



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

AGENDA PACKET

RTPO Technical/Policy Committee Meeting

Wednesday, February 14, 2018

10:00AM – 2:00PM

McKinley Office of Emergency Management

2221 Boyd Ave., Gallup, NM



Special Thanks to McKinley County

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Technical/Policy Committee Meeting

Wednesday, February 14, 2018

10AM – 2PM

McKinley Office of Emergency Management
2221 Boyd Ave.
Gallup, NM

AGENDA

- I. Call to Order and Introductions.....Jeff Irving, *NWRTPO Chair*
- II. Agenda – Review & Approval.....Jeff Irving
- III. Minutes of 1/10/18 – Review & Approval.....Jeff Irving

ACTION ITEMS: no policy or action approval this meeting

DISCUSSION / PRESENTATION ITEMS:

- IV. Local Government Road Fund Presentation – *Applications due 3/15/18*..... JoAnn Garcia, NMDOT District 6
- V. Annual RTPO Member Survey, and Trainings Attended by Members.....Robert Kuipers
Requesting that RTPO members complete and submit the surveys emailed via Survey Monkey on 12/29/17 and provide a report on trainings or webinars attended for FY17 (Oct. 2016 – Sept. 2017) (*can use the survey to report training / webinars*) (*training includes: LTAP / TTAP, NHI, FHWA, FTA, BIA and Other*)
- VI. NWRTPO Meeting Schedule, May, 2018 – April, 2019.....Robert Kuipers
Need members consideration for our upcoming annual meeting schedule – hope to finalize by next month's meeting. There may be impetus to choose another day, as Farmington MPO meets the 2nd Weds. of each month. We now have 12 members incl. Northern, Eastern and Ramah Navajo. Advising Eastern Navajo to host a meeting with Northern Navajo "off the hook" this year since they hosted in 2017 – NMDOT Dist. 6 will host the March 2019 meeting in order to finalize the RTIPR.
- VII. NWRTPO Call for Projects – FFY18 – FFY19 Guidance & Schedule.....Robert Kuipers
- VIII. Legislative Report for Transportation Issues.....Evan Williams, Deputy Director NWNMCOG
- IX. NWRTPO Regional Work Program Status Report.....Robert Kuipers
- X. Reports, Updates & Announcements:
 - RTPO Report: Regional News & Updates.....Robert Kuipers
 - Membership Updates: need member appointment updates for:
 - A) Pueblo of Laguna – once new alternate member appointed
 - B) McKinley – once new alternate member appointed
 - Need to complete RTPO Orientation for the Pueblo of Zuni

- MAP funding plan between Gallup, Grants, Milan, and Reserve
- **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

XI. New Business/Open Floor – Members & Guests

- No requests in advance of this meeting

XII. Review Calendar & Announcements / Training & Funding Opportunities

- FHWA Office of Planning, Environment & Realty / Human Environment Digest: week of 1/21
- Govt. to Govt. Updates: Weeks of 1/9, and 1/29 – emailed to members as they came out.
- CMAQ (Congestion Mitigation & Air Quality) Funding Opportunity: There is a funding opportunity coming in the Spring of 2018 for CMAQ projects, which may include such things as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets.
- Draft NM State Management Plan for Federal Transit Grant administration – emailed to members 2/7/18
- N.M. TRIP Report: A great resource for RTPo members to be aware of – good data analysis of transportation infrastructure.
- Northern and Eastern Navajo Agency Transportation Symposium: 1/16-17/18 at San Juan College – Farmington
- Updated ARF to include DUNS number: emailed to members 11/30
- Rail Plan Update reminder: emailed to members 7/24 – reminders at subsequent meetings

XIII. Next Meetings

- **March 15**: NMDOT District 6 – 1919 Pinon Drive, Milan, NM
- **April 11**: Gallup Eastside Fire Station, 3700 Churchrock Street, Gallup, NM

XIV. Adjournment:

- **Motion:**
- **2nd:**





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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #IV: Local Govt. Road Fund (LGRF) Presentation

Subject: Presentation on LGRF procedures and guidance from NMDOT
District 6

Prepared by: Robert Kuipers

Date: 2/7/18

BACKGROUND

- **Why?** To help our local govt. member representatives better understand the Local Govt. Road Fund, and how to successfully navigate project application and implementation.
- **Purpose.** To help keep RTPO members informed and on track for the LGRF resource, which helps support and address the needs for development of local roads, which don't qualify for federal funding through the NMDOT.
- **Discussion/Finalization.** NMDOT Dist. 6 staff will explain the LGRF process to RTPO members

CURRENT WORK

- Last year, many RTPO members had to submit extension requests to avoid funding expiration / reversion deadline of 12/31/16.
- Attention to the LGRF funding process and reporting requirements will help our members make better use of this limited resource for funding rural local road projects that don't qualify for federal funding due to functional classification
- Members may anticipate submitting applications for new LGRF projects, against a March 15 deadline for letters of intent.
- DOT staff will explain the LGRF application and implementation process.

ANTICIPATED WORK

- Members submit applications for new LGRF projects by March 15.
- NM DOT Districts submit request for DOT approval of all submitted projects by April 15.
- Members can find the complete LGRF 2014 Handbook on COG website – RTPO link Documents_LGRF Handbook link under “Planning Documents”; or on NMDOT website- Local Govt. Info_Project Oversight Division_LGRF link on the right.

ATTACHMENTS

- LGRF guidance

BUDGET IMPACT

- None. (LGRF benefits rural communities with funding for local road projects)

ACTION ITEM

- Members interested in submitting new projects should follow up with DOT District staff.

FY 18 - LOCAL GOVERNMENT ROAD FUND PROGRAM

PROJECT TRACKING - CAP, SP, SB

Bolded & *Italicized* information illustrates time frame and deadlines.
(Updated to reflect 2014 LGRF Handbook Deadlines)

- ☐ Received request for project proposals from the Department of Transportation (NMDOT). (*January*)
- ☐ Submitted complete project proposal - ***must be before March 10th***. Proposal must include the following items to be considered for funding:
 - ☐ Letter of intent from governing body or agency head. Must list scope, termini and reference estimated project cost;
 - ☐ Location of the proposed project including route designation and termini (including map);
 - ☐ Scope of work to be performed;
 - ☐ Project estimate including the amount of state participation requested;
 - ☐ Justification for project construction;
 - ☐ Certification that proposed work is on a public highway and necessary for the public good and convenience and to serve the public of the municipality, county; and school districts.
- ☐ Received letter making tentative offer from NMDOT. (*Early April*)
- ☐ Forward written acceptance / rejection of offer made by NMDOT. (*April*)
If accepting offer, include:
 - ☐ project scope of work;
 - ☐ route designation;
 - ☐ termini;
 - ☐ summary of estimated costs and quantities (if different from original submission).
- ☐ Received notification of State Transportation Commission's approval / denial from NMDOT. (*May*)

☐ Forward resolution to NMDOT **(JUNE)** Resolution must include:

- ☐ adopting project;
- ☐ verifying its priority standing with the Public Entity;
- ☐ exact scope of work;
- ☐ route designation;
- ☐ termini;
- ☐ reference the project cost (both State share of 75% