 12,630.23	\$ 18,674.50	\$ 10,237.03	\$ 4,988.57	\$ -	\$ -	\$ 41,541.76	\$ 28,458.24	-59.35%
b. Fringe Benefits	\$ 13,931.00	\$ 14,658.00		\$ (386.02)	\$ 3,064.17	\$ 1,521.80	\$ 1,277.33	\$ -	\$ -	\$ 4,199.95	\$ 10,458.05	-28.65%
c. Travel	\$ 6,000.00	\$ 5,000.00	\$ -	\$ 836.54	\$ 865.61	\$ 519.47	\$ 211.85	\$ -	\$ -	\$ 2,221.62	\$ 2,778.38	-44.43%
e. Supplies	\$ 975.00	\$ 2,400.00	\$ -	\$ 497.15	\$ 274.03	\$ 208.03	\$ 91.54	\$ -	\$ -	\$ 979.21	\$ 1,420.79	-40.80%
f. Contractual	\$ 4,760.00	\$ 12,450.00	\$ -	\$ 2,537.74	\$ 5,872.87	\$ 1,377.64	\$ 1,377.64	\$ -	\$ -	\$ 9,788.25	\$ 2,661.75	-78.62%
h. Other	\$ 10,741.00	\$ 18,896.00	\$ (0.55)	\$ 4,999.85	\$ 3,459.81	\$ 3,593.87	\$ 1,326.91	\$ -	\$ -	\$ 12,053.53	\$ 6,842.47	-63.79%
TOTAL	\$ 104,250.00	\$ 123,404.00		\$ 21,115.49	\$ 32,210.99	\$ 17,457.84	\$ 9,273.84	\$ -	\$ -	\$ 70,784.32	\$ 52,619.68	-57.36%
*if any line item differs from actual amount by more than 20%, provide a narrative explanation below												



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
GALLUP, NEW MEXICO

a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

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

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 6/7/18

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
- 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

- Funding Opportunities: BUILD Grant - due July 19, NM-FUNDIT, Rural Community Development Initiative – due June 25
- Training: Open Meetings Act / IPRA Compliance – 8/24/18 – El Morro Event Center, Gallup

New Business / Open Floor:

- None requested in advance of this meeting



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Monthly Report – May 2018

- A. **Local Plan Development:** RTPO staff are assisting the City of Gallup, along with Wilson & Co. Engineering, for development of a Community Transportation Safety Plan. RTPO staff assisted the City of Grants, along with Wilson & Co. Engineering, for development of a Thoroughfare Plan along with mid to long range transportation planning.
- B. **FFY 19 -20 NWRTPO Call For Projects Cycle Begins:** The NWRTPO will commence 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. Further discussion is anticipated for this June 13 meeting, as NMDOT has updated project forms, and members will submit new PFF's for projects already in the RTIPR, along with new proposed transportation projects.
- C. **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, TAP (*Transportation Alternatives Program*) and RTP (*Recreational Trails Program*) funding opportunities and application process will be discussed at our 6/13/18 meeting, now that NMDOT has finalized the application forms and process.
- D. **4 Corners Counties Collaborative Meetings:** 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.
- E. **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.
- F. **NWRTPO Regional Transportation Plan:** RTPO staff are conducting annual updates to our R.T.P. at this time, and welcome any recommendations from RTPO members, who have also been asked to review the RTP and provide update recommendations related to plan citations for their respective government's service areas.
- G. **BUILD Grant Opportunity:** This major grant funding opportunity (**Better Utilizing Investments to Leverage Development**) is **due July 19**. More guidance will be provided at this meeting, related to recent webinars regarding this funding opportunity.



www.clipartof.com · 1217513



clipartof.com · 1465962



clipartof.com/1104675

 Reply all |   Delete Junk |  ...




How to Compete for BUILD Transportation Grants - Rural and Tribal Applicants

CL

Coene, Nicole L. <NICOLE.L.COENE@leidos.com>



Reply all | 

Today, 9:20 AM

Coene, Nicole L. <NICOLE.L.COENE@leidos.com> 

Thank you for registering for the How to Compete for BUILD Transportation Grants – Rural and Tribal Applicants webinar to be held on June 6, 2018. Registration for this webinar is at capacity. If you are no longer able to attend the webinar, please reply to this email so that I may open up your registration for other attendees.

For those unable to attend on the 6th, a recording of the webinar will be available at <https://www.transportation.gov/BUILDgrants/outreach>

Thank you,

Nicole

Nicole Coene | Leidos

Task Manager | Surface Transportation Solutions

phone: 703.318.4267

Nicole.L.Coene@leidos.com | leidos.com





You can attend the meeting using your registered e-mail address.

When: Wednesday 6 June 2018, 02:00 PM - 04:00 PM

Time Zone: (GMT-05:00) Eastern Time (US and Canada) (Please note that Daylight Saving Time (+01:00 hr) is in effect during this time)

URL: <https://connectdot.connectsolutions.com/egycqk9wivx6/event/login.html?login=rkuipers%40nwnmcog.org>

Phone number: 1-866-863-9293

Passcode: 2178053

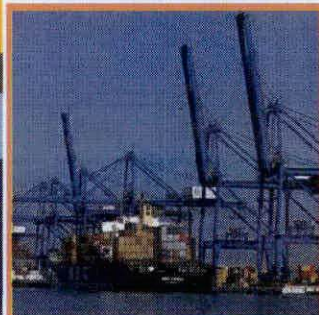
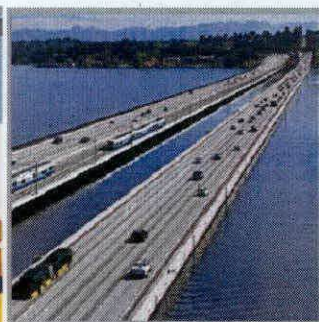
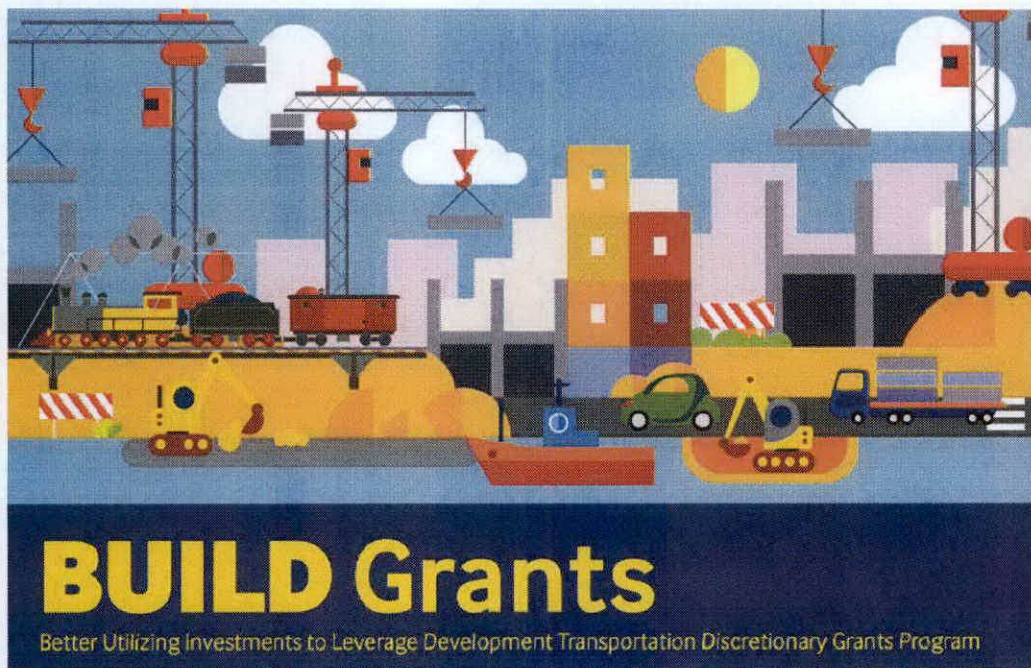
To know more about the event, the speakers for the event and to stay updated, please visit:

https://connectdot.connectsolutions.com/egycqk9wivx6/event/event_info.html

You can add this event to your calendar.

Audio is available either over your computer or by telephone. If you prefer to hear it over your computer you do not need to do anything after logging into the web site. Please note that the quality of the audio will depend on your Internet connection and computer sound capabilities. If you prefer to hear it over the phone please call 1-866-863-9293, passcode 2178053. You will need to mute your computer speakers after logging into the web site.

**Thank you,
US DOT**



How to Compete for FY 2018 BUILD Transportation Discretionary Grants

Presented by:
Office of the Under Secretary
for Policy
United States Department of
Transportation

+ Welcome: FY 2018 BUILD How to Compete Webinar

■ Audio

- Via Computer – No Action Needed
- Via Telephone - Call [\(866\) 863-9293](tel:8668639293)

Passcode: [2178053](#)

■ Presenter

- Robert Mariner, Deputy Director of the Office of Infrastructure Finance and Innovation, Office of the Secretary Office of Policy, U.S. Department of Transportation





BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

3

- \$1.5 billion multimodal, merit-based discretionary grant program
- Modal and geographic equity requirements
- DOT intends to award a greater share of grants to projects in rural areas than in urban areas
- Project narrative, SF 424, and project information form required



+ What are the Advantages of the BUILD Program?

- Significant Local or Regional Impact
- Competitive Discretionary Grants
- Encourages Partnership
- Public Entity Eligibility
- Merit-Based Awards



+ BUILD Basics

■ Eligible Applicants

- State, local, and tribal governments, transit agencies, MPOs, and other public entities

■ Eligible Projects

■ Eligible Cost Share or Match

- BUILD Transportation funds may cover up to 80 percent of project costs in urban areas and 100 percent of project costs in rural areas

■ Minimum Awards

- \$5 million for projects in urban areas
- \$1 million for projects in rural areas
- No minimum for planning grants

■ Maximum Award

- \$25 million per project; \$150 million per State



+ 2018 BUILD Application

6

- Application – www.Grants.gov
- Applications – Must be submitted on or before 8:00 PM E.D.T. on **July 19, 2018**



+ What Projects Compete Well?

- Demonstrated strength in merit criteria
- Project that will enter construction within the period of obligation (Sept. 30, 2020)
- Project has specific timeline for completion
- Presents a clear story and project impact
- Emphasizes improved access to reliable, safe, and affordable transportation in rural areas
- Incorporates innovations in funding and finance
- New partnerships, multi-jurisdictional cooperation, including public-private partnerships



+ BUILD Evaluation Considerations

- Does the project align well with the merit criteria?
- Does the project demonstrate readiness in terms of environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery?
- How do the project's benefits compare to its costs?
- Will DOT be able to obligate funds by September 30, 2020?



+ BUILD Merit Criteria

- Safety
- State of Good Repair
- Economic Competitiveness
- Quality of Life
- Environmental Protection
- Innovation
- Partnership
- Non-Federal Revenue for
Transportation Infrastructure
Investment



+ Merit Criterion: Safety

■ DOT will assess:

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



+ Merit Criterion:

State of Good Repair

- DOT will prioritize projects that ensure the good condition of infrastructure, including rural infrastructure, and support commerce and economic growth. DOT will also assess whether and to what extent:
 - The project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities
 - If left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth
 - The project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure
 - A sustainable source of revenue is available for operations and maintenance of the project and will reduce overall life-cycle costs
 - The project will maintain or improve transportation infrastructure that supports border security functions



+ Merit Criterion: Economic Competitiveness

- Projects that address congestion in major urban areas or bridge gaps in service in rural areas, and projects that attract private economic development support economic competitiveness. DOT will assess whether the project will:
 - Decrease transportation costs and improve access, especially for rural communities, through reliable and timely access to employment centers and job opportunities
 - Improve long-term efficiency, reliability or costs in the movement of workers or goods
 - Increase the economic productivity of land, capital, or labor
 - Result in long-term job creation and other economic opportunities
 - Help the United States compete in a global economy by facilitating efficient and reliable freight movement



+ Merit Criterion:

Environmental Protection

- DOT will assess the project's ability to:
 - Improve energy efficiency, reduce dependence on oil, and reduce congestion-related emissions
 - Reduce energy use and air or water pollution through congestion mitigation strategies
 - Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
 - Provide environmental benefits, such as brownfield redevelopment, groundwater recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation
- DOT will consider the extent to which the project uses innovative ways to improve or streamline environmental reviews while maintaining the same outcomes



+ Merit Criterion: Quality of Life

- DOT will consider the extent to which the project:
 - Increases transportation choices for individuals to provide more freedom on transportation decisions
 - Expands access to essential services for people in communities across the United States, particularly for rural communities
 - Improves connectivity for citizens to jobs, healthcare, and other critical destinations, particularly for rural communities
- DOT will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service
 - The Department may only reimburse costs associated with broadband if the broadband supports a transportation purpose



+ Merit Criterion: Innovation

- DOT will assess the use of innovative strategies such as innovative technologies, innovative project delivery, or innovative financing, including the following:
 - Innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks
 - Innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system, including broadband deployment
 - Innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance
 - Innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment
 - Innovations in transportation funding and finance, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets



+ Merit Criterion: Partnership

- DOT will consider:
 - The extent to which projects demonstrate strong collaboration among a broad range of stakeholders, including among neighboring or regional jurisdictions to achieve local or regional benefits
 - Rural applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure
 - The extent to which project applications demonstrate collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve local or regional benefits
 - The extent to which projects include partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives



+ Merit Criterion: Non-Federal Revenue for Transportation Infrastructure Investment

- DOT will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment
 - New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment
 - DOT will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future
 - For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018
 - Examples of actions to generate new revenue include: asset recycling, tax-increment financing, sales and gas tax increases
 - Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive
- If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints



+ Project Readiness and BCA

■ Project Readiness

- Technical Feasibility
- Project Schedule
- Required Approvals
- Assessment of Project Risks and Mitigation Strategies

■ BCA

- Identify, quantify, and compare expected benefits and costs



+ Program of Projects

- Applicants that demonstrate the ability to generate additional non-Federal revenue for transportation infrastructure investment may apply for multiple projects that collectively constitute a “program of projects”
- A program of projects consists of independent projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually
- For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes a program
- Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State
- Each project application within a program of projects must meet the eligibility criteria described earlier, demonstrate independent utility, and individually address the merit criteria
- Applicants should indicate in the Project Information Form if the application is part of a program of projects



+ Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned with merit criteria
- Lack of evidence substantiating project outcomes claims in narrative
- Insufficient evidence of project readiness
- Not providing statutorily-mandated match
- Ineligible requests: O/M assistance
- Uncertain urban/rural designation



+ BUILD 2018 Evaluation Teams

- As appropriate, the following DOT evaluation teams consider applications:
 - Technical Evaluation
 - Economic Analysis
 - Project Readiness
 - Control and Calibration
 - Senior Review
- Final funding awards decided by the Secretary



+ Project Delivery: What Should Successful Applicants Expect

- BUILD 2018 Announcements by December 18, 2018
- BUILD 2018 Modal Project Assignments
- Negotiations Initiated
- Sign/Execute Grant Agreement (funds obligated at this point)
- Reporting Requirements/Project Modifications
- Project Completion/Close-Out
- Performance Monitoring



+ Technical Assistance

- USDOT offers technical assistance to help applicants through the BUILD process
 - Debriefs on previous applications
 - Benefit-cost analysis resource guide
 - Webinars
-
- Send questions to BUILDGrants@dot.gov



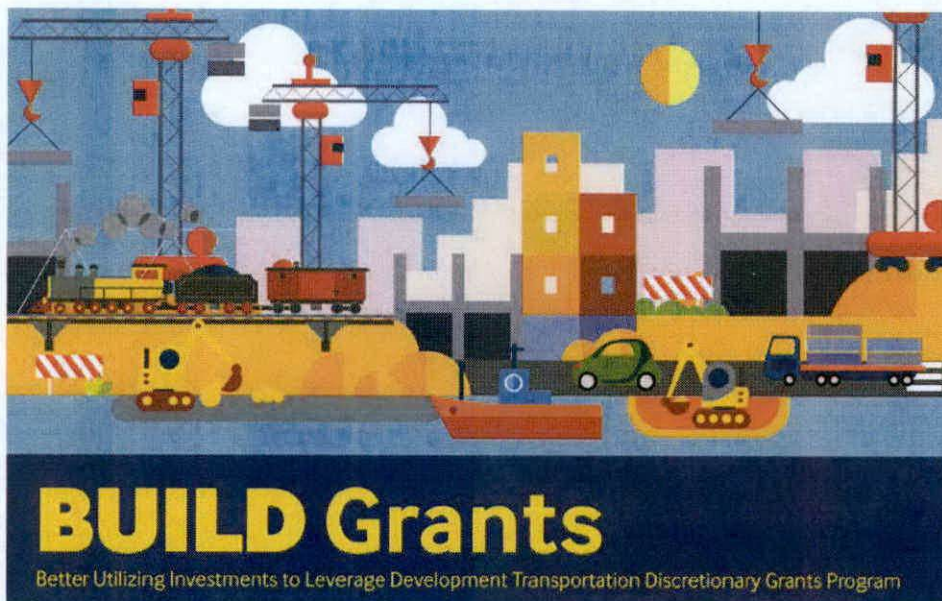
+ Additional Application Help

- BUILD Website:
www.transportation.gov/BUILDgrants
- Preparing a Benefit-Cost Analysis for a BUILD Grant:
www.transportation.gov/BUILDgrants/additional-guidance
- Webinars and Frequently Asked Questions:
 - www.transportation.gov/BUILDgrants/outreach
 - www.transportation.gov/BUILDgrants/2018-build-application-faqs



+ Question and Answer Session

25



Increased emphasis
on projects located
in rural areas



\$1.5 billion ready for
projects with a significant
local or regional impact



Apply by
July 19, 2018



BUILD Webinar – Rural & Tribal, 6/6/18

julie hance: We are a small town in Central Vermont - under 3500 people - with a 4 million road project. Since competing against much larger projects in larger states, would we even be competitive. i ask since the application process is extensive.

Anthony Burton (USDOT): Jennifer - those administrative costs are referring to USDOT's costs for administering the BUILD program

Rebecca Thacker: Can match from BRO projects be used as local match?

Mark Ralston: If a new road project included the deeding by a private landholder of real property, can the value of that property be considered as matching funds? If so, what support of support would be needed for the valuation.

Deborah LaCombe: Are there a limit to support letters? Should they be uploaded as one pdf? How much do they contribute?

Lawrence Hummel: For interstate emergency routes(running parallel to the interstate) that are under local jurisdiction and pass through both rural and urban areas across the county would we be correct in our assumption that improvements that would provide bike/non-motorized lanes and shoulders together with surfacing and upgrades to drainage, traffic control, etc. be eligible? There may also be connections to business park/development along the corridor to facilitate improved access to the interstate system.

Job Terrazas: Can this chat script be printed at a later date?

Mark Peterson 2: As a County government, if we make a BUILD grant application and recieve an award, do the grant funds pass through and are they administered by our state DOT?

Mayra Paniyak: 25 CFR 170.133 May a Tribe or BIA use TTP funds as matching funds? "TTP funds may be used to meetmatching or cost participationrequirements for any Federal or non-Federal transit grant or program."

Steven Robson: Can a Build Grant be used for storm damage

Samantha Diffenderfer: Can two different BUILD applications be submitted by two different counties for the same road project that spreads across the two counties?

Lawrence Hummel: when you speak to the non-federal participation you mention "new" sources. Do you simply mean funding that is raised locally and non-federal funds?

Avital Barnea: Job -- you may copy the chat now and save it to a Word document. It will also be available in the recording of the webinar.

William Murphy Jr.: Would we need to place 2 applications for planning and construction?

Anthony Burton (USDOT): chase - no, we dont differentiate between types of match

Kellie Buchanan: Eligibility of local road to be extended and provide a truck bypass to reduce extreme truck congestion. This will likely increase economic - retail traffic that currently avoids the area - also encourage relocating to the area and grow the population.

Katy Morton: Are transportation projects for existing bike/pedestrian improvements eligible, competitive? We have an existing state bike trail that we hope to connect to a new riverwalk near our downtown.

Anthony Burton (USDOT): Deborah - yes, the 30 page limit applies to planning applications

Mayra Paniyak: You said, "Will not get a check for whole project cost" What will a successful applicant get?

Deborah LaCombe: How much public participation is preferred for a planning grant application?

Terry Holman: Can projects that have already begun construction prior to the submission deadline be submitted for the grant?

Melodie Fair: Is a project consisting of design and construction of a board road to a new community landfill eligible for funding?

Lauryn Randall: Can funding be used by a new Tribal Transportation Department to purchase equipment to repair and maintain roads as well as equipment to remove snow?

Anthony Burton (USDOT): Deborah - there is no limit for letters of support, and yes they can be uploaded as one PDF

Anthony Burton (USDOT): they help substantiate claims of support for the project

Thomas (USDOT): Stan - yes, both planning and capital have the same application requirements.

Anthony Burton (USDOT): libby - we don't have a special set aside for programs of projects

Charles Connors Sr: We have a Tribal Transportation Service on our Reservation, Can we apply for the construction of a new Transportation Facility?

Thomas (USDOT): Austin Moore - a project is determined rural if it is outside an urbanized area according to the US census.

Steven Robson: Can a single county apply for a Build Grant that may be used by its local towns and villages

Austin Moore: Our project is with on-going planning, would be eligible for the BUILD grant to finish the planning phase?

Russell Koff: Can a rural community put forward one application for the rehabilitation of two bridges in different parts of the town that serve as gateways to the community, or do these need to be submitted as two separate applications, or as a program of projects?

Anthony Burton (USDOT): William - no, planning can be included as part of a construction application

Thomas (USDOT): Julie Hance - the department plans to award a majority of funding to projects located in rural areas and prioritize projects that help rural areas.

Julie Hance: Thomas, thank you. I will give it a shot.

Lawrence Bredeman: Please clarify the answer to the question a while back concerning tribal projects for only tribal use. Do all BUILD projects funded have to be for public use.

Don Petree: Can a rural town submit an application to replace a bridge that is owned by a railroad? This railroad would be considered as a partner?

Todd Brockmann: Can FLTP funds be used as a match?

Deborah LaCombe: Does a City need to purchase modeling services for their planning project or is the purchase of a modeling software suite an eligible expense and the training for staff capacity?

Jenny Polynice-Hall: Can these funds be used in conjunction with a local General Obligation Fund?

Thomas (USDOT): William Murphy - the program has \$15M allocated for planning projects, but will prioritize projects that lead to construction.

Romona Taylor Williams: our project focuses on increasing walking/biking along Route 51 in N Central MS to improve health outcomes and attract tourism. Would this be an eligible project? the project is part of a broader sustainability initiative.

Thomas (USDOT): Austin - the program has \$15M allocated for planning projects, but will prioritize projects that lead to construction.

Stan Whitehurst: There seem to be several questions about selection of engineers/consultants. Are there requirements regarding selection of consultant to assist with application? What are the requirements for competitive selection of engineering firm for project? Can the same firm be selected for both?

Anthony Burton (USDOT): Charles - yes, the tribal transportation center would be eligible

Sean McKnight: Are Tribal Transportation Program (TTP) funds considered "new non-federal funding"?

Anthony Burton (USDOT): Mark - no, the funds can go directly to the County

Jenny Polynice-Hall: Is the building of a parking garage in a new downtown streetscape an eligible project?

Mayra Paniyak: Can a project contain both design & construction activities?

Brianna Nelson: Thank you

Anthony Burton (USDOT): Katy - less than 10% were funded last year

Robert Landry: Is Turnpike Toll Credits consider a State match?

Anthony Burton (USDOT): Lawrence - yes, your interstate emergency routes project sounds eligible

Stephen Wesnman: would rebuilding a local commercial street that supports a regional outlet mall with hotels and restaurants - a tourist destination - with sidewalks, curb and gutter with lighting be eligible for funding

Yvonne Adams: would vegetation restoration on roadwork be eligible?

Deborah LaCombe: Will the guidance for Construction and Planning BCA's be in the updated guidance document?

Anthony Burton (USDOT): Deborah - the same minimum match requirements apply to planning grants, but we do not consider cost share as part of the merit criteria

Phil Nollmeyer: Can a County Public Works Department purchase equipment such as excavators, dump trucks and snow removal equipment?

Krista Kielsmeier: Does an applicant have less of a chance of being funded if it requests the full \$25 million? This would be rural, with no match. Or is there a chance of being partially funded, requesting \$25 million and receiving less?

Ben Scholtz: thank you for the info!

Ryan Endorf (USDOT): Deborah - Yes, we will be releasing an updated BCA guidance document in the next week.

William Murphy Jr.: Can the BUILD Grant be used to finish pre-construction tasks

Anthony Burton (USDOT): Russell, the two bridge projects could be submitted as one application

Bob Boozer: How long will it take for reimbursement to be received from the federal government after the first payment application is submitted?

William Murphy Jr.: that has already started the beginning process

Anthony Burton (USDOT): Don - yes, a town can submit an application to replace a bridge owned by the railroad, it would help to show their support in the application

Sean Terry: RE: Roadway Design Fees (Consultant) - Are consultant design fees tied to a grant request an eligible project cost?

Kaye Borchers: If an application will be the "Phase 2" or "full-build out" of a project that was funded by the TIGER program previously, how should the applicant use that to their advantage in the application materials, and can the environmental provided for the entire project (both the previously funded phase and this current, to be applied for phase) be used for this second application?

Mayra Paniyak: Are contingency funds an eligible cost?

Anthony Burton (USDOT): Steve - if the damage was to an eligible transportation facility, then yes

Kellie Buchanan: Not sure if this question was addressed apologies - can funds be used for local road to be extended and provide a truck bypass to reduce extreme truck congestion. This will likely increase economic - retail traffic that currently avoids the area - also encourage relocation to the area and grow the population.

Thomas (USDOT): John Walsh - that would help address the environmental protection criterion

Anthony Burton (USDOT): Kellie - yes, a local road extension and truck bypass would be eligible

Mark Ralston: For a new road project, can a grant include the expense of acquiring real property from a private party?

Laurn Randall: Is it an all cash match or in kind or both?

Thomas (USDOT): Katy - that is an eligible project, but to be more competitive the project should have transportation commuting benefits.

Deborah LaCombe: Does a City need to purchase modeling services for their planning project or is the purchase of a modeling software suite an eligible expense and the training for staff capacity?

Job Terrazas: Are flood mitigation projects eligible, for example improvements of stream embankments on flood zones?

Georgia Henderson: What if our government does not have a grants writer or administrator and use an agency such as a Regional Commission to write and administer the grant; would administration cost be permissible within the grant?

Anthony Burton (USDOT): Samantha - please do not submit two applications for the same project. The counties can submit as co-applicants on the same application

Kohinoor Kar: This link is not working...www.transportation.gov/BUILDgrants/additionalguidance Is it temporarily down?

Adam Wasserman 2: how do economic benefits and transportation system benefits balance out in the BCA analysis?

Avital Barnea: Kohinoor -- try this link <https://www.transportation.gov/BUILDgrants/additional-guidance>

Anthony Burton (USDOT): Terry, no - if the project construction is already underway, it is not eligible

Don Petree: This is an excellent webinar. The Q & A session is top notch informative. Thanks very much for your helpful insight.

Bill Miller: If previous administrations filed unsuccessfully in the past for equipment (a crane) that they asked for funding for in previous TIGER rounds, but they were able to ultimately purchase said equipment (a crane via loan), would that affect the new administration's application if we were to include said equipment in our narrative in terms of describing our capital improvements? You still cannot use in-kind matching?

Kellie Buchanan: Please confirm Rural areas have to match 20 % minimum local matchhaving more local match say 50% does not give the project evaluation points advantage for selection

Anthony Burton (USDOT): Mayra - the costs expended by the project sponsor are reimbursed by DOT

Avital Barnea: Thanks, Don!

Katy Morton: Are all projects required to be on federal roads?

Avital Barnea: Katy -- no, projects do not need to be on federal roads

Adam Wasserman 2: would an automotive technology testing and devt complex be eligible?

Anthony Burton (USDOT): Mark - yes, ROW acquisition is eligible

Stephen Wesman: I did not see an answer - would rebuilding a local commercial street that supports a regional outlet mall with hotels and restaurants - a tourist destination - with sidewalks, curb and gutter with lighting be eligible for funding

RAELYNN ATWELL: : Does an applicant have less of a chance of being funded if it requests the full \$25 million? This would be rural, with no match. Or is there a chance of being partially funded, requesting \$25 million and receiving less?

Rebecca Thacker: bridge projects

Rebecca Thacker: thanks

Marie Hutchins: if a private partner was paying for the cost of the engineering services, would they still be required to have an open competition process to select the engineer?

Kyle Bethay: Will the procurement procedures follow the BROOKS ACT requirements?

Avital Barnea: Rebecca -- please send more details to BUILDGrants@dot.gov

Anthony Burton (USDOT): Kellie - rural areas do not need any match; and cost share is not a merit criterion

Seth Walker: I would like to submit an application for a bridge replacement, but I have concerns about being able to complete design, permitting, and ROW in a year and a half. Some timelines are out of our hands with respect to permitting and ROW. We recently had a project go to condemnation and get delayed over a year. As I understand, if we cannot be obligated by Sept 2020 the funds will be rescinded. We will also lose funding for the preliminary engineering that had been done? Any advice on this concern?

Christopher Rauber 3: Are roadways in rural areas that are not federal classified on the Functional Classification System eligible for this grant?

Avital Barnea: Christopher -- yes, roadways in rural areas that are not federal classified on the Functional Classification System are eligible

Avital Barnea: roadways*

Bill Miller: Does the BUILD Grant review team consider other federal funding opportunities for projects that could better utilize funds such as environmental grants?

Derrick Harris: Could you include a project that exceeds the maximum 25 million but is ready for construction and is currently on the TPOs TIP (FY 22), on the basis that the remaining funds would be allocated as the TIP FY comes due?

Mayra Paniyak: Are there weighting factors applied to any of the merit criterion?

Christopher Rauber 3: WOW! Really?!?!?

Samantha Shields: can FLAP funds be used as a match?

John Wandsnider: Regarding a recent question about eligibility of the design engineer, some federal funding programs disqualify the engineering consultant that helped with the grant application from being considered for the design services once awarded. Is that the case here?

Bill Miller: If the applicant already has a deed to land, can we use that as a match?

Anthony Burton (USDOT): Raelynn - yes, partial funding is an option

Avital Barnea: Christopher -- Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.

Anthony Burton (USDOT): Mayra - no, we do not use a weighting system

Deborah LaCombe: Does a planning grant for a new facility that will be classified but is not yet recognized need to begin the FFC classification process before the planning application is submitted?

Anthony Burton (USDOT): Stephen - yes, your project would be eligible

Charles Connors Sr: Can you give examples of fundable intermodal Projects?

Laralee Huguley: You said admin costs would have to be rolled into the construction costs (which would be eligible), but that there aren't funds for admin. So those private consultant or development district admin funds would have to be absorbed by the grantee. Does that mean admin is eligible IF we are including those fees on the front end (in the application). OR are you saying we can include admin in construction and but admin (no matter what) is ineligible? If ineligible, then can those admin fees be counted at the grantee's match?

Mayra Paniyak: Thank you.

Bill Miller: The property we intend to use was previously used as an industrial concrete dumping area - does that make it a brownfield?

Howard Herzberg: Is a railroad facility an eligible building project?

Christopher Rauber: USC 23 identifies eligible roadway as

stephen Wesnman: does it help your application putting the cost estimates in NCDOTs coded format

Kellie Buchanan: Thank you Anthony!

Deborah LaCombe: Is there a max administrative cost in Construction costs?

Christopher Rauber: USC 23 identifies eligible roadways as "federal aid highways", and I thought that a Rural Major Collector and higher was eligible, Rural Local Roads are not. Could you clarify?

Katy Morton: How can you really be competitive in a planning grant when you are compared to applications that can start construction? How are they weighed against each other?

Avital Barnea: Christopher -- rural local roads are eligible to receive BUILD Transportation funding

Christopher Rauber: GOT IT! Thanks!

Avital Barnea: You're welcome :)

Ken Remenschneider: Can one submit for reimbursement monthly during project development and construction/consulting services and contractor invoicing?

Anthony Burton (USDOT): Howard, yes railroads are eligible

Cliff Latta: 2 CFR Chapter II Part 200 Subpart D Section 200.319 part a): Does this mean a firm developing, and submitting a grant that required up front work, is ineligible for any subsequent work?

Bill Miller: If previous administrations filed unsuccessfully in the past for equipment (a crane) that they asked for funding for in previous TIGER rounds, but they were able to ultimately purchase said equipment (a crane via loan), would that affect the new administration's application if we were to include said equipment in our narrative in terms of describing our capital improvements? You still cannot use in-kind matching?

Jenny Polynice-Hall: What is the CFDA # to find the grant on grants.gov. I am unable to locate this specific opportunity

Carol Sloper: In a rural town (450 people), would an acceptable project be repaving all streets and redoing sidewalks?

Bill Miller: Does the BUILD Grant review team consider other federal funding opportunities for projects that could better utilize funds such as environmental grants?

Carol Sloper: Also, when are awards announced?

Anthony Burton (USDOT): yes, carol, that would be eligible

Carol Sloper: awesome.

Bill Miller: Does the BUILD Grant review team consider other federal funding opportunities for projects that could better utilize funds such as environmental grants?

Avital Barnea: Awards will be announced by December 18, 2018

Bill Miller: The property we intend to use was previously used as an industrial concrete dumping area - does that make it a brownfield?

Carol Sloper: thx

Avital Barnea: you're welcome

Kellie Buchanan: Confused about match requirements - Rural - heard 20% minimum and heard no match necessary?

Thomas (USDOT): Kellie - rural applicant have no minimum match requirements.

Avital Barnea: Kellie - project located in urbanized areas must provide a minimum 20% non-federal match. tTere is no matching requirement for projects located un rural areas.

Avital Barnea: (sorry for all my typos!)

Bill Miller: we arent asking for cranes, we are asking if we should include them in our capital improvement plan

Derrick Harris: Can projects that are ready for construction, in a rural area, on a TPOs TIP, be included that exceed the 25 million, and only request 25 million? This would allow the rest of the project to be completed when the TIPs FY (22) comes to be.

Kellie Buchanan: Thank you very much for the clarificatoin Thomas and Avital! no apology necessary you two are doing an excellent job

Avital Barnea: Thanks, Kellie!

Marie Hutchins: Would a project that included cranes that are not purchased in US still be eligible, so long as funding for the purchase of the cranes was not included in the requested grant funds?

Laralee Huguley: Are ADA transition plans eligible under planning applications?

Thomas (USDOT): BUILDgrants@dot.gov

Phil Nollmeyer: Can you confirm: Would the purchase of road maintenance and construction equipment such as road graders, excavators, backhoes, dump trucks and snow removal equipment such as plows and sander boxes for the dump trucks be an eligible request? Has such a project EVER been selected and funded?

Steven Robson: Can a single county apply for a Build Grant to repair storm damage that affected the roads and culverts in its local towns and villages

Thomas (USDOT): Steven - yes, that would be eligible.

Kellie Buchanan: Are there project evaluation bonus points by criteria for having match (20%) when no match is necessary or having 50% match - thank you looking for ways to raise the project higher in the selection list.

Marie Hutchins: if a private partner was paying for the engineering design and construction services, and it is not included as match, would there still be required to have an open competition process to select the engineer?

Kyle Bethay: Will the procurement procedures follow the BROOKS ACT requirements?

Sharon Kosmalski: If a non-federal grantee wants to invest in improving federal roads, is that eligible?

Deborah LaCombe: Does a planning grant for a new facility that will be classified but is not yet recognized need to begin the FFC classification process before the planning application is submitted?

Ken Remenschneider: Can one submit for reimbursement monthly during project development and construction? Reimbursements for consulting services when completed and before contractor invoicing?

Deborah LaCombe: Can you discuss public participation expectations for a planning grant?

Sharon Kosmalski: thx

cindy gooch: Does the federal wage Rate certification need to be attached to the application or should it be a link

Carol Cline: can we get a copy of the questions and answers on the screen we are seeing sent to us for reference

Bill Hill: Can BUILD grants be used to develop access to off-highway landholdings? For instance, to provide access to native lands that are currently inaccessible by vehicle?

Sharon Kosmalski: tribal applicant - forest service roads (FEDERAL). They have no reservation/BIA roads - they use FS roads to access historical tribal grounds

Rachelle Bradley: Can you please give an example of how broadband can be incorporated into a project? A right-of-way improvement example would be great if possible.

Avital Barnea: Carol -- you may copy the questions in the chat pod now and paste them into a Word document to save them. Otherwise, this webinar is being recorded and will be posted to <https://www.transportation.gov/BUILDgrants/outreach> within 3 business days. You may view the questions and answers in the recording.

Anthony Burton (USDOT): Kellie, no there is no bonus for match

Anthony Burton (USDOT): Deborah - we don't have specific public participation expectations for planning grants

Avital Barnea: Jenny -- the Opportunity # on Grants.gov is DTOS59-18-RA-BUILD1

Rachelle Bradley: Thank you so much!

Linda Basista: Does meeting multiple MERIT criteria make your application stronger/more competitive?

Sharon Kosmalski: Back to the request for reimbursement - once awarded (grant), how often can we submit for reimbursement?

Kellie Buchanan: Please address a rural area having non-Federal match and though NOT necessary does it give the project an advantage. - please

Anthony Burton (USDOT): Bill, yes, BUILD grants can be used for off-highway access

cindy gooch: What is the expectation for a BCA for Tribes.

Steven Robson: Does the Build Grant have a pre-application review before the final application is due

Anthony Burton (USDOT): Steven - no, there is no pre-application

Avital Barnea: Kellie -- the Department cannot use cost share as an evaluation criterion, so there is no advantage for a rural project to provide matching funds

Bob Boozer: Would a political subdivision be allowed to use their own engineer for design of the project in lieu of a selection process?

Thomas (USDOT): BUILDgrants@dot.gov

Charles Connors Sr: Is there a page limit requirement for supporting documentation? We have completed the Feasibility Study and the Preliminary Engineering Report, can we attach these to the grant application?

Kellie Buchanan: Is reviewing project match details general or specific?

Avital Barnea: Charles -- there is a 30-page limit for the narrative. There is no page limit for supporting documents.

Charles Connors Sr: Thank You Avital

Avital Barnea: Kellie -- please feel free to ask your question now

Kellie Buchanan: How does increasing now required match help a Rural application in the evaluation?

Kellie Buchanan: non-required not now

Nancy Leikauf: have I lost audio?

cindy gooch: Do you prefer the links or should we use attachments

Anthony Burton (USDOT): Cindy - attachments are preferable, but either is acceptable

Avital Barnea: Kellie -- there is no advantage to increasing match for a rural project, as this is not a criterion that is used in evaluating the project

Kellie Buchanan: Thank you!! to the caller and staff for clarification on leverage - THANK YOU

Avital Barnea: you're welcome

Kellie Buchanan: repeat please

Kellie Buchanan: size of request and ??? is more important than match and leverage

Laralee Huguley: You said admin costs would have to be rolled into the construction costs (which would be eligible), but that there aren't funds for admin. So those private consultant or development district admin funds would have to be absorbed by the grantee. Does that mean admin is eligible IF we are including those fees on the front end (in the application). OR are you saying we can include admin in construction and but admin (no matter what) is ineligible? If ineligible, then can those admin fees be counted at the grantee's match? I am referring to are consultant NOT a current staff member.

Anthony Burton (USDOT): Kellie - match is not a factor, but the size of the request could be, given we have limited funds to distribute

Laralee Huguley: Clarifying my question further--formal procurement would be done for an administration consultant

Phil Nollmeyer: I understand you won't reimburse our own people for work they normally do for construction projects, but would you reimburse our own people for their normal duties to complete a planning project if the project is selected?

John Wandsnider: By the way, the term is, "Qualifications-Based Selection" for procurement of an engineer.

John Waltman: So the funding payments are determined by grant milestones?

Kellie Buchanan: okay just size of request - I thought I missed something - thank you

Linda Basista: Are construction inspection costs performed by a consultant reimbursable?

kim Goss: where do you find a list of eligible/reimbursable items?

Avital Barnea: Cliff Latta -- please send your question re: 2 CFR Chapter II Part 200 Subpart D Section 200.319 to BUILDGrants@dot.gov

Laralee Huguley: Again, I am not referring to in house staff. An administrative and project management consultant to do the oversight for the city. This also is separate from the construction contractor oversight (that would be figured in as overhead in the construction contractor's bid)

Anthony Burton (USDOT): Kellie - match is not a factor, but the size of the request could be, given we have limited funds to distribute

Laralee Huguley: Clarifying my question further--formal procurement would be done for an administration consultant

Phil Nollmeyer: I understand you won't reimburse our own people for work they normally do for construction projects, but would you reimburse our own people for their normal duties to complete a planning project if the project is selected?

John Wandsnider: By the way, the term is, "Qualifications-Based Selection" for procurement of an engineer.

John Waltman: So the funding payments are determined by grant milestones?

Kellie Buchanan: okay just size of request - I thought I missed something - thank you

Linda Basista: Are construction inspection costs performed by a consultant reimbursable?

kim Goss: where do you find a list of eligible/reimbursable items?

Avital Barnea: Cliff Latta -- please send your question re: 2 CFR Chapter II Part 200 Subpart D Section 200.319 to BUILDGrants@dot.gov

Laralee Huguley: Again, I am not referring to in house staff. An administrative and project management consultant to do the oversight for the city. This also is separate from the construction contractor oversight (that would be figured in as overhead in the construction contractor's bid)

John Walsh: Should erosion prevention/mitigation be considered under the Environmental Protection merit criteria (project being a new dock construction).

Regina McDuffie: Thank you to Mr. Mariner and your team and Analyst Howard Hill for your assistance and responsiveness in this process.

Phil Nollmeyer: I guess I've hear enough. This Program is NOT geared toward getting funds to SMALL rural agencies or tribes.

100 Sun Avenue N.E., Suite 130
Albuquerque, New Mexico 87109
Office: 505-761-4959
Fax: 855-543-9500
Cell: 505-219-5944
Email: lynn.trujillo@wdc.usda.gov
www.rd.usda.gov/nm
www.rd.usda.gov | "Committed to the future of rural communities"



Rural Community Development Initiative (RCDI)

You have been invited to a meeting hosted by Shirley Stevenson . All the information you need to join is below.

Login

[Join Meeting](#)

<https://cc.readytalk.com/r/1kgjmvey3eap&com>

Streaming audio available through your computer.

Meeting Description:

**** Participants are encouraged to use computer's audio and the "Chat" feature instead of phone lines. Call In # for Participants without computer speakers: U.S. Toll: 303.248.0285 Access Code 7207503**

Details

Date: Thu, May 10, 2018
Time: 02:00 PM EDT
Duration: 2 hours
Host(s): Shirley Stevenson

Add to your Calendar



[Outlook Calendar](#)



[Lotus Notes Calendar](#)



[Google Calendar](#)

Test Your Computer


[Test your computer](#) for compatibility prior to the meeting.

For technical support:

[Support Center](#)

To opt-out of future email messages or to manage your email preferences please click [here](#). This email was sent to:

Evangeline.minor@usda.gov by Readytalk: 1900 16th Street, Suite 600, Denver CO 80202

Powered by **ReadyTalk** 

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

cow, and milk production per cow, are used by the dairy industry in planning, pricing, and projecting supplies of milk and milk products. The mandatory dairy product information reporting requires each manufacturer to report the price, quantity and moisture content of dairy products sold and each entity storing dairy products to report information on the quantity of dairy products stored. Collecting data less frequently would prevent USDA and the agricultural industry from keeping abreast of changes at the State and National level.

Description of Respondents: Farms; Business or other for-profit.

Number of Respondents: 18,850.

Frequency of Responses: Reporting: Quarterly; Monthly; Annually.

Total Burden Hours: 13,081.

Ruth Brown,

Departmental Information Collection Clearance Officer.

[FR Doc. 2018-08813 Filed 4-25-18; 8:45 am]

BILLING CODE 3410-20-P

DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

[Docket No. APHIS-2018-0011]

Notice of Availability of Proposed Changes to the Chronic Wasting Disease Herd Certification Program Standards

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Notice; extension of comment period.

SUMMARY: We are extending the comment period for our notice of availability of a revised version of the Chronic Wasting Disease Herd Certification Program Standards. This action will allow interested persons additional time to prepare and submit comments.

DATES: We will consider all comments that we receive on or before May 30, 2018.

ADDRESSES: You may submit comments by either of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov/>

- **Postal Mail/Commercial Delivery:** Send your comment to Docket No. APHIS-2018-0011, Regulatory Analysis and Development, PPD, APHIS, Station 3A-03.8, 4700 River Road Unit 118, Riverdale, MD 20737-1238.

Supporting documents and any comments we receive on this docket may be viewed at <http://www.regulations.gov/>

www.regulations.gov/#!docketDetail;D=APHIS-2018-0011 or in our reading room, which is located in room 1141 of the USDA South Building, 14th Street and Independence Avenue SW, Washington, DC. Normal reading room hours are 8 a.m. to 4:30 p.m., Monday through Friday, except holidays. To be sure someone is there to help you, please call (202) 799-7039 before coming.

FOR FURTHER INFORMATION CONTACT: Dr. Tracy Nichols, Staff Officer, Cervid Health Team, Surveillance, Preparedness, and Response Services, VS, APHIS, USDA, 2150 Centre Avenue, Bldg. B, Fort Collins, CO 80526; (970) 494-7380.

SUPPLEMENTARY INFORMATION:

On March 29, 2018, we published in the *Federal Register* (83 FR 13469-13470, Docket No. APHIS-2018-0011) a notice of availability of a revised version of the Chronic Wasting Disease Herd Certification Program Standards. These standards provide guidance on how to meet program and interstate movement requirements. The proposed revisions addressed concerns of State and industry participants about the existing standards.

Comments were required to be received on or before April 30, 2018. We are extending the comment period on Docket No. APHIS-2018-0011 for an additional 30 days. This action will allow interested persons additional time to prepare and submit comments.

Authority: 7 U.S.C. 8301-8317; 7 CFR 2.22, 2.80, and 371.4.

Done in Washington, DC, this 20th day of April 2018.

Michael C. Gregoire,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 2018-08787 Filed 4-25-18; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF AGRICULTURE

Rural Housing Service

Notice of Solicitation of Applications (NOSA) for the Rural Community Development Initiative (RCDI) for Fiscal Year 2018

AGENCY: Rural Housing Service, USDA.

ACTION: Notice.

SUMMARY: The Rural Housing Service (Agency), an agency within the USDA Rural Development mission area, announces the acceptance of applications under the Rural Community Development Initiative (RCDI) program. Applicants must

provide matching funds in an amount at least equal to the Federal grant. These grants will be made to qualified intermediary organizations that will provide financial and technical assistance to recipients to develop their capacity and ability to undertake projects related to housing, community facilities, or community and economic development that will support the community.

This Notice lists the information needed to submit an application for these funds. This Notice announces that the Agency is accepting fiscal year (FY) 2018 applications for the RCDI program. The Agency will publish the amount of funding received in the appropriations act on its website at <https://www.rd.usda.gov/newsroom/notices-solicitation-applications-nosas>.

DATES: The deadline for receipt of an application is 4 p.m. local time, June 25, 2018. The application date and time are firm. The Agency will not consider any application received after the deadline. Applicants intending to mail applications must provide sufficient time to permit delivery on or before the closing deadline date and time. Acceptance by the United States Postal Service or private mailer does not constitute delivery. Facsimile (FAX), electronic mail, and postage due applications will not be accepted.

ADDRESSES: Entities wishing to apply for assistance may download the application documents and requirements delineated in this Notice from the RCDI website: <http://www.rd.usda.gov/programs-services/rural-community-development-initiative-grants>.

Application information for electronic submissions may be found at <http://www.grants.gov>.

Applicants may also request paper application packages from the Rural Development office in their state. A list of Rural Development State offices contacts can be found via https://www.rd.usda.gov/files/CF_State_Office_Contacts.pdf.

FOR FURTHER INFORMATION CONTACT: The Rural Development office for the state in which the applicant is located. A list of Rural Development State Office contacts is provided at the following link: https://www.rd.usda.gov/files/CF_State_Office_Contacts.pdf.

Paperwork Reduction Act

The paperwork burden has been cleared by the Office of Management and Budget (OMB) under OMB Control Number 0575-0180.

SUPPLEMENTARY INFORMATION:

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

Robert Kuipers

Tue 5/22/2018 9:18 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>; Grantsprojects@cityofgrants.net <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>; Les Gaines <l.gaines@cityofgrants.net>; 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 Plng. Environ. & Realty report.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Sunday, May 20, 2018 5:50 PM

To: Robert Kuipers

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



Human Environment Digest 5/17/18

05/17/2018



May 17, 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

July 9-12, 2018: TRB's Automated Vehicle Symposium. San Francisco, CA. (There is a fee)

August 8-9, 2018: National Household Travel Survey Data for Transportation Applications Workshop. Washington, D.C. (There is a fee)

August 13-17, 2018: NACTO's IBPI Workshop: Comprehensive Bikeway Design. Portland, OR. (There is a fee)

September 30-October 3, 2018: 23rd National Conference on Rural Public and Intercity Bus



USDOT Champions Motorcycle Safety

May is [Motorcycle Awareness Month](#), and the U.S. Department of Transportation's (USDOT's) National Highway Traffic Safety Administration (NHTSA) has compiled [extensive information on motorcycle safety](#) to help motorists understand standard motorcycle driving behaviors and to learn how to drive safely around motorcycles on our roadways. In 2015, 4,976 motorcyclists were killed in motor vehicle crashes – an 8 percent increase from the 4,594 killed in 2014.

"Safe Routes for Older Adults"

In April 2018, the University of California Berkeley Safe Transportation Research and Education Center (Berkeley SafeTREC) published the report, ["Safe Routes for Older Adults."](#) The report "provides communities with background information on walking and bicycling safety for older adults and tools to make transportation in California communities age-friendly for all." The report organizes solutions based

Transportation. Breckenridge, CO. (There is a fee)

WEBINARS

May 24, 1:30 - 2:00 PM ET:
American Trails' A World of Trails: The International Trails Movement. (There is a fee)

May 24, 2:00 - 4:00 PM ET:
USDOT's How to Compete for BUILD Transportation Grants
- All Applicants

May 29, 1:00 - 2:30 PM ET:
FHWA's Improving Crossings with Pedestrian Hybrid Beacons

May 29, 2:00 - 4:00 PM ET:
USDOT's How to Compete for BUILD Transportation Grants
- Rural & Tribal Applicants

May 31, 2:00 - 4:00 PM ET:
USDOT's Preparing a Benefit Cost Analysis (BCA) for a BUILD Application

June 5, 1:00 - 2:30 PM ET:
PBIC's Strategies to Accelerate Multimodal Project Delivery

June 5, 2:00 - 4:00 PM ET:
USDOT's How to Compete for BUILD Transportation Grants
- All Applicants

June 6, 2:00 - 4:00 PM ET:
USDOT's How to Compete for BUILD Transportation Grants
- Rural & Tribal Applicants

June 13, 2:00 - 4:00 PM ET:
USDOT's Preparing a Benefit Cost Analysis (BCA) for a BUILD Application

on the "Six E's"—Evaluation, Engineering, Equity & Empowerment, Enforcement, Education, and Encouragement.



Infrastructure

USDOT Offers BUILD Grant Webinars

The U.S. Department of Transportation (USDOT) recently announced the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program, formerly known as TIGER. To provide technical assistance to a broad array of stakeholders, USDOT will host a series of webinars during the grant application process. A webinar on how to compete for BUILD Transportation grants for all applicants will be held on Thursday, May 24 and Thursday, June 5; a webinar for rural and tribal applicants will be held on Tuesday, May 29 and Wednesday, June 6; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31 and Wednesday, June 13. All webinars will take place from 2:00-4:00 PM ET and will be recorded and posted on the website for later viewing.

The BUILD application deadline is July 19, 2018.

"Integrating Urban Public Transport Systems and Cycling"

The *International Transport Forum* released the report, "Integrating Urban Public Transport Systems and Cycling," which contains the findings and recommendations of a roundtable held in Tokyo, Japan in April 2018. The report examines how seamless integration of transit, walking, and cycling might be achieved to reduce congestion and increase accessibility. It provides recommendations on infrastructure improvements as well as planning and design elements of interchanges and payment systems.

"Access Across America: Auto 2016"

The Accessibility Observatory at the *University of Minnesota* released its annual Access Across America study, which measures accessibility and congestion impact values for the 50 largest metropolitan areas in the United States. The report includes census-block level accessibility maps, focusing on population density, job availability, road networks, traffic management, and multimodal options. State and local agencies can use this data to support performance goals and project prioritization.

June 13, 2:00 - 3:00 PM ET:
America Walks' A Good
Investment: The Benefits of
Walkable Communities

June 13, 2:00 - 3:30 PM ET:
TRB's Legally Defensible
Disadvantaged Business
Enterprise Disparity Studies.
(There is a fee)

FHWA RELATED LINKS

[Environment Homepage](#)
[Bicycle/Pedestrian](#)
[Environmental Justice](#)
[Transportation Alternatives](#)
[Recreational Trails Program](#)

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

*Submissions must be made
before 12 PM ET Wednesday.*



USDOT Announces Participants in National Drone Testing Program

U.S. Secretary of Transportation Elaine Chao recently announced the first 10 participants in the *U.S. Department of Transportation's* (USDOT's) [Unmanned Aircraft Systems \(UAS\) Integration Pilot Program](#). This three-year test program, led by the *Federal Aviation Administration* (FAA), will test drones in conditions in which they are currently forbidden from operating in, such as at night, to understand how communities can best gain the safety and economic benefits of this emerging technology. Three of the 10 participants are State Departments of Transportation, which intend to use the drones for health- and safety-related efforts including distributing medical supplies and mitigating risks for road workers during infrastructure inspections.

"Bike Share in the U.S.: 2017"

The *National Association of City Transportation Officials* (NACTO) has issued a nationwide assessment of the state of the bike share industry. The report, ["Bike Share in the U.S.: 2017,"](#) states that 35 million bike share trips were taken in 2017, a 25 percent increase from 2016. The number of suppliers of bike share equipment has increased from three major companies to ten, including five major dockless bike share systems. Bike share has increased in cities nationwide, but four systems—in Boston, Chicago, New York, and Washington, D.C.—make up 74 percent of all rides. Dockless bike systems make up 44 percent of the number of bicycles but only four percent of the rides. Almost one-third of systems now have an income-based discount program.



"Tools and Strategies for Eliminating Assaults Against Transit Operators"

The *Transportation Research Board's* (TRB's) Transit Cooperative Research Program (TCRP) published Research Report 193, titled "Tools and Strategies for Eliminating Assaults Against Transit Operators, [Volume 1: Research Overview](#)," which provide the materials and methodology used to produce potential countermeasures and strategies to prevent or mitigate assaults against transit operators. The [Volume 2: User Guide](#) includes an operator assault risk management toolbox developed to support transit agencies in their

efforts to prevent, mitigate, and respond to assaults against operators. The User Guide also provides transit agencies with guidance in the use and deployment of the vulnerability self-assessment tool and the route-based risk calculator, and includes supportive checklists, guidelines, and methodologies.

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

05/18/2018

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

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

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

This service is provided to you at no charge by [DOT FHWA Office of Planning, Environment, and Realty \(HEP\)](#).



U.S. Department of Transportation
Federal Highway Administration

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

This email was sent to rkuipers@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: FHWA Office of Planning, Environment, and Realty (HEP) Weekly Digest Bulletin

RK

Robert Kuipers

Mon 6/4/2018 4:54 PM



Reply all | v

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; ffillerup@sjcounty.net; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.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;
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 ^

Sent Items

RTPO members and DOT colleagues:

The latest FHWA Planning, Environment & Realty Report, including the Quarterly Research Newsletter.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Sunday, June 3, 2018 8:47 AM

To: Robert Kuipers

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



U.S. Department of Transportation
Federal Highway Administration

Planning, Environment, & Realty



RESEARCH QUARTERLY NEWSLETTER – SPRING 2018

05/30/2018



RESEARCH QUARTERLY NEWSLETTER – SPRING 2018

Welcome to the Spring 2018 edition of the FHWA's Office of Planning, Environment and Realty's (HEP) quarterly research newsletter.

HEP's Office of Real Estate Services works as a leader in real estate acquisition, right-of-way property management, and outdoor advertising to ensure that the real estate alongside our highways is managed in a way that enhances our communities and protects our environment. This quarter's newsletter comes as some of our staff returns from the joint AASHTO Committee on Right of Way, Utilities and Outdoor Advertising Control and National Alliance of Highway Beautification Agencies (NAHBA) Conference, where we met with State Department of Transportations (SDOTs) from around the country, and continued to develop as leaders in the vital role played by right-of-way in building transportation infrastructure. Our staff has also been busy working on finalizing the 49 CFR 24 NPRM after several months of collaboration with other Federal Agencies.



Dawn Horan, FHWA

We are also excited to share that several National Highway Cooperative Research Program (NCHRP) research projects supported by HEP are on the agenda for 2019. The NCHRP's investment in these research activities is vital as our office partners with SDOTs to provide practitioners and the public with resources that will help them accelerate project delivery, boost economic development, inform decisions, and reduce environmental impacts in their communities.

This issue of the Research Newsletter highlights these 2019 NCHRP projects, our participation at the AASHTO meeting, the release of the Guidebook for Measuring Multimodal Network Connectivity, an evaluation of the Eco-Logical approach to transportation planning, as well as upcoming events and ongoing research highlights.

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

Dawn Horan
Acting Director, Office of Realty
Office of Planning, Environment, and Realty

NCHRP 2019 Projects Announced

Each year, HEP supports several research projects funded through the Transportation Research Board's (TRB) NCHRP program. The projects which will be funded in FY2019 were recently announced, and cover exciting project topics across HEP's areas of research. With nearly \$3 million in funding, these projects are invaluable investments towards research that will improve transportation planning, environmental decision making, and real estate management.

Assessing Practices for Right of Way (ROW) Acquisition and Reimbursement in Utility Relocations

The proposed research focuses on an aspect of utility coordination that has gone uninvestigated in recent history. Outcomes of the research will provide practices that result in timely, efficient, and quality ROW easement acquisitions involving utility relocations.

Staff Contact: [Arnold Feldman](#), 202-366-2028

Risk Assessment Techniques for Transportation Asset Management

This research will help determine how to build on existing practices to better assess the risks to transportation assets, quantify consequences of different risks, and prioritize investments explicitly acknowledging uncertainty in future events.

Staff Contact: [Rob Kafalenos](#), 202-366-2079

Metropolitan Planning Organizations (MPO): Transportation Partnerships for the 21st Century

This work will deliver a historical review and contemporary analysis of the institutional structures and performance of MPOs, producing conclusions and lessons learned that are relevant to current challenges. This research will address ways in which MPOs can respond more nimbly and effectively to rapidly changing transportation demands, conditions, and technologies. It will provide a range of strategies and tools drawn from cases and practice in order to better equip MPOs and MPO-state partnerships in planning, maintaining, and improving transportation systems for U.S. metropolitan areas and the economies reliant on those systems.

Staff Contact: [Harlan Miller](#), 202-366-0847

Innovative Mitigation Strategies for Highway Noise

This project will identify innovative methods to avoid transportation noise impacts or to reduce impacts where traditional noise mitigation methods are not feasible and reasonable. Current methods focus on changing project design aspects or determining better material selection to reduce highway noise. Methods explored in this research may result in avoiding noise impacts and eliminating the need to build noise walls, or, in other cases, reduce noise levels where traditional methods are not feasible, reasonable, or desired by adjacent residents.

Staff Contact: [Cecilia Ho](#), 202-366-9862

Census Transportation Data Use and Application Field Guide

This research will fill an expertise void by using census data to support transportation planning, producing a Field Guide which will: serve as the training manual on the uses and application of multiple critical data sets; provide a thorough understanding of the data including its strengths and weaknesses; describe the data elements, table structures and variable definitions; instruct users on when and how to use the data, real world and visual examples on data application; and provide examples from different types of transportation agencies, including states, MPOs and transit.

Staff Contacts: [Brian Gardner](#), 202-336-4061 and [Joseph Hausman](#), 202-366-9629

Developing Data Standards and Guidance for Transportation Planning and Traffic Operations—Phase 1

The objective of this study is to prioritize transportation planning and traffic operations standard areas and develop standards and/or guidance to be used and adopted by the transportation community. The five standard data areas or "bundles" to be evaluated for further standard development include travel

time, demand, incident and work zones, and network and transit.

Staff Contact: [Jeremy Raw](#), 202-366-0986

Post-World War II Commercial Properties and Transportation Project Development: Historic Context and National Guidance on Evaluation of National Register of Historic Places Eligibility

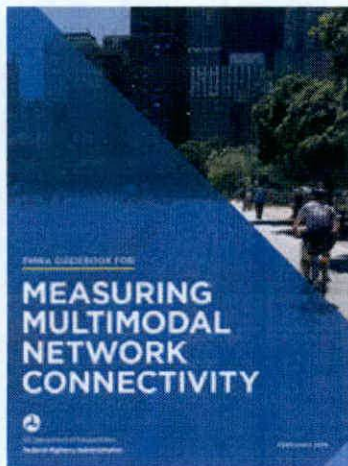
This research is intended to provide SDOTs with a historic context surrounding the eligibility of commercial properties which they may encounter into the National Register of Historic Places (NRHP). The research will also provide guidance on how to evaluate the integrity and NRHP criteria, as well as guidance for SDOTs, the Federal Highway Administration (FHWA), State Historic Preservation Officers (SHPOs) and Tribal Historic Preservation Officers (THPOs) on how to avoid disputes that drive up project costs and delay project delivery. This research could also form the basis of a regulatory "Program Comment" from the Advisory Council on Historic Preservation (ACHP) to exempt certain common property types and designs from Section 106 consideration.

Staff Contact: [Owen Lindauer](#), 202-366-2635

AASHTO/NAHBA Meeting Recap

Last month, several staff from HEP's Office of Realty attended the annual AASHTO/NAHBA meeting and presented on a variety of topics. This meeting was well attended by SDOTs and stakeholders from the right-of-way and outdoor advertising industries. Many presentations addressed challenges the SDOTs were facing in the acquisition, right-of-way property management and outdoor advertising fields, which led to discussion about solutions from other SDOTs in similar situations. There was a heavy focus on alternatives uses of the right-of-way, particularly the installation of broadband, as well as challenges SDOTs are facing in administering their outdoor advertising control programs.

Guidebook for Measuring Multimodal Network Connectivity

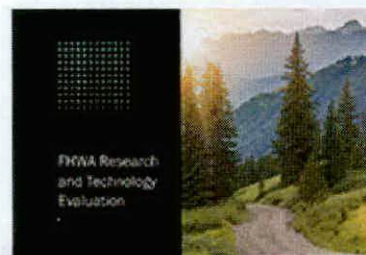


Last month, FHWA announced the publication of a new HEP resource on [Measuring Multimodal Network Connectivity](#) at the National Bike Summit. The report focuses on pedestrian and bicycle network connectivity and provides information on incorporating connectivity analysis into State, metropolitan, and local transportation planning processes.

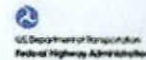
The report dives into five core components of pedestrian and bicycle network connectivity: network completeness, network density, route directness, access to destinations, and network quality. It outlines a five-step analysis process, and highlights methods and measures to support a variety of planning decisions. The report includes examples of current practices, including materials from five case studies conducted as part of the research process.

New Evaluation of FHWA's Eco-Logical Approach to Transportation Project Delivery

A [new evaluation](#) of FHWA's Eco-Logical approach to transportation project delivery found that the program and approach have contributed to improved project delivery processes and environmental mitigation. Key findings show that FHWA research and funding enabled recipients to adopt the Eco-Logical approach sooner and more comprehensively, and even positioned them to attract additional funding from sources outside of FHWA. However,



on the approach's steps to identify and quantify impacts, such as: consider opportunities to engage regional staff; direct technical assistance to build awareness with local agencies; and further support agencies in adopting performance measures and tracking progress to quantify time, cost, and environmental benefits.



Eco-Logical
Final Report
March 2018
Publication No. FHWA-17-128

New Transportation Research Board Resource on Land Value Return and Recycling

TRB's NCHRP recently published a new report resulting from a research study supported by FHWA, the Guidebook to Funding Transportation Through Land Value Return and Recycling. The report, developed with support from staff from HEP's Office of Human Environment, discusses how to leverage property-value increases in order to fund transportation infrastructure. It includes examples applications as well as sample legislation and facilitation tools. The report is available on the [TRB website](#).

Research Highlights

Environment

Post-Hurricane Sandy Transportation Resilience Study in NY, NJ, & CT

This project assesses the resilience of the transportation system within the greater NY-NJ-CT metropolitan region to extreme weather and sea level rise. The study leverages lessons learned from Hurricane Sandy and other recent events, as well as future climate projections, to identify strategies to reduce and manage extreme weather vulnerabilities and increase resilience. The final report was published in October 2017 and is available [here](#). **Staff Contact:** [Heather Holsinger](#), 202-366-6263

Planning

Making a Model a Good Predictive Tool

A basic part of travel demand model validation is running the model for a "base year" and comparing the outputs to observed data. Sensitivity testing and temporal validation are also critical components of any model validation effort. In this project, two model versions for each of two metropolitan areas were run twice 1) the more recent version for its base year and a backcast scenario; and 2) the earlier version for its base year and a forecast scenario. Lessons from the comparison of the model results are presented, demonstrating the difficulty that models can have in forecasting and reinforcing the need for accuracy-checking in model input data. **Staff Contact:** [Sarah Sun](#), 202-493-0071

Real Estate

Streamlining of Nonresidential Moving Cost Determinations and Claims

Nonresidential relocation programs and displaced persons may benefit from methods to streamline the moving cost eligibility determination, and claims process. This study will examine and quantify the time, staffing and cost to administer current methods for nonresidential moves, and how streamlining methods for low cost uncomplicated nonresidential moves would reduce administrative time and expenditure for both the displacing agency and the nonresidential person displaced by highway projects. **Staff Contact:** [Melissa Corder](#), 202-366-5853

Upcoming Events

- **May 22 – 23**
[National Congestion Pricing Conference](#), Washington, DC

This two-day FHWA sponsored conference will feature presentations and discussions on innovations in congestion pricing over the past five years. Topics will address managed lanes, parking pricing, transit and shared mobility connections, and technology advancements. Learn about the latest developments in the Washington, DC region, including optional tours of priced facilities, and network with your peers.



Source: stock

- **June 6 – 8**

- [International Transportation and Economic Development \(ITED\) Conference](#), Washington, DC

- The ITED Conference quadrennial meeting highlights approaches and research to integrate mobility with progress toward development of sustainable economies. Professionals from private industry, government, academia, and the research community gather at the conference to discuss critical linkages between transportation and economic development. The Transportation Research Board organizes the 2-day event with support from the Federal Highway Administration and the National Transportation Center, University of Maryland. **Staff Contact:** [Stefan Natzke](#), 202-366-5010.

- **July 15 – 18**

- [International Conference on Transportation and Development](#), Pittsburgh, Pennsylvania

- American Society of Civil Engineers annual conference features transportation and development projects including airports, railroads, highways, and multi-modal facilities. The conference will consider all aspects of development from planning through design and construction to operations.

- **July 17 – 19**

- [Access Management Conference](#), Madison, WI

- The conference will explore urban design, land use planning, landscape architecture, right-of-way, land development, and land use legal issues. Participants will explore and apply access management objectives in designing pedestrian, vehicle, bicycle, and transit access to safely separate and manage conflicts within the land use/transportation context.

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

Human Environment Digest 5/31/18

05/31/2018



May 31, 2011

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

July 9-12, 2018: TRB's Automated Vehicle Symposium. San Francisco, CA. (There is a fee)

August 8-9, 2018: National Household Travel Survey Data for Transportation Applications Workshop. Washington, D.C. (There is a fee)

August 13-17, 2018: NACTO's IBPI Workshop: Comprehensive Bikeway Design. Portland, OR. (There is a fee)

September 13-14, 2018: Transportation and



Safety

Reports Released on Identifying Bicycle Crash Factors and Improving Countermeasures

Portland State University released two new reports, "[Addressing Bicycle-Vehicle Conflicts with Alternate Signal Control Strategies](#)" and "[Improving Bicycle Crash Prediction for Urban Road Segments](#)." The reports identify factors that can lead to motor vehicle and bicycle crashes, analyze the effectiveness of different bicycle signal control strategies, and provide recommendations for addressing common conflicts that can lead to crashes.

Communities 2018: Workshop
Academy. Portland, OR.
(There is a fee)

September 16-18, 2018:
TRB's Disrupting Mobility
Summit. Cambridge, MA.
(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)

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

WEBINARS

May 31, 2:00 - 4:00 PM ET:
USDOT's Preparing a Benefit
Cost Analysis (BCA) for a
BUILD Application

May 31, 3:30 - 5:30 PM ET:
EPA's National Environmental
Justice Public Teleconference
Meeting

June 5, 2:00 - 4:00 PM ET:
USDOT's How to Compete for
BUILD Transportation Grants -
All Applicants

June 6, 2:00 - 4:00 PM ET:
USDOT's How to Compete for
BUILD Transportation Grants -
Rural & Tribal Applicants

June 12, 2:30 - 3:30 PM ET:
Smart Growth
America's Creating Safer

Road to Zero Coalition Releases National Report to Eliminate Traffic Fatalities by 2050

The *Road to Zero Coalition* published the report, "[The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050](#)." The report identifies strategies for improving street design, addressing human error, and prioritizing safety in emerging technology in order to reduce roadway deaths nationally to zero by 2050. The report, which is co-sponsored by Federal agencies, is the first of its kind in the United States to establish a national Vision Zero goal.

Communities Launch Safe Streets Demonstration Projects

Through *Smart Growth America's* Safe Streets Academy, teams from Orlando, FL, Lexington, KY, and South Bend, IN [launched demonstration projects](#) to transform their streets into safer places for people walking, biking, and driving. On June 12, Smart Growth America will release new case studies to tell their stories, which can help others around the country learn how to create safer streets in their own communities.



Infrastructure

Federal Transit Administration Awards Capital Investment Program Grants for New Transit Lines

The *Federal Transit Administration* (FTA) recently announced [Capital Investment Program](#) (CIG) grant awards to the Indianapolis Public Transportation Corporation in Indiana and the Central Puget Sound Regional Transit Authority in Washington. Indianapolis's [new bus rapid transit line](#) will connect the city's downtown with surrounding areas including universities, hospitals, government offices, community services, and a transit center. In Central Puget Sound, the [Tacoma Link Extension](#) will double the length of the existing system and include six new stations and five new light rail vehicles. The CIG serves to fund major capital investments in transit and bases awards on criteria related to land use, congestion relief, environmental benefits, economic development, and local financial commitment.

Streets with Demonstration
Projects

[June 14, 2:00 - 3:00 PM ET:](#)
FTA's Pilot Program for
Transit-Oriented Development
(TOD) Planning

[June 18, 1:00 - 2:30 PM ET:](#)
TRB's Nail It or Fail It: How to
Build a Successful Mobility as
a Service Story

[June 19, 12:30 - 2:00 PM ET:](#)
FHWA's Community Impact
Assessment: A Quick
Reference for Transportation
(2018 Update)

[June 20, 1:00 - 2:30 PM ET:](#)
Talking Freight
Seminar: Advancing Clean Air
Projects at Ports and Goods
Movement Facilities Through
the CMAQ Program

[June 25, 2:30 - 4:30 PM ET:](#)
The Conservation Fund's
Appalachian Transportation
Connections: Highways,
Communities, and Transit

[June 26, 2:30 - 4:00 PM ET:](#)
FHWA's Community Impact
Assessment: Example Best
Practices

FHWA RELATED LINKS

[Environment Homepage](#)
[Bicycle/Pedestrian](#)
[Environmental Justice](#)
[Transportation Alternatives](#)
[Recreational Trails Program](#)

*To submit comments or
information for inclusion in the*

New Report Assesses Bikeshare Locations for Underserved Communities

The *National Center for Sustainable Transportation* at the University of California Davis recently published the report "[High Impact Prioritization of Bikeshare Program Investment to Improve Underserved Communities' Access to Jobs and Essential Services](#)." The researchers developed a spatial index that can identify priority areas for investment in bikeshare infrastructure to increase access to jobs, essential services, and connections to transit for underserved communities.

AARP Releases Transportation Workbook

The *American Association of Retired Persons* (AARP) recently released part four, the transportation component, of its "[Roadmap to Livability](#)" series. The series is a step-by-step guide for improving a community's livability for people of all ages relating to health, housing, economic development, community engagement, and transportation. The [Transportation Workbook](#) identifies opportunities to improve safety mobility, convenience, and affordability for older adult populations.



New Report Develops Decision Framework for Highway Projects

The *Transportation Research Board* (TRB) recently published the report "[A Decision Support Framework for Assessing the Contextual Factors for Complex Highway Projects](#)." Megaprojects or multifaceted projects face challenges like greater transportation capacity, complex multimodal solutions, and designs sensitive to environmental context. The researchers developed a support framework, which transportation agencies may use to assess the context dimension of highway projects.

AASHTO's 2nd Edition Partnering Handbook Focuses on Public-Private Partnerships

The *American Association of State Highway and Transportation Officials* (AASHTO) recently published the second edition of its [Partnering Handbook](#). The handbook was first released in 2005 and focused on educating key stakeholders on the benefits and methods of partnerships in traditional contract agreements. The updated edition

*Submissions must be made
before 12 PM ET Wednesday.*

focuses on how agencies can pursue innovative partnership methods,
such as public-private partnerships.

Cities Work to Preserve Urban Forests

Next City recently published an article titled [What Cities are Doing about the 'Shocking' Loss of Urban Forests](#). The article is part of a series called The Power of Parks, which explores how parks and recreation facilities and services can help cities further wellness, conservation, and social equity. The loss of urban forests influences walking and biking, heat island, and community spaces.

Introducing TMIP Transportation Modeling and Analysis Toolbox...

06/01/2018

Having trouble viewing this email? [View it as a Web page.](#)



Introducing TMIP Transportation Modeling and Analysis Toolbox...

TRB Special Report 288 finds that "... there is no single approach to travel forecasting or set of procedures that is "correct" for all applications or all MPOs. Travel forecasting tools developed and used by an MPO should be appropriate for the nature of the questions being posed by its constituent jurisdictions and the types of analysis being conducted." (METROPOLITAN TRAVEL FORECASTING: Current Practice and Future Direction, Transportation Research Board, 2007, Page 3)

The objective of the TMIP Transportation Modeling and Analysis Toolbox (the Toolbox) is to provide access to a range of tools developed by TMIP to support data driven, performance-based transportation planning incorporating principles of risk management. The goal of the Toolbox is not to create a single, or even a set of

ideal tools, but rather to provide processes, information, and examples to encourage agencies to select the appropriate tools and methods based on their analytical needs.

More Information

The Toolbox is comprised of reports and webinars containing a variety of helpful and important information pertaining to transportation modeling and analysis. The Toolbox is dynamic and designed to be expandable. It is available at <https://www.fhwa.dot.gov/planning/tmip/resources/toolbox/>.

Contact Us

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

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

06/01/2018

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

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

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

This service is provided to you at no charge by [DOT FHWA Office of Planning, Environment, and Realty \(HEP\)](#).



U.S. Department of Transportation
Federal Highway Administration

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

Fw: NMDOT Govt to Govt Update - Week of 04/30/18

RK

Robert Kuipers

Fri 5/11/2018 10:55 AM



Reply all | v

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.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;
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>
^

Sent Items

This message was sent with high importance.

2018_0503_FFY20-21 pl...
1 MB

2018_0503 RTP TAP Ap...
117 KB

NME
184 K

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

RTPO members and DOT colleagues:

I might have missed this one when it came out.

Nonetheless, note the attachments which include the updated TAP / RTP Guide, and the combined TAP/RTP application.

I have also attached the updated PFF (to be used for all project submissions).

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Thursday, May 3, 2018 3:27 PM

To: Andrew Wray; Dave Pennella; Roger Williams (rwilliams@ELPASOMPO.ORG); Mark S. Tibbetts (mstibbetts@santafenm.gov); Michael Medina (mmedina@elpasompo.org); Steven Montiel; Murphy,

Tom; Holton, Mary; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Gaiser, Sandra; Erick Aune (ejaune@santafenm.gov); Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary; Christina Stokes (cstokes@elpasompo.org); vsoule@epcog.org; Evan Williams; Jeffrey Kiely; Garcia, Derrick; Dennis Salazar; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers; Christina Stokes; Brandon Howe; Keith Wilson

Cc: Haas, Tamara P, NMDOT; Griffin, Jessica, NMDOT; Sandoval, Michael, NMDOT; Duran, Yolanda, NMDOT; Shutiva, Ron, NMDOT; Sittig, Paul, NMDOT; Herrera, Jolene M, NMDOT; Sandoval, Sean, NMDOT; Watts, Danial, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT; Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); Reeves, Sally, NMDOT; Glendenning, Shannon, NMDOT; Olinger, Kevin, NMDOT; Ramos, Linda, NMDOT; Herrera, Isabel, NMDOT; Nelson, David, NMDOT; Krueger, Neala, NMDOT; Chavez, Gabrielle, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 04/30/18

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

Transportation Asset Management Plan (Tammy Haas)

Cabinet Secretary Church approved NMDOT's initial Transportation Asset Management Plan (TAMP); FHWA is currently reviewing the TAMP to determine whether it meets federal requirements. The initial TAMP is available on the NMDOT website:

<http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT-TAMP-20180427.pdf>. If any MPOs/RTPOs would like hard copies of the TAMP, please contact Tamara Haas at TamaraP.Haas@state.nm.us.

0.\$)1\$2-,03+)-.,')0\$!#\$%&\$'()*+,,-&./&01'2

dot.state.nm.us

New Mexico's Transportation Asset Management Plan (TAMP) establishes the condition of highway and bridge assets across the state and provides a strategy for efficiently maintaining these assets in good con-

Active Transportation and Recreational Programs Call for Projects (Wade Patterson)

Attached, please find a draft of the Active Transportation and Recreational Programs Application Guide and application form for the Transportation Alternatives and Recreational Trails Programs (TAP/RTTP). We are just about ready to release these materials but wanted to provide an opportunity for review by the MPO/RTPOs. We are particularly interested in knowing if the guide and application adequately address common questions you all receive as you are working with entities in preparing applications. The guide is not substantively different from the previous call, but we have attempted to provide additional clarity and guidance where needed. We are requesting your input by COB next Thursday, May 10. Thank you in advance for your assistance

in improving the quality of our guidance! Please send your comments to Wade.Patterson@state.nm.us.

Upcoming Meetings/Trainings/Conferences

5/17, 9am-noon: Open Meetings Act/Inspection of Public Records Act Compliance training, City of Hobbs Commission Chambers, free; visit NMAG [website](#) for registration information and more 2018 trainings.

6/4-6/5: MPO Quarterly; host Farmington MPO.

June (date TBD): RTPO Quarterly; host Northwest RTPO.

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

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us



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
Project Year 1				
Project Year 2				
Project Year 3				
Project Year 4				
Please explain project phasing as necessary:				

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.

Fw: NMDOT Govt to Govt Update - Week of 05/07/18

Robert Kuipers

Mon 5/14/2018 3:56 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>; Grantsprojects@cityofgrants.net <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>; Les Gaines <l.gaines@cityofgrants.net>; milandclerk@villageofmilan.com <milandclerk@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>;

1 attachments (323 KB)

2018_0425 Advertisement-Flyer - Spring 2018 - final.pdf;

RTPO members and DOT colleagues:

The latest Govt. to Govt. update from NMDOT - Planning.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Tuesday, May 8, 2018 2:21 PM

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

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, Daniel, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT; Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-

oviedo@dot.gov); Reeves, Sally, NMDOT; Glendenning, Shannon, NMDOT; Olinger, Kevin, NMDOT; Ramos, Linda, NMDOT; Herrera, Isabel, NMDOT; Nelson, David, NMDOT; Krueger, Neala, NMDOT; Chavez, Gabrielle, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 05/07/18

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

NM Prioritized Bicycle Network Plan Project Update (Wade Patterson)

NMDOT invites the public and stakeholders to review and provide comment on draft documents for the New Mexico Bike Plan. Updates include a draft roadway network identifying corridors that would most benefit from the addition of bicycle facilities, draft design guidelines illustrating a toolkit of bicycle facility types and when/where to implement them, a summary of the public input process, announcements for upcoming public meetings, and more. Please visit the project website at www.nmbikeplan.bhinc.com to review these materials and provide comment. Please share this information with your member entities. The attached bilingual flyer may also be distributed. The upcoming public meeting information is itemized below:

Las Cruces: 5/15, 6-7:30pm, Doña Ana County Commission Chambers, 845 Motel Blvd.

Santa Fe: 5/21, 6-7:30pm, Round House Room at City of Santa Fe Railyard Offices, 500 Market St. Suite 200 (above REI)

Albuquerque: TBD (likely sometime week of 5/28-6/1)

MPO PM3 Meeting (Jessica Griffin and Paul Sittig)

On **May 17 at 10 am**, NMDOT consultants, High Street Consulting, will provide a webinar on the methodology and offer recommended targets for PM3, which NMDOT needs to set by 5/20. The webinar will cover the system reliability measures for all vehicles on the interstates and non-interstate NHS, as well as freight (trucks) on the interstates. MPO data will also be reviewed. Wade Patterson will also provide information on how we're setting the CMAQ PM3 target for PM10. MPOs will have an opportunity to ask questions and provide input, which will be considered by NMDOT in setting the PM3 targets. Your participation is appreciated.

You can join the meeting from your computer, tablet or smartphone here:

<https://www.gotomeeting.com/join/259799645>

You can also dial in using your phone.

United States: +1 (872) 240-3212

Access Code: 259-799-645

The webinar will be recorded and made available for those who are unable to attend the May 17 session.

Upcoming Meetings/Trainings/Conferences

5/17, 9am-noon: Open Meetings Act/Inspection of Public Records Act Compliance training, City of Hobbs Commission Chambers, free; visit NMAG [website](#) for registration information and more 2018 trainings.

6/4-6/5: MPO Quarterly; host Farmington MPO.

June (date TBD): RTPO Quarterly; host Northwest RTPO.

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

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us

From: Kozub, Rosa, NMDOT

Sent: Thursday, May 3, 2018 3:28 PM

To: 'Andrew Wray' <awray@las-cruces.org>; 'Dave Pennella' <DPennella@mrcog-nm.gov>; Roger Williams (rwilliams@ELPASOMPO.ORG) <rwilliams@ELPASOMPO.ORG>; 'Mark S. Tibbetts (mstibbetts@santafenm.gov)' <mstibbetts@santafenm.gov>; 'Michael Medina (mmedina@elpasompo.org)' <mmedina@elpasompo.org>; 'Steven Montiel' <SMontiel@mrcog-nm.gov>; 'Tom Murphy' <tmurphy@las-cruces.org>; Mary Holton <mholton@fmtn.org>; 'Eric Ghahate' <ericg@ncnmedd.com>; 'jarmijo@sccog-nm.com' <jarmijo@sccog-nm.com>; 'Mary Ann Burr' <mbsnmedd@plateautel.net>; 'Priscilla Lucero, SWCOG' <PriscillaLucero@swnmcog.org>; 'Sandy Gaiser' <sgaiser@mrcog-nm.gov>; 'Erick Aune (ejaune@santafenm.gov)' <ejaune@santafenm.gov>; 'Cerisse Grijalva' <grijalvac1@swnmcog.org>; 'Sandy Chancey' <schancey@epcog.org>; 'arael@sccog-nm.com' <arael@sccog-nm.com>; 'Holton, Mary (mholton@fmtn.org)' <mholton@fmtn.org>; 'Christina Stokes (cstokes@elpasompo.org)' <cstokes@elpasompo.org>; 'vsoule@epcog.org' <vsoule@epcog.org>; 'Evan Williams (ewilliams@nwnmcog.org)' <ewilliams@nwnmcog.org>; 'Jeff Kiely - Northwest New Mexico COG (jkiely@nwnmcog.org)' <jkiely@nwnmcog.org>; 'Derrick Garcia (degarcia@fmtn.org)' <degarcia@fmtn.org>; Dennis Salazar <denniss@ncnmedd.com>; 'Michael McAdams (mmcadams@las-cruces.org)' <mmcadams@las-cruces.org>; 'Dominic Loya (dloya@las-cruces.org)' <dloya@las-cruces.org>; 'Bob Kuipers (rkuipers@nwnmcog.org)' <rkuipers@nwnmcog.org>; Christina Stokes <cstokes@ELPASOMPO.ORG>; Brandon Howe <BHowe@mrcog-nm.gov>; Keith Wilson <kpwilson@ci.santa-fe.nm.us>

Cc: Haas, Tamara P, NMDOT <TamaraP.Haas@state.nm.us>; Griffin, Jessica, NMDOT <Jessica.Griffin@state.nm.us>; Sandoval, Michael, NMDOT <Michael.Sandoval1@state.nm.us>; Duran, Yolanda, NMDOT <Yolanda.Duran@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; Sittig, Paul, NMDOT <Paul.Sittig@state.nm.us>; Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>; Sandoval, Sean, NMDOT <Sean.Sandoval@state.nm.us>; Watts, Danial, NMDOT <Danial.Watts@state.nm.us>; Vargas, John, NMDOT <John.Vargas@state.nm.us>; Maes, Rebecca, NMDOT <Rebecca.Maes@state.nm.us>; Baker, John J, NMDOT <JohnJ.Baker@state.nm.us>; Patterson, Wade, NMDOT <Wade.Patterson@state.nm.us>; Trujillo, Marcos B., NMDOT <Marcos.Trujillo1@state.nm.us>; Craven, William, NMDOT <William.Craven@state.nm.us>; Rael, Melissa A, NMDOT <MelissaA.Rael@state.nm.us>; Herrera, Melissa, NMDOT <melissa.herrera@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; Harris, David C, NMDOT <DavidC.Harris@state.nm.us>; Segura, Damian, NMDOT

<Damian.Segura@state.nm.us>; 'Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov)'
<rodolfo.monge-oviedo@dot.gov>; Reeves, Sally, NMDOT <Sally.Reeves@state.nm.us>; Glendenning,
Shannon, NMDOT <Shannon.Glendenning@state.nm.us>; Olinger, Kevin, NMDOT
<Kevin.Olinger@state.nm.us>; Ramos, Linda, NMDOT <Linda.Ramos@state.nm.us>; Herrera, Isabel,
NMDOT <Isabel.Herrera@state.nm.us>; Nelson, David, NMDOT <David.Nelson@state.nm.us>; Krueger,
Neala, NMDOT <Neala.Krueger@state.nm.us>; Chavez, Gabrielle, NMDOT
<Gabrielle.Chavez@state.nm.us>

Subject: NMDOT Govt to Govt Update - Week of 04/30/18

Transportation Asset Management Plan (Tammy Haas)

Cabinet Secretary Church approved NMDOT's initial Transportation Asset Management Plan (TAMP); FHWA is currently reviewing the TAMP to determine whether it meets federal requirements. The initial TAMP is available on the NMDOT website:

<http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT-TAMP-20180427.pdf>. If any MPOs/RTPOs would like hard copies of the TAMP, please contact Tamara Haas at TamaraP.Haas@state.nm.us.

Active Transportation and Recreational Programs Call for Projects (Wade Patterson)

Attached, please find a draft of the Active Transportation and Recreational Programs Application Guide and application form for the Transportation Alternatives and Recreational Trails Programs (TAP/RTP). We are just about ready to release these materials but wanted to provide an opportunity for review by the MPO/RTPOs. We are particularly interested in knowing if the guide and application adequately address common questions you all receive as you are working with entities in preparing applications. The guide is not substantively different from the previous call, but we have attempted to provide additional clarity and guidance where needed. We are requesting your input by COB next Thursday, May 10. Thank you in advance for your assistance in improving the quality of our guidance! Please send your comments to Wade.Patterson@state.nm.us.

Upcoming Meetings/Trainings/Conferences

5/17, 9am-noon: Open Meetings Act/Inspection of Public Records Act Compliance training, City of Hobbs Commission Chambers, free; visit NMAG [website](#) for registration information and more 2018 trainings.

6/4-6/5: MPO Quarterly; host Farmington MPO.

June (date TBD): RTPO Quarterly; host Northwest RTPO.

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

Office: (505) 476-3742

Fw: NMDOT Govt to Govt Update - Week of 05/14/18

RK

Robert Kuipers

Tue 5/15/2018 3:14 PM



Reply all | v

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.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;
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 ^

2018_0503_FFY20-21 pl...
1 MB

2018_0503 RTP TAP Ap...
117 KB

2018
323 K

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

RTPO members and DOT colleagues:

The latest Govt. to Govt. update from NMDOT Planning.

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Tuesday, May 15, 2018 2:00 PM

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

Cc: Haas, Tamara P, NMDOT; Griffin, Jessica, NMDOT; Sandoval, Michael, NMDOT; Duran, Yolanda,

NMDOT; Shutiva, Ron, NMDOT; Sittig, Paul, NMDOT; Herrera, Jolene M, NMDOT; Sandoval, Sean, NMDOT; Watts, Danial, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT; Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); Reeves, Sally, NMDOT; Glendenning, Shannon, NMDOT; Olinger, Kevin, NMDOT; Ramos, Linda, NMDOT; Herrera, Isabel, NMDOT; Nelson, David, NMDOT; Krueger, Neala, NMDOT; Chavez, Gabrielle, NMDOT

Subject: NMDOT Govt to Govt Update - Week of 05/14/18

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

PM 1 Safety Targets (Jessica Griffin)

PM 1 Safety Targets – MPOs have been invited to the Highway Safety Plan (HSP) meeting on 5/22/18 at NMDOT GO in Santa Fe. The FFY2019 Safety Targets will be discussed at this meeting and the data for the three performance measures common to the HSP and HSIP will be reviewed. Please note that this is the public meeting for the HSP which must address several safety measures so seating is limited and the discussion will cover more than just the Safety Targets. We encourage each MPO to send one representative to this meeting; however, NMDOT Planning Bureau will also provide the charts and target information for all 5 measures at the June MPO Quarterly meeting for review and input. Please see

https://safety.fhwa.dot.gov/hsip/spm/safety_pm_fs.cfm

Safety Performance Management Measures Final Rules ...

safety.fhwa.dot.gov

The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year. Data Sources

for more information on all 5 safety performance measures.

Road Safety 365 (LTAP Workshop)

5/22, all day, Albuquerque. This training is free for T/LPAs and there are still seats available—please share with your member entities! This class stresses the importance of incorporating road safety into all phases of project development, 365 days per year. For more information and registration, please visit the website:

https://forms.unm.edu/forms/road_safety_365_course.

Active Transportation and Recreational Programs Guide (Wade Patterson/Shannon Glendenning)

Per my email on 5/11, the comment period for the TAP/RTP guide and application (attached) has been extended to COB on 5/17. Please send all comments to Wade Patterson at

wade.patterson@state.nm.us.

NM Prioritized Bicycle Network Plan Project Update

NMDOT invites the public and stakeholders to review and provide comment on draft documents for the New Mexico Bike Plan. Updates include a draft roadway network identifying corridors that would most benefit from the addition of bicycle facilities, draft design guidelines illustrating a toolkit of bicycle facility types and when/where to implement them, a summary of the public input process, announcements for upcoming public meetings, and more. Please visit the project website at www.nmbikeplan.bhinc.com to review these materials and provide comment. Please share this information with your member entities. The attached bilingual flyer may also be distributed. The upcoming public meeting information is itemized below:

Las Cruces: 5/15, 6-7:30pm, Doña Ana County Commission Chambers, 845 Motel Blvd.

Santa Fe: 5/21, 6-7:30pm, Round House Room at City of Santa Fe Railyard Offices, 500 Market St. Suite 200 (above REI)

Albuquerque: 5/29, 5:30-6:30pm, North Valley Senior Center, 3825 4th St NW, 87107 (updated information since last week)

Upcoming PPM Deadlines

6/1: deadline for GTG Liaisons to provide comments to MPOs on draft FFY19/20 UPWPs

6/1: RTPO draft FFY19/20 RWP's due to GTG Liaisons

6/15: deadline for GTG Liaisons to provide comments to RTPOs on draft FFY19/20 RWP's

7/1: MPO final FFY19/20 UPWPs and RTPO final RWP's due to GTG Liaisons

Upcoming Meetings/Trainings/Conferences

- 5/17, 10-11am: MPO PM3 Meeting; <https://www.gotomeeting.com/join/259799645>. You can also dial in using your phone; 1 (872) 240-3212, Access Code: 259-799-645. The webinar will be recorded and made available for those who are unable to attend the May 17 session.

5/31, 12:30-4pm, MRCOG Board Room (ABQ): Multi-Objective Decision Analysis (MODA) for project selection informational and interactive session; all MPOs/RTPOs are invited.

NMDOT/Tammy Haas is hosting the event.

6/4-6/5: MPO Quarterly; host Farmington MPO. Send agenda items to Mary Holton at mholton@fmtn.org.

June (date TBD): RTPO Quarterly; host Northwest RTPO.

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

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us

Fw: NMDOT Govt to Govt Update - Week of 05/21/18

RK

Robert Kuipers

Fri 6/1/2018 11:42 AM



Reply all | v

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; ffillerup@sjcounty.net; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.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;
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 ^

2018_0518_Agreement...

80 KB



Download Save to OneDrive - Northwest New Mexico Council of Governments

RTPO members and DOT colleagues:

Here's a Govt. to Govt. Update report that I missed a week ago.

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Tuesday, May 22, 2018 1:42 PM

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

NMDOT; Shutiva, Ron, NMDOT; Sittig, Paul, NMDOT; Herrera, Jolene M, NMDOT; Sandoval, Sean, NMDOT; Watts, Danial, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT; Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); 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)

Subject: NMDOT Govt to Govt Update - Week of 05/21/18

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

Draft Cooperative Agreements (FFY19-FFY22)

Attached is a draft cooperative agreement between NMDOT and each MPO or RTPO and is based off of the current cooperative agreements. Please submit any comments by 6/6. MPOs may bring comments to the MPO Quarterly on 6/4-6/5. Comments can be submitted to rosa.kozub@state.nm.us. Section 20 will only be included in MPO agreements only and not in RTPO agreements.

MPO PM3 Meeting (Jessica Griffin)

On 5/17 NMDOT hosted a webinar by consultant, Mark Egge of High Street Consulting, on the System Performance Measure (PM3). The webinar covered the methodologies and data used to develop the PM3 targets for Travel Time Reliability on the Interstate and non-Interstate NHS, as well as Truck Travel Time Reliability. In addition, Wade Patterson provided information on the CMAQ target. Thank you to MVMPO and FMPO for participating in the webinar. A report outlining the PM3 targets and background information will be provided to the MPOs prior to the MPO Quarterly and we can discuss any questions at the Quarterly. Please let Jessica Griffin (Jessica.Griffin@state.nm.us) know if you are interested in the slides from the webinar and/or a recording of the webinar.

FHWA Planning and Research Grants: Web-Based Training Series

FHWA's National Highway Institute (NHI) recently announced a new web-based training series on planning and research grants. These courses are highly recommended for MPO/RTPO staff. Each webinar costs \$25 to sign up and we recommend setting up group viewings for your staff. NMDOT Planning staff will be watching/attending as well. The courses are listed below; click on the course number for links to additional information:

- [151057](#): This first course introduces the series and gives an overview of 23 CFR Part 420.
- [151058](#): Second in the series, this course introduces 2 CFR Part 200 and provides detail on Subparts A through D.
- [151059](#): Third in the series on this topic, this training completes the discussion of 2 CFR Part 200, the Uniform Guidance (started in course 151058). Learners will explore the last two subparts: Subpart E on Cost Principles and Subpart F on Audit Requirements.

NMDOT Planning Job Openings (Rosa Kozub)

We appreciate your sharing the following job opportunities with anyone who may be interested!

- **Urban & Regional Planner Supervisor:**

<https://www.governmentjobs.com/careers/newmexico/jobs/2087278/urban-and-regional-planner-supervisor-dot-go-pinf-74633>

This position serves as the Active Transportation Programs Supervisor, overseeing state administered federal aid highway funding programs in support of alternative transportation around the state. They will also serve as the state's Bicycle, Pedestrian and Equestrian (BPE) Coordinator, facilitating statewide planning efforts and fielding related inquiries from the public. This position supervises two Urban & Regional Planners Advanced and is based in Santa Fe. Job posting closes on 6/4/2018.

- **Urban & Regional Planner Advanced:**

<https://www.governmentjobs.com/careers/newmexico/jobs/2087727/urban-and-regional-planner-advanced-dot-go-pinf-21310>

This position is a member of the Active Transportation Programs team and will oversee a state administered federal aid highway funding program for alternative transportation projects in New Mexico. This position also may assist the Bicycle, Pedestrian, Equestrian (BPE) Coordinator with various projects as needed. This position is based in Santa Fe. Job posting closes on 6/4/2018.

Any questions about these positions can be directed to Rosa Kozub, Government to Government Unit Supervisor at 505-476-3742 or Rosa.Kozub@state.nm.us.

- **Upcoming PPM Deadlines**

6/1: deadline for GTG Liaisons to provide comments to MPOs on draft FFY19/20 UPWPs

6/1: RTPPO draft FFY19/20 RWPs due to GTG Liaisons

6/15: deadline for GTG Liaisons to provide comments to RTPPOs on draft FFY19/20 RWPs

7/1: MPO final FFY19/20 UPWPs and RTPPO final RWPs due to GTG Liaisons

FFY18 Q3 reimbursement packets: please submit as soon as possible after the end of the quarter (6/30). The PPM deadline is 7/12, but due to the timing of the weekend, we cannot guarantee that reimbursements submitted by 7/12 will be processed before closeout of the state fiscal year, as NMDOT must have everything submitted and approved by Mon, 7/16. Please submit by 7/9 for prompt payment. Reimbursements submitted after 7/9 may have delayed payment.

- **Upcoming Meetings/Trainings/Conferences**

5/24, 11am-noon, MDT, FHWA webinar "Instructions for Reviewing Travel and Land Use Forecasting Analysis in NEPA Documents". More information and registration [here](#).

5/31, 12:30-4pm, MRCOG Board Room (ABQ): Multi-Objective Decision Analysis (MODA) for project selection informational and interactive session; all MPOs/RTPPOs are invited. NMDOT/Tammy Haas is hosting the event.

6/4-6/5: MPO Quarterly; host Farmington MPO at their offices (100 W. Broadway, 2nd Floor, Farmington). Send agenda items to Mary Holton at mholton@fmtn.org.

6/12, 8am-5pm, NMDOT General Office (Santa Fe): NHI Transportation Performance Management for Pavements (free for T/LPAs and NMDOT staff). Information and registration [here](#).

6/22: RTPPO Quarterly Roundtable; host Northwest RTPPO; details forthcoming. Send agenda items to Bob Kuipers at kuipers@nwnmcog.org.

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

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us

NMDOT Govt to Govt Update - Week of 05/28/18

KN

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



Reply all | v

Tue 5/29, 2:04 PM

Andrew Wray <awray@las-cruces.org>; Dave Pennella <DPennella@n+55 more v>

Inbox

You forwarded this message on 6/1/2018 10:45 AM

2018_0604_MPO Quarte... v
19 KB

Download Save to OneDrive - Northwest New Mexico Council of Governments

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

NMDOT Public Involvement Plan (PIP) Survey (Rosa Kozub)

NMDOT is updating its PIP and created a survey for T/LPAs/MPOs/RTPOs in NM in order to better understand how effective various public involvement techniques are in various geographies. Rosa distributed this survey to the MPOs/RTPOs on 5/23 and asked for you all to take the survey as well as share it with your member entities. The survey is quick to complete (about 5 minutes) and is open until 6/6. We appreciate your sharing this with your members if you've not already. Thanks to those of you who have sent it out! Responses will help us improve our public involvement strategies. Survey link [here](#).

PM3/GHG Measure (Jessica Griffin)

On May 22, 2018, FHWA signed a final rule (<https://www.fhwa.dot.gov/tpm/rule.cfm>) repealing the performance management measure in 23 CFR 490.507(b) that assessed the percent change in tailpipe carbon dioxide (CO₂) emissions, from the reference year 2017, on the National Highway System (NHS) (also referred to as the Greenhouse Gas (GHG) measure). The GHG measure was one of several performance measures that FHWA required State DOTs and MPOs to use to assess performance in a variety of areas. This was one of the PM3 measures.

T/LPA Handbook (Jolene Herrera)

The T/LPA Handbook committee is continuing to work with BHI on updating the handbook. The expected release date is approximately November 2018.

Upcoming PPM Deadlines

- 6/1: deadline for GTG Liaisons to provide comments to MPOs on draft FFY19/20 UPWPs
- 6/1: RTPO draft FFY19/20 RWPs due to GTG Liaisons
- 6/15: deadline for GTG Liaisons to provide comments to RTPOs on draft FFY19/20 RWPs
- 7/1: MPO final FFY19/20 UPWPs and RTPO final RWPs due to GTG Liaisons

- FFY18 Q3 reimbursement packets: please submit as soon as possible after the end of the quarter (6/30). The PPM deadline is 7/12, but due to the timing of the weekend, we cannot guarantee that reimbursements submitted by 7/12 will be processed before closeout of the state fiscal year, as NMDOT must have everything submitted and approved by Mon, 7/16. Please submit by 7/9 for prompt payment. Reimbursements submitted after 7/9 may have delayed payment.

Upcoming Meetings/Trainings/Conferences

- 5/31, 12:30-4pm, MRCOG Board Room (ABQ): Multi-Objective Decision Analysis (MODA) for project selection informational and interactive session; all MPOs/RTPOs are invited. NMDOT/Tammy Haas is hosting the event.
- 6/4-6/5: MPO Quarterly; host Farmington MPO at their offices (100 W. Broadway, 2nd Floor, Farmington). Send agenda items to Mary Holton at mholton@fmtn.org. Draft agenda is attached.
- 6/12, 8am-5pm, NMDOT General Office (Santa Fe): NHI Transportation Performance Management for Pavements (free for T/LPAs and NMDOT staff). Information and registration [here](#).
- 6/22: RTPO Quarterly Roundtable; host Northwest RTPO; details forthcoming. Send agenda items to Bob Kuipers at rkuipers@nwnmcog.org.

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

Office: (505) 476-3742

Mobile: (505) 231-9869


Email: Rosa.Kozub@state.nm.us

Fw: FYI

Robert Kuipers

Thu 5/10/2018 3:01 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>; Cckbenally@navajodot.org <kbenally@navajodot.org>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>;

 1 attachments (328 KB)

TTPCC NTGISC Resolution.pdf;

NWRTPO Tribal members:

FYI

Bob Kuipers

rkuipers@nwnmcog.org

From: Angelina Grey

Sent: Thursday, May 10, 2018 1:47 PM

To: Robert Kuipers; Evan Williams; Jeffrey Kiely

Subject: FYI

All,

I'm forwarding some information from the Tribal Planners listserv.

Attached is the TTPCC Resolution.

Angelina Grey

Associate Planner

Northwest New Mexico Council of Governments

106 West Aztec Avenue

Gallup, New Mexico 87301

Website: www.nwnmcog.com

Email: agrey@nwnmcog.org

Jbdy Clark
Committee Chair
90 Oh:yo' Way
Salamanca, NY
14779jody.clark@sni.org

Tribal Transportation Program

Christy Van Buren
Committee Secretary
220 PoPay Ave
Ohkay Owingeh, NM 87566
christy.vanburen@ohkay.org

The Tribal Transportation Program Coordinating Committee(TTPCC) encourages the Bureau of Indian Affairs Department of Transportation (BIADOT) to continue to support and collaborate with the National Tribal Geographic Information Support Center (NTGISC) in its efforts to enhance the geospatial capacity of tribal transportation programs throughout the country through the implementation of the Tribal GIS® Transportation Tools Suite developed by NTGISC. The TTPCC encourages BIADOT, in collaboration with NTGISC, to continue researching technology and methods to provide for a smooth integration in a timely manner between the Tribal GIS® Transportation Tools Suite and the BIA system of record (RIFDS). The TTPCC would like to congratulate NTGISC on their completion of the initial version of the Tribal GIS® Transportation Tools Suite. Further, the TTPCC supports NTGISC and their efforts to implement the Tribal GIS® Transportation Tools Suite throughout Indian Country and we strongly encourage tribes to participate in the training class and to implement the Tribal GIS® Transportation Tools Suite in a timely manner.

This will include:

1. In the short term, keep using existing ITIMS database housed within BIA ABQ as official system of record. A Tribal user interface will be developed to allow batch transfer of RIFDS data.
2. In the longer term, as Oracle becomes obsolete, move to a more robust GIS environment during the development of the new database.
3. Recommend BIADOT to prepare step by step implementation steps and timelines. These measurable will be presented by BIADOT at the next TTPCC meeting in Rapid City, SD. Each step to have a firm completion date attached to it.

Fw: FYI

Robert Kuipers

Thu 5/10/2018 3:28 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>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>;

📎 1 attachments (5 MB)

May 2018 Final Minutes - Shawnee OK.pdf;

RTPO Tribal Members:

FYI

-Bob Kuipers

rkuipers@nwnmcog.org

From: Angelina Grey
Sent: Thursday, May 10, 2018 1:47 PM
To: Robert Kuipers; Evan Williams; Jeffrey Kiely
Subject: FYI

Fw: Tribal Transportation Program Coordinating Committee (TTPCC) Meeting Minutes

Angelina Grey

Associate Planner

Northwest New Mexico Council of Governments

106 West Aztec Avenue

Gallup, New Mexico 87301

Website: www.nwnmcog.com

Email: agrey@nwnmcog.org

Office: (505) 722-4327

Mobile: (505) 728-6198

Jody Clark
Committee Chair
90 Ohi:yo' Way
Salamanca, NY
14779jody.clark@sni.org

Tribal Transportation Program

Christy Van Buren
Committee Secretary
220 PoPay Ave
Ohkay Owingeh, NM 87566
christy.vanburen@ohkay.org

MEETING MINUTES

May 1-3, 2018

Shawnee, OK

Tuesday, May 1, 2018

Call to Order: Jody Clark, TTPCC Chair, called the meeting to order at 8:20AM.

Members Present:

Jody Clark, Eastern Region
Dakota Longbrake, Great Plains
Arthur Muller, Southern Plains
Mike Moilanen, Midwest
Wayne Wylie, Eastern Oklahoma
Sandra Shade, Western
Larry Jackson, Western
Jacque Hosler-Carmesin, Pacific
Christy Van Buren, Southwest
Shawna Ballay, Southwest
Garret Silversmith, Navajo
Mary Beth Clark, Northwest
Jeremy Whipple, Eastern
LeRoy Gishi, BIA
Erin Kenley, FHWA

Members Not Present:

Dave Kelly, Great Plains
Michael Cardwell, Northwest
Howard Brown, Rocky Mountain
Clarence Daniel, Alaska
Brett Blackdeer, Midwest
Johnathan Nez, Navajo

Guests:

Bill Blankenship, Eastern Oklahoma
Chris McCray, Southern Plains
Carla Edwards
Harold LaJarge, Eastern Oklahoma
Victoria Peters, FHWA
Michael Willis, Attorney
Matt Jaffe, Tribal Attorney
Andy Caulum, Attorney, SOL
Samuel Riffel, Southern Plains
Wilma Tapaha, Southern Plains
Doug Roberts, FHWA

Kenneth Gilmore, Eastern Oklahoma
Timothy Martinez, Southwest
Tom Edwards
Cindi Ptak, FHWA/Federal Lands
Liz Romero, FHWA Oklahoma
Sheldon Kipp, BIA
David Tano, BIA/NWRO
Misty Klann, FHWA
Gail Thomas, COEDD
Joneh Begay, Navajo
Barry Hughes, Eastern Oklahoma

I. Action Items:

1. Roll Call: Christy Van Buren, Committee Secretary, completed Roll Call. 10 regions were present including Great Plains, Southern Plains, Midwest, Eastern Oklahoma, Western, Pacific, Southwest, Navajo, Northwest, and Eastern Regions. A quorum was established
2. Approval of Agenda: Art Muller moved to approve the agenda, Mike Moilanen seconded; 0-opposed; motion passed.
3. Motion to Adjourn: Mr. Molilanen moved to adjourn; Mr. Muller seconded; 0-opposed; motion passed.

II. Presentations and Discussion Items:

1. FHWA (Oklahoma) Presentation: Mr. Siddiqi stressed the importance of working as partners with our federal agencies. Ms. Romero, Project Delivery Team Member, presented the Highlights of successful highway projects resulting from the FHWA Oklahoma and Oklahoma Department of Transportation (ODOT).

One good example is the I-44 from four to eight lanes at the Cherokee Nation in Catoosa, OK. There have been several successful federal-aid projects with a direct Tribal connection. Several showcase projects were presented including a project with the Choctaw Nation (Calera US 69/75 Calera). Everyday Counts projects included GRS-IBS Bridge systems; eight GRS-IBS bridge systems were constructed in Oklahoma at the Kaw Nation, Apache Nation and the Kickapoo Nation.

Rhonda Fair, Director of Tribal Coordination in Oklahoma, presented project based partnerships and project-specific consultation which are her two focus areas. She further explained that Federal agencies are responsible for tribal consultation under Section 106 NEPA. There are 38 federally recognized tribes and nations in Oklahoma, 20 of which have THPOs. She explained Oklahoma's requirement to have a Tribal Advisory Board, it is a mandate under state law.

2. TTP Program Review and Briefing Reports: Erin Kenley, Director Office of Tribal Transportation, provided an overview of the FAST Act funding levels; she explained that there have been five continuing resolutions. 8.3% will be the obligation limitation for FY18. FHWA budgeted conservatively, they worked with the BIA to calculate the Tribal Shares. Ms. Kenley said that final Tribal Shares were authorized and that Tribes will be getting their full shares very soon.

TTP Safety Funds: There were 234 applications received totaling \$90 million; 94 were recommended for award totaling \$18 million. OST is reviewing for final approval. Awards will be made early summer. She explained that she has requested from OST that FHWA do the final award approval; it would make the process faster.

National Significant Federal Lands and Tribal Projects Program (NSFLTP) – To provide financial assistance to federal and tribal lands for significant projects. The funding from this program was initially from the general fund; for FY18, the Secretary may now award up to \$3 billion.

TIGER Discretionary Grant Program – 463 projects have been awarded for \$5.6 billion since 2009. There were four awards to Nunakautarmiut, Ute Mountain Ute, Turtle Mountain, and Lower Brule Sioux totaling \$39,176,835.

Better Utilizing Investment to Leverage Development (BUILD) Transportation Grants. There will be \$1.5 billion available through September 2020. BUILD replaces TIGER. The NOFO went out last week. The deadline is July 19, 2018. Webinars will be May 24, 29, and 31, 2018. Ms. Clark asked if TTP funds can be used as matching funds. Ms. Kenley said she would research the question. She also asked if Tribal applications will be vetted through the state.

Self-Governance Program – Meeting #7 was held in February 2018. The most recent draft Regulatory Language was in February 2018. The December 2018 deadline must be met; so the work has to be completed by then. OST hopes to issue the NPRM in June 2018.

Ms. Kenley concluded by saying that she is continuing to work on the GSA Xcess Equipment Program. They will start rolling-out the program; for how Federal Highway Tribes can access this equipment. Save the date for the rollout webinar is May 10, 2018.

LeRoy Gishi, BIA, presented an update on the BIA Tribal Transportation Program. There have been Leadership changes in BIA. The new Acting Director of the BIA is Daryl LaCounte. There has been a change in the Deputy Bureau Director, Office of Indian Services (BIA Central Office – Navajo Region). There will be Reorganization Listening sessions which are on-going now (for BIA staff).

Mr. Gishi said that there are now 573 federally recognized tribes (there were six Tribes now included in Virginia). FY2018 is the third year of the FAST Act. Factors affecting the statutory formula implemented under MAP-21 – rescissions (across the board cuts) Obligation Limitation or “Lop Off,” population database and the authorized amount. Ms. Clark asked what the process is to challenge the population database. Mr. Gishi said that from the HUD prospective, you can contact them to assist Tribes in doing so.

Mr. Gishi presented an update on the Continuing Resolutions; with the last one being CR #5 through March 23, 2018. The total to date that has been distributed is \$205 million (through March 23, 2018). The next step is to run the formula for FY2018 and allocate final shares.

A draft view of the Lop Off in funding was presented. In FY16 it was \$23,715,000, FY17 it was \$34,200,000 and in FY18 it was \$40,255,000 a difference of 1.1% from last year.

Mr. Gishi presented CR1-CR5 for Road Maintenance funding. Through CR5 \$13,690,720 was distributed. FY2018 Omnibus Appropriations became Public Law No 115-141 on March 23, 2018. It included an increase for Operation of Indian Programs and Road Maintenance. Road maintenance is funded at \$34,653,000 and includes \$1M to improve the condition of unpaved roads and bridges used by school buses transporting students; and \$1M for road maintenance for implementing the NATIVE Act (PL 114-221). The Bureau is directed to report back to the Committees within 60 days of enactment of this Act on how the Bureau plans to allocate the funds provided in the bill and the progress being made to implement the GAO recommendations outlined in the report GAO-17-423.

Road Maintenance Breakdown:

\$34,653,000 – Total Available

- \$1M to improve the condition of unpaved roads and bridges used by school buses transporting students
- \$1M for road maintenance in support of the NATIVE Act.

The Native American Tourism and Improving Visitor Experience Act or the NATIVE Act (Section 4). This bill requires the Department of Commerce, the Department of the Interior, and federal agencies with recreational travel or tourism functions to update their management plans and tourism initiatives to include Indian Tribes, tribal organizations, and Native Hawaiian organizations.

The plans must outline proposals to:

- Improve travel and tourism data collection and analysis
- Increase the usability of public information and federal websites
- Support national tourism goals
- Identify programs that could support tourism infrastructure in Native American communities
- Develop visitor portals and assets that showcase and respect the diversity of Native Americans
- Share local Native American heritage through the development of bilingual signage
- Improve access to transportation programs for building capacity for Native American community tourism and trade

The Interior and Commerce must work with a facilitator to provide technical assistance to Indian tribes, tribal organizations, and Native Hawaiian organizations regarding participation in the tourism industry, and to report on departmental efforts supporting such participation. The Smithsonian Institution must work with

Tribes and nonprofits to share collections and conduct joint research and projects with museums, educational organizations, and cultural organizations.

The May TIBC Meeting Actions/Follow Up: Update on Road Maintenance Survey; data format including review of QA/QC and TTP recommendations on NTTFI; TIBC Road Maintenance recommendations, follow up on tribal data exchange possibilities through the Chickasaw Nation. The milestone objective for the May meeting is to report to full Council.

The American Indian and Alaskan Native Tourism Association will be meeting in Isleta Pueblo, NM this year.

Mr. Gishi provided an update on the TTPCC membership. The membership cycle was presented.

Presentation of Revised 5704 Form: Sheldon Kipp, BIA, reviewed the form and discussed which fields are necessary in RIFDS. All of the fields that are in the inventory have been reviewed class by class and ownership. There is just a core list of fields that are required for the NTTFI. The revised matrix is similar to what is in the existing database. He discussed fields that are relevant and are not. There are seven fields that are currently not pertinent in the 5704 Form.

3. Travel Policies and Procedures:

Andy Căulum, Attorney, SOL, presented the required Travel Authorization; he explained that you are not on authorized travel until this form is complete and signed. The purpose of the Travel Authorization is to provide a review of travel and associated expenses in advance; it provides the vendor with necessary information to reserve travel accommodations; develops costs estimates for budget planning purposes and tracks the types and purposes of trips performed.

Requirements for air travel is a GSA Contract City-Pair airfare whenever possible. Coach class services, unless the traveler is pre-authorized to use another class of service or pays to upgrade the ticket with personal funds. US Flag air service, unless the travel is pre-authorized to use foreign air carrier, as permitted under regulations or an intentional agreement. DOI requires travelers to use GSA contract City-Pair airfares travel if no identified exception exists.

Exceptions to use non contract: Space is not available on scheduled City-Pair flights to accomplish the purpose of the TDY trip on time. Use of City-Pair flights would require that the traveler incur unnecessary overnight stays.

The traveler must complete a cost comparison (airfare versus POV). The cost comparison must use the lower POV mileage rate when computing the actual expense mileage reimbursement. Per diem is not authorized for any non-

compensable days that are required to reach the TDY destination the traveler chose to travel via POV.

Cost Comparison: POV mileage more than 350 miles one way should have a cost comparison completed and attached to the travel package. The cost comparison should show all costs associated with the travel.

Government Travel Regulations requires we use the Government Contract Carrier if available. Space or a scheduled contract flight is not available in time to accomplish the purpose of your travel, or the use of the contract carrier service would require unnecessary overnight costs. A non-contract carrier offers a lower fare available to the general public.

Lodging Costs: Traveler must follow the prudent person rule when obtaining lodging for the TDY travel and consider the least expensive lodging. If lodging cost exceeds the per diem rate for the pre-authorized TDY location and the traveler did not obtain pre-travel approval, the difference is not a reimbursable expense.

Rental car: Rental car is to be approved by the TTPCC Chair or Co-Chair. One rental car per Region. Rental car should be authorized only when the use is advantageous to the Government. The traveler must rent a compact size car. Rental car must be obtained by using TMC. Travelers must not authorize rental car companies to include the prepaid fuel option. Rental car upgrades are allowed when sharing the rental vehicle with two or more Government employees or committee members; accommodate the transportation of a large amount of Government equipment; and accommodate a traveler's physical size such that a compact vehicle would not allow for safe operation of the vehicle.

Within 5 business days of the end of travel, the traveler must submit all receipts.

Travel advance: BIA will only reimburse the traveler. It is the responsibility of the traveler to repay the advance back to the Tribe provided in full. If the invitational traveler still does not repay after the two requests, the sponsoring office can initiate collection actions.

4. Tribal Transportation Assistance Program (TTAP) Discussion

Victoria Peters, Local Aid Program provided a summary of the upcoming trainings and webinars through the TTAP program. She announced that the next NTTC meeting will be held in September; she welcomed Tribe's to give presentations. She also said that all classes and webinars are listed on the TTAP website. The new TTAP Center will be sending out email blasts weekly for upcoming trainings. In the next week there will be a new TTAP newsletter. Training in May, the TTAP will be in 10 states; and all five virtual centers are now out doing training. www.ttapcenter.org is the website to see upcoming training and to register for classes.

Mr. Molin角度 asked about the Committee's concern about meeting locations; he requested attendance and participant. Chairperson Clark stated her concern that the first year is nearly over and would like to know what the plans are for the future. She further explained that at this meeting, it was a planned discussion, not another presentation. Mr. Longbrake further stated that the trainings are not flexible enough. Mr. Moilanen stated that his constituents felt that the new TTAP trainings were very similar to the LTAP trainings. Mrs. Hostler inquired about the letter to Mr. Furst; Ms. Peters said that he did respond to the letter stating that he would not be able to make this meeting. Ms. Peters further stated that she has had positive feedback from trainings. Ms. Clark further stated that the TTPCC was communicating with the University of Virginia; and has requested their attendance at the Committee meetings. Ms. Peters said that the University of Virginia does not work at the program level; it is up to her office. Mrs. Hostler said she feels that the TTPCC is not getting the response that we need; and that ultimately we are responsible for the recommendations to the DOI and reporting out to our respective Tribes. She further stated that the Committee's request is not being heard; and feels disrespected. Mr. Furst should make an effort to meet with the Committee. Ms. Ballay asked if there was a way to combine resources by coordinating conferences; and asked if the TTAP could reschedule. Ms. Peters said that there is not a way to reschedule and there has not been any coordination of the two conferences.

5. Committee Workgroup Assignments:

- Mr. Silversmith, Chair of the Operations workgroup, explained that the Operations Manual is being updated. He further explained that Mr. Brian Allen, FHWA agreed to review the document first and make necessary revisions. This process has been completed; and the Operations Workgroup now needs to re-review and revise the Manual. Ms. Clark said that the Operations Workgroup should also be working on the website
- The Administrative Workgroup will review the GIS project and the required fields in the RIFDS form; and that these two issues will take most of the workgroups time. Ms. Hostler also recommended that the TTAP discussion also be discussed at the Administrative workgroup. Ms. Van Buren said the QA/QC committee also needs to be discussed

6. Discussion of Support Letters:

Ms. Carmesin expressed her concern that the TTPCC should not provide support letters for grant applications. Ms. Clark said that it should not be an agenda item; that it will be a case-by-case basis.

Wednesday, May 2, 2018

Call to Order: Dakota Longbrake, TTPCC Co-Chair, called the meeting to order at 8:00AM.

Members Present:

Jody Clark, Eastern Region
Dakota Longbrake, Great Plains
Arthur Muller, Southern Plains
Mike Moilanen, Midwest
Wayne Wylie, Eastern Oklahoma
Sandra Shade, Western
Larry Jackson, Western
Jacque Carmesin, Pacific
Christy Van Buren, Southwest
Shawna Ballay, Southwest
Garret Silversmith, Navajo
Mary Beth Clark, Northwest
Jeremy Whipple, Eastern
LeRoy Gishi, BIA
Erin Kenley, FHWA

Guests:

Dave Kelly, Great Plains
Michael Cardwell, Northwest
Howard Brown, Rocky Mountain
Clarence Daniel, Alaska
Brett Blackdeer, Midwest
Johnathan Nez, Navajo

Guests:

Jeff Aguino, Southwest
Bill Blankenship, Eastern Oklahoma
Timothy Martinez, Southwest
Doug Roberts, FHWA
Matt Jaffe, Attorney
Robin Potter, Southern Plains
Kenneth Gilmore, Osage Nation
Amy Hill, Muscogee Creek Nation
Randi Hardin, Attorney

Terry Muller
Luci Nears, FTA Region VI
Chris McCray, Southern Plain
Zach Roberts
Stephen Calvert, Southwest
Michael Willis, Attorney
Kocyln Spiniard, Muscogee Creek Nation
Harold LaJarge, Eastern Oklahoma
Andrea Deseon, Southern Plains

1. Roll Call: Christy Van Buren, Committee Secretary, completed Roll Call. 10 regions were present including Great Plains, Southern Plains, Midwest, Eastern Oklahoma, Western, Pacific, Southwest, Navajo, Northwest, and Eastern Regions. A quorum was established

1. Discussion Items:

1. FY2018 Nationally Significant Federal Lands and Tribal Projects
 - The project must be a single continuous project.

- confined to a single transportation facility that provides access to/within a federal or tribal land.
 - under one contract; and
 - provides direct, seamless access to tribal community services, high use recreation destination locations or economic generators.
- The project must be on a Federal lands transportation facility, a Federal lands access transportation facility, or a tribal transportation facility
- The NEPA process must be complete, meaning:
 - There must be a record of decision, if the NEPA class of action is an environmental impact statement;
 - There must be a finding of no significant impact, if the NEPA class of action is an environmental assessment; or
 - There must be a determination that the project is a categorical exclusion under the lead Federal agency's NEPA policies; and
- The project must have an estimated construction cost of at least \$25 million.
- Projects \$50 million or more will get priority consideration in the selection process.
- The project is for construction, reconstruction, or rehabilitation of transportation facilities, i.e., program funds are not eligible for project design.
- The projects will be selected based on Statutory and Departmental Criteria.
- There are 9 statutory requirements, so in accordance with the FAST Act the FHWA will consider the extent to which a project:
 - Furthers the goals of the USDOT, including state of good repair, economic competitiveness, quality of life, and safety;
 - Improves the condition of critical transportation facilities, including multimodal facilities;
 - Needs construction, reconstruction, or rehabilitation;
 - Has costs matched by funds that are not provided under this Program. The FHWA will rank projects with a greater percentage of other sources of matching funds ahead of those with lesser matches;
 - Is included in or eligible for inclusion in the National Register of Historic Places;
 - Uses new technologies and innovations that enhance the efficiency of the project;
 - Is supported by funds, other than funds received under the Program, to construct, maintain, and operate the facility;
 - Spans two or more States; and
 - Serves land owned by multiple Federal agencies or Indian tribes.
- After applying the Statutory criteria, FHWA will take into account these 5 key Departmental objectives:
 - Supporting economic vitality at the national and regional level;
 - Utilizing alternative funding sources and innovative financing models to attract non-Federal sources of infrastructure investment;
 - Accounting for the life-cycle costs of the project to promote the state of good repair;
 - Using innovative approaches to improve safety and expedite project delivery; and

- Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.
- Review and Selection Process – The FHWA will establish an evaluation team to review each application received by FHWA prior to the application deadline.
- The final funding decisions will be made by the Secretary of Transportation.

2. FHWA Finance Office Presentation: Doug Roberts, FHWA Financial Specialist, said he has been asking the Tribes the following questions

- What are your current financial concerns?
- What are the consequences?
- Barriers or limits to solving these issues?

He has spent the last couple of months reviewing Tribe's single audit findings. He is tracking the audit findings for all of the Tribes. He provided an eLearning demonstration on financial and administrative internal controls. Single audit findings should be avoided. The framework should have a new module published every other month with an eLearning video, a self-assessment tool and a procedures template. In 14-18 months a good internal controls framework could be accomplished. After getting feedback from Tribes, Mr. Roberts has targeted several module topics.

Cindy Ptak, FHWA, said that Mr. Roberts was hired to better coordinate the program; frequently Tribal programs are disconnected with their finance offices.

3. FHWA Safety Report Update: Ms. Kenley reported that in many states the Native American population is disproportionately represented in motor vehicle fatalities and crash statistics. Improved crash reporting would facilitate safety planning and would enable Tribes to apply successfully for state and federal funds for safety improvements. Without more accurate reporting of crashes, it is difficult or impossible to fully understand the nature of the problem and create more successful countermeasures. FHWA is now required to give two reports to Congress: Tribes and Safety Data and Options to Improve Safety.

The report purpose describes the quality of existing safety data, recommends crash data improvements, identifies electronic crash reporting options, and identifies funding. The methodology is largely based on survey information, literature search, and existing statewide studies. The information was completed via survey and questionnaires. 152 Tribal governments responded. 22 state governments also responded.

The second report due to congress included a twofold evaluation and RTC, evaluation, identify and evaluate options for improving safety on public roads on Indian reservations, and a report describing the results of the study.

The seven emphasis area are:

- Safety Planning
- Data improvement
- Roadway departure
- Impaired driving
- Pedestrian safety
- Availability of public safety services
- Occupant protection

Recommendations in the second report are to practice collaborative “4E” approach to safety, develop safety plans, and direct resources towards evidence based priorities with evidence based strategies.

The steering committee was established in 2007. The contact information is <http://tribalsafety.org/sms/committeemembers> Adam Larsen, FHWA leads the steering committee.

4. TIGER IX Update: Ms. Kenley presented the TIGER IX recipients:
 1. Nunakauyarmiut Tribe (Alaska) awarded \$10,176,835 for 21 miles of improvement to existing trails
 2. Ute Mountain Ute Tribe awarded \$2,000,000 to add 6,000 ft. passing lanes plus roadside improvements
 3. Turtle Mountain Band of Chippewa Indians awarded \$6,000,000 to reconstruct 5 miles of road
 4. Lower Brule Sioux Tribe awarded \$21,000,000 to reconstruct a BIA road. It is the only east-west route on the reservation
5. Update on GIS Workgroup: Garret Couch, President, National Tribal GIS Support Center, and from the Shawnee Tribe, presented the Tribal GIS Transportation Tools. The National Tribal Geographic Information Support Center. The web site TribalGIS.com is run by the National Tribal Geographic Information Support Center. The NTGISC organization is a 501c3 nonprofit organization that was organized in 2008. NTGISC currently has over 500 members from over 250 tribes throughout the country. The NTGISC facilitates the national Tribal GIS conference, maintains a national Tribal GIS list, assists in communication with members, provides recommendations to tribes, assists in organizing meetings, and develops working relationships with other Tribal organizations.

There was a GIS pilot project that started in 2010; the pilot project started with a draft MOU presented to the BIA for review in 2012. The MOU was finalized on October 9, 2014; there was no funding attached to the MOU and the goal was to further GeoSpatial interest in Indian Country.

The third draft of the standardized data schema was completed in June 2017. Sheldon Kipp has the final draft for BIA review. Next steps:

- BIADOT to complete review of data model data fields and structure. Comments due by June 1, 2018
- Review and incorporate BIADOT comments in June-July 2018
- Complete Tribal GIS Transportation Tools suite
- Release required training schedule July 2018
- Conduct initial training class September 2018

There is not a help desk. There will be a two-day workshop for Tribes to attend.

How to obtain the tools:

1. Must be a member of NTGISC
2. Must attend a Tribal GIS Transportation Tools Training Class
3. Training schedule will be announced in July 2018

Mr. Couch said that Tribes need to adopt new GIS systems. He believes that it will take Tribes a year to adopt it. All of the data needs to be consistent.

6. Federal Transit Administration (FTA) Updates

Lucy Nears, FTA Region 6, Tribal Liaison presented the FTA Tribal Transit program. MAP-21 continued and modified the TTP with the Formula program. Discretionary program funding is \$5 million per year; and the Formula program is \$25 million. The FAST Act increased the Formula Program to \$30 million per year; and the discretionary program remained at \$5 million. Region VI Tribal Funding – there are 12 tribes in Oklahoma; and there are 10 Tribes in New Mexico. There was \$7,489,981 for Oklahoma and \$612,798 in funding for FY17 in New Mexico.

The statutory formula apportionment is:

- Tier 1: 50% based on vehicle revenue miles
- Tier 2: 25% is based on Tribes providing at least 200,000 vehicle revenue miles
- Tier 3: 25% based on Tribes providing public transportation on tribal lands as identified by NAHASDA.

FTA published the FY2018 Apportionment Notice in April (it was for ½ of the year). FTA apportioned formula funds to approximately 124 tribes. Participation under the formula funds is always increasing. Eligible projects are for capital, planning, operating, job access and reverse commute. It is 100% grant funded, there is no match required for formula funding.

FTA solicited proposals for the FY17 competitive program funds (discretionary) through a NOFO on January 19, 2018. These are 5311(c) funds through state DOT's. Competition closed on March 20, 2017.

5339 is for bus and bus facilities program (capital only). ODOT received \$3.6 million to purchase replacement vehicles and NMDOT was awarded \$3.6 million for NCRTD to construct a new maintenance facility in Espanola, NM.

TTP Technical Assistance Assessments: FTA began conducting TTP Technical Assistance Assessments in FY15. Larger Tribes are visited first by FTA.

- Assessments are designed for FTA to collaborate with tribal transit leaders
- Identify areas in need of improvement and then assist to put solutions in place to address these needs
- FTA offers workshops to prepare tribes for TA Assessments
- Assessments will continue during the summer of FY18

Transit Asset Management: In June 2016, FTA published the Final Rule for TAM, which requires FTA grantees to develop asset management plans for their public transportation assets. The TAM planning process is meant to help agencies establish a strategic and systematic process for operating, maintaining and improving public transportation capital assets through their entire life cycle. This is a new requirement. TAM Plans are self-certified by the grantee's accountable executive. Certifications and assurances will reflect that the TAM is complete. In 2018 the TAM Plan needs to be completed and should be updated every four years.

The meeting adjourned at 4:05PM for a drone demonstration by CPN.

Thursday, May 3, 2018

Call to Order: Jody Clark, TTPCC Chair, called the meeting to order at 8:22AM

Members Present:

Jody Clark, Eastern Region
Dakota Longbrake, Great Plains
Arthur Muller, Southern Plains
Mike Moilanen, Midwest
Wayne Wylie, Eastern Oklahoma
Sandra Shade, Western
Larry Jackson, Western
Jacque Carmesin, Pacific
Christy Van Buren, Southwest
Shawna Ballay, Southwest
Garret Silversmith, Navajo
Mary Beth Clark, Northwest
Jeremy Whipple, Eastern
LeRoy Gishi, BIA
Erin Kenley, FHWA

Members Not Present:

Dave Kelly, Great Plains
Michael Cardwell, Northwest
Howard Brown, Rocky Mountain
Clarence Daniel, Alaska
Brett Blackdeer, Midwest
Johnathan Nez, Navajo

Guests:

Jonah Begay, Navajo
Robin Potter, Southern Plains
Justin Neely, CPN
Carla Edwards
Sheldon Kipp, BIA
David Tano, Northwest Region

Bill Blankenship, Choctaw
Matt Jaffe, Attorney
Chris McCray, Southern Plains
Samuel Riffel, Southern Plains
Andrea DeLeon, Southern Plains

I. Action Items:

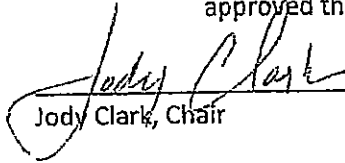
1. Roll Call: Christy Van Buren, Committee Secretary, completed Roll Call. 10 regions were present including Great Plains, Southern Plains, Midwest, Eastern Oklahoma, Western, Pacific, Southwest, Navajo, Northwest, and Eastern Regions. A quorum was established
2. Mike Moilanen moved to approve the resolution concerning the GIS project that recommends BIADOT to keep using the existing ITIMS database housed within BIA as official system of record, move to a more robust GIS environment during the development of the new database, and recommends that BIADOT prepare a step by step implementation and timeline; Ms. Carmesin seconded; 0-opposed; motion passed.
3. Ms. Carmesin moved to use revised 5704 Form as a working document as it was revised today; Mr. Longbrake seconded; 0-opposed; motion passed
4. Mike Moilanen moved to approve the letter concerning the TTAP program; Ms. Shade seconded; 0-opposed; motion passed.
5. Ms. Carmesin moved to accept the Operations workgroup report; Mr. Silversmith seconded; 0-opposed; motion passed
6. Mr. Muller moved to accept the May 1-3, 2018 minutes; Mrs. Shade seconded; 0-opposed; motion passed
7. Adjourn: Ms. Carmesin moved to adjourn at 2:04PM; Ms. Ballay seconded; 0-opposed; motion passed

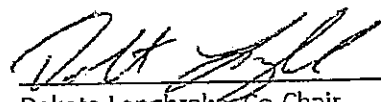
II. Discussion Items:

1. Workgroup Reports & Recommendations: The Full Committee reviewed and discussed the 5704 Form. Mr. Kipp also reviewed the form and discussed what is required in the NTTFI. A discussion took place concerning road ownership. It was clarified that the ownership field in RIFDS refers to maintenance, not land ownership. Sheldon Kipp further reviewed the 5704 Form; a discussion followed.

Dakota Longbrake requested an update on the QA/QC Committee. Mr. Kipp said that the Committee will meet again before the next TTPCC meeting.

The Operations Workgroup presented a letter regarding TTAP's lack of consultation and engagement with the TTPCC. The letter was modified and approved through motion.


Jody Clark, Chair


Dakota Longbrake, Co-Chair

ADA Compliance training in our region

Robert Kuipers

Thu 5/10/2018 4:26 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>; Grantsprojects@cityofgrants.net <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>; Les Gaines <l.gaines@cityofgrants.net>; 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>;

 1 attachments (186 KB)

LTAP ADA Compliance Trng, 5.30.18_Gallup, 5.31.18_Farmington.pdf;

RTPO members:

Reminding you about this training opportunity - should be free for most of our members.

May 30 in Gallup, May 31 in Farmington.

Register online via the UNM - LTAP website.

-Bob Kuipers

rkuipers@nwnmcog.org

New Mexico LTAP Center

(<http://ltap.unm.edu>)

NMLTAP Center Training

Upcoming Courses

We are continuing to develop a new set of trainings to be held in 2018. Please contact us ([../contact/index.html](#)) for additional training requests.

ADA Compliance Program Training

This full-day course provides attendees with an understanding of the authorities, regulations, and coverage of the program; overview of the FHWA's ADA compliance program; and clarifies ADA compliance standards. Participants, whether recipient entities, will know the recipients and public entities' responsibilities under the ADA and related statutes.

Please click on a date and time below to register. This course is being provided for free in partnership with FHWA and NMDOT. Training registration is for Local, Tribal and Federal agency employees only. NMDOT Employees - please contact Linda Ramos (linda.ramos@state.nm.us) for registration information.

5/30/2018 8:00am - 4:00pm (https://forms.unm.edu/forms/gallup_ada_training_2018)	Gallup	Free for Local/Tribal NMDOT and FHWA
5/31/2018 8:00am - 4:00pm (https://forms.unm.edu/forms/farmington_ada_training_2018)	Farmington	Free for Local/Tribal NMDOT and FHWA

Road Safety 365

This one-day workshop focuses on processes for incorporating safety into all aspects of local and rural road projects, and on safety as a priority through inclusion in the traditional decision-making process—365 days a year. The course stresses the importance of road safety, and illustrates how it can be integrated into rural/local transportation project development at all stages: planning, construction, implementation, operations, and maintenance. Through practical exercises and facilitator-led discussions, the course is on operations and maintenance to reflect the predominant, day-to-day responsibilities of rural/local transportation agencies. Benefits and potential cost savings of safety initiatives are shown using examples from rural/local agencies.

Please click on a date and time below to register.

5/22/2018 8:30am - 4:00pm (https://forms.unm.edu/forms/road_safety_365_course)	Albuquerque	Free for Local/Tribal NMDOT and FHWA
---	-------------	---

NHI Transportation Performance Management for Pavements

Recent legislation has resulted in new requirements for national performance measures and targets in several measure are including pavement conditions. Moving Ahead for Progress in the 21st Century Act (MAP-21) established the requirements, America's Surface Transportation (FAST) continued them. Most States and other transportation agencies have established measures for pavement conditions; however, few transportation officials have experience in managing a performance-based with specific outcome-oriented pavement targets.

This course is intended to review concepts in Transportation Performance Management (TPM), identify specific measures characterizing pavement conditions, and provide methods for analyzing and recommending pavement condition targets and approaches for monitoring pavement networks. One important aspect of TPM is monitoring performance once targets have established and using information on current performance to guide decision making. The final portion of the course focuses performance monitoring and approaches for updating performance targets over time.

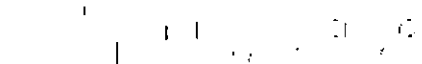
The target audience for this course primarily consists of professionals responsible for pavement analysis, pavement project evaluation of pavement investment strategies and associated risks, recommending pavement targets, and monitoring pavement condition. This audience may include pavement engineers, asset managers, planners, performance management, and program staff of State and local agencies, consultants, and FHWA staff.

Please click on a date and time below to register.

6/12/2018 8:00am - 5:00pm (https://forms.unm.edu/forms/nhi_pavements_course)

Santa Fe

Free for MPO, RTP
NMDOT Staff

 (<http://www.unm.edu>)

© The University of New Mexico
Albuquerque, NM 87131, (505) 277-0111
New Mexico's Flagship University

 (<https://www.facebook.com/universityofnewmexico>)  (<http://instagram.com/uofnm>)
 (<https://twitter.com/unm>)  (<http://uofnm.tumblr.com>)  (<http://www.youtube.com/user/unmlive>)

more at social.unm.edu (<http://social.unm.edu>)

Accessibility (<http://www.unm.edu/accessibility.html>) Legal (<http://www.unm.edu/legal.html>)

Contact UNM (<http://www.unm.edu/contactunm.html>)

New Mexico Higher Education Dashboard (<http://nmhedss2.state.nm.us/Dashboard/index.aspx?ID=21>)

ADA Compliance Program Training

Course Registration

5/30/2018 8:00am - 4:00pm

El Morro Events Center

210 S. Second Street

Gallup, NM 87301

Please complete all fields to register for the course.

Name *

First Name

Last Name

Agency *

Agency Type *

☐ Local/Tribal ☐ Federal ☐ Private

Address *

City

State

ZIP Code

Work Phone *

Email *



Submit Form



Form secured by **Formstack**

ADA Compliance Program Training

Course Registration

5/31/2018 8:00am - 4:00pm

Farmington MPO Offices

100 W. Broadway

Farmington, NM 87401

Please complete all fields to register for the course.

Name *

First Name

Last Name

Agency *

Agency Type *

☐ Local/Tribal ☐ Federal ☐ Private

Address *

City

State

ZIP Code

Work Phone *

Email *



Submit Form



Form secured by **Formstack**

Fw: PIP Survey for Distribution

Robert Kuipers

Thu 5/31/2018 4:44 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>; Grantsprojects@cityofgrants.net <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoen@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: ffillerup@sjcounty.net <ffillerup@sjcounty.net>; Alicia Santiago <asantiago@gallupnm.gov>; Les Gaines <l.gaines@cityofgrants.net>; 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>; Evan Williams <ewilliams@nwnmcog.org>;

Importance: High

NWRTPO Members:

Please contribute as you are able to the survey (link below) regarding public participation strategies. What works best in your region and experience?

Survey is open until June 6.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>

Sent: Wednesday, May 30, 2018 9:17 AM

To: Robert Kuipers

Subject: FW: PIP Survey for Distribution

Hi Bob,

Per Rosa's below email, it would be sincerely appreciated if you could distribute the below link to the PIP survey (if you haven't already) to RTPO members. And, of course, your input would be very valuable as well.

Thanks in advance,

Neala

MPOs/RTPOs,

As mentioned at the Joint Meeting in March, NMDOT is currently updating its Public Involvement Plan (PIP). As part of this effort, we have prepared a brief online survey that we would appreciate your help distributing. We are trying to understand the effectiveness of various public involvement strategies and whether various public involvement strategies work differently in different geographic areas of the state.

We would appreciate your forwarding the survey link below to your membership (Tribal/Local Public Agencies, transit providers, other agencies, etc.). We would also appreciate your responses to the survey. The survey takes approximately 5 minutes to complete.

https://docs.google.com/forms/d/e/1FAIpQLSeogvgReBfgAhXb78LsPOI_xctTvh4fD91wG3bejDBUNaRN8g/viewform

The survey closes in two weeks, on Wednesday, June 6.

Thanks again for your assistance and please let me know if you have any questions!

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

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us

Fw: NMDOT's RTP and TAP call for applications

Robert Kuipers

Fri 6/1/2018 5:41 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>; Grantsprojects@cityofgrants.net <Grantsprojects@cityofgrants.net>; publicworks@villageofmilan.com <publicworks@villageofmilan.com>; Larry Joe <ljoenavajodot.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>; Les Gaines <l.gaines@cityofgrants.net>; 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>;

📎 5 attachments (2 MB)

NMDOT TAP-RTP Guide FFY20-21.pdf; 2018_0403 NMDOT_PFF.docx; NMDOT_PIF.docx; 2018_0105_GTG Agreement_Boilerplate.pdf; RTP TAP Application_FFY2020 plus.pdf;

RTPO members and DOT colleagues:

The call for projects has commenced for the Transportation Alternatives Program, and the Recreational Trails Program funding applications.

These will correlate time-wise rather closely to our Call for Projects for the RTIPR; requiring PFF's, PIF's, and a TAP/RTP Application.

Final applications are due November 30, 2018. Reference below.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Glendenning, Shannon, NMDOT <Shannon.Glendenning@state.nm.us>

Sent: Friday, June 1, 2018 11:05 AM

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

Kuipers; Christina Stokes; Brandon Howe; Keith Wilson

Cc: Krueger, Neala, NMDOT; Shutiva, Ron, NMDOT; Nelson, David, NMDOT; Griffin, Jessica, NMDOT; Kozub, Rosa, NMDOT; Nelson, David, NMDOT; Herrera, Jolene M, NMDOT

Subject: NMDOT's RTP and TAP call for applications

Greetings MPOs/RTPOs—

The New Mexico Department of Transportation (NMDOT) is opening a call for applications for the Recreational Trails Program (RTP) and Transportation Alternatives Program (TAP-Small Urban, TAP-Rural and TAP-Flex) via the Active Transportation and Recreational Programs Guide (attached). This call is for projects starting in *either* Federal Fiscal Year 2020 or 2021 and being phased in subsequent years. Please reference the attached NMDOT Active Transportation Programs Guide for full details of the programs, including eligible entities, projects and activities, estimated annual funding amounts, and key deadlines. The electronic versions of the Guide, program specific applications and recently updated Project Prospectus Form and Project Feasibility Forms are available on our website (<http://dot.state.nm.us/content/nmdot/en/Planning.html#ATRP>), to be updated early next week. The materials are also attached.

Planning - New Mexico Department of Transportation (NMDOT)

dot.state.nm.us

Government to Government 1. The Statewide Planning Bureau's Government to Government (GTG) Unit monitors state and federal legislation pertaining to transportation appropriations and policies; conducts research into national Best Practices related to state transportation planning programs; develops and oversees implementation of the 2040 ...

Each MPO and RTPO should establish separate deadlines and processes for entities in their planning areas for review of applications and final submittal. Eligible applicants are encouraged to work closely and early with their respective MPO/RTPO staff. Application packets are due from the MPOs and RTPOs to NMDOT no later than Close of Business **November 30th, 2018** through the FTP site. I will share additional details on the FTP site as the deadline approaches.

If you have any questions for either program please contact me at this email address (Shannon.glendenning@state.nm.us). Thank you for your interest, please share this call for applications with any entity that may be interested!

Shannon

Shannon Glendenning
Urban and Regional Planner
New Mexico Department of Transportation
P.O. Box 1149

Santa Fe, NM 87504

Office: (505)827-5117

Cell: (505)231-4300

Email: Shannon.Glendenning@state.nm.us

Fw: NMDOT's RTP and TAP call for applications

RK

Robert Kuipers

Mon 6/4/2018 5:06 PM



Reply all | v

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: Alicia Santiago <asantiago@gallupnm.gov>; Les Gaines <l.gaines@cityofgrants.net>;
milanclerk@villageofmilan.com; kbenally@navajodot.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;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams

NMDOT PPF 2018 Upda... v
156 KB

Download Save to OneDrive - Northwest New Mexico Council of Governments

Good afternoon RTPO members:

Note (reference below) that the P.I.F. is not used for TAP and RTP projects - rather the attached **Project Prospectus Form (PPF)**.

In the mean time, we may still need the PIF to get any of these projects into our RTIPR next Spring; but for the TAP and RTP application packages **use the PPF** rather than the PIF (Project Identification Form).

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Glendenning, Shannon, NMDOT <Shannon.Glendenning@state.nm.us>

Sent: Monday, June 4, 2018 7:55 AM

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

Cc: Krueger, Neala, NMDOT; Shutiva, Ron, NMDOT; Nelson, David, NMDOT; Griffin, Jessica, NMDOT; Kozub, Rosa, NMDOT; Nelson, David, NMDOT; Herrera, Jolene M, NMDOT
Subject: RE: NMDOT's RTP and TAP call for applications

Good morning, All,

I realized I sent along an incorrect form. Please find attached the updated Project Prospectus Form and use this instead of the Project Identification Form.

My apologies for any confusion.

Thanks!

Shannon

Shannon Glendenning
Urban and Regional Planner
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504
Office: (505)827-5117
Cell: (505)231-4300
Email: Shannon.Glendenning@state.nm.us

From: Glendenning, Shannon, NMDOT

Sent: Friday, June 1, 2018 11:06 AM

To: Andrew Wray <awray@las-cruces.org>; Dave Pennella <DPennella@mrcog-nm.gov>; Roger Williams (rwilliams@ELPASOMPO.ORG) <rwilliams@ELPASOMPO.ORG>; Mark S. Tibbetts (mstibbetts@santafenm.gov) <mstibbetts@santafenm.gov>; Michael Medina (mmedina@elpasompo.org) <mmedina@elpasompo.org>; Steven Montiel <SMontiel@mrcog-nm.gov>; Murphy, Tom <tmurphy@las-cruces.org>; Holton, Mary <mholton@fmtn.org>; Eric Ghahate <ericg@ncnmedd.com>; jarmijo@sccog-nm.com; Mary Ann Burr <mbsnmedd@plateautel.net>; Priscilla Lucero, SWCOG <PriscillaLucero@swnmcog.org>; Gaiser, Sandra <sgaiser@mrcog-nm.gov>; Erick Aune (ejaune@santafenm.gov) <ejaune@santafenm.gov>; Cerrisse Grijalva <grijalvac1@swnmcog.org>; Sandy Chancey <schancey@epcog.org>; arael@sccog-nm.com; Holton, Mary <mholton@fmtn.org>; Christina Stokes (cstokes@elpasompo.org) <cstokes@elpasompo.org>; vsoule@epcog.org; Evan Williams (ewilliams@nwnmcog.org) <ewilliams@nwnmcog.org>; Jeff Kiely - Northwest New Mexico COG (jkiely@nwnmcog.org) <jkiely@nwnmcog.org>; Garcia, Derrick <degarcia@fmtn.org>; Dennis Salazar <denniss@ncnmedd.com>; Michael McAdams (mmcadams@las-cruces.org) <mmcadams@las-cruces.org>; Dominic Loya (dloya@las-cruces.org) <dloya@las-cruces.org>; Bob Kuipers (rkuipers@nwnmcog.org) <rkuipers@nwnmcog.org>; Christina Stokes <cstokes@ELPASOMPO.ORG>; Brandon Howe

<BHowe@mrcog-nm.gov>; Keith Wilson <kpwilson@ci.santa-fe.nm.us>

Cc: Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT (ron.shutiva@state.nm.us) <ron.shutiva@state.nm.us>; Nelson, David, NMDOT <David.Nelson@state.nm.us>; Griffin, Jessica, NMDOT (Jessica.Griffin@state.nm.us) <Jessica.Griffin@state.nm.us>; Kozub, Rosa, NMDOT <Rosa.Kozub@state.nm.us>; Nelson, David, NMDOT <David.Nelson@state.nm.us>; Jolene Herrera <JoleneM.Herrera@state.nm.us>

Subject: NMDOT's RTP and TAP call for applications

Greetings MPOs/RTPOs—

The New Mexico Department of Transportation (NMDOT) is opening a call for applications for the Recreational Trails Program (RTP) and Transportation Alternatives Program (TAP-Small Urban, TAP-Rural and TAP-Flex) via the Active Transportation and Recreational Programs Guide (attached). This call is for projects starting in *either* Federal Fiscal Year 2020 or 2021 and being phased in subsequent years. Please reference the attached NMDOT Active Transportation Programs Guide for full details of the programs, including eligible entities, projects and activities, estimated annual funding amounts, and key deadlines. The electronic versions of the Guide, program specific applications and recently updated Project Prospectus Form and Project Feasibility Forms are available on our website (<http://dot.state.nm.us/content/nmdot/en/Planning.html#ATRP>), to be updated early next week. The materials are also attached.


Each MPO and RTPO should establish separate deadlines and processes for entities in their planning areas for review of applications and final submittal. Eligible applicants are encouraged to work closely and early with their respective MPO/RTPO staff. Application packets are due from the MPOs and RTPOs to NMDOT no later than Close of Business **November 30th, 2018** through the FTP site. I will share additional details on the FTP site as the deadline approaches.

If you have any questions for either program please contact me at this email address (Shannon.glendenning@state.nm.us). Thank you for your interest, please share this call for applications with any entity that may be interested!

Shannon

Shannon Glendenning
Urban and Regional Planner
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504
Office: (505)827-5117
Cell: (505)231-4300
Email: Shannon.Glendenning@state.nm.us

Fw: Local Government Road Fund FY-19 Agreements due by 8/30/2018

RK Robert Kuipers     Reply all | v

Thu 6/7/2018 9:05 AM

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

Cc: gporter@co.cibola.nm.us; Alicia Santiago <asantiago@gallupnm.gov>; Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.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; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us> ^

RTPO Members:

Local Govt. Road Fund agreements coming due soon - please heed Bill's advice below.

-Bob Kuipers

rkuipers@nwnmcog.org

From: Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>

Sent: Wednesday, June 6, 2018 1:06 PM

To: David Silversmith; 'ddeutsawe@puebloofacoma.org'; Grantsprojects@cityofgrants.net; villageofmilan@villageofmilan.com; 'Linda.Cooke@catroncountynm.gov'; Giron, Andre; Ronald Tarazoff; 'abegay@navajodot.org'; Jim Hooper (jhooper@lagunapueblo-nsn.gov); bjherrera@lagunapueblo-nsn.gov; Ray Lucero (rlucero@lagunapueblo-nsn.gov); Martinez, German; Alicia Santiago (asantiago@gallupnm.gov); 'jirving@co.mckinley.nm.us'; Donna Fambrough

Cc: Garcia2, JoAnn, NMDOT; Kazmi, Arif, NMDOT; Shutiva, Ron, NMDOT; Fletcher, Kate; rwsdapat@outlook.com; Holiday, Marticia, NMDOT; Robert Kuipers; Martinez, Clarissa, NMDOT

Subject: Local Government Road Fund FY-19 Agreements due by 8/30/2018

Good afternoon LGRF Participants,

I just want to remind everyone that all entities' will need to get their FY-2019 LGRF Agreements back to us as soon as possible (before 8/30/2018) for full execution. For some the process is lengthy and as soon as you can get your Board/Commission meeting to sign and approve a Resolution for each of your LGRF projects along with a cost Estimate Summary. When drafting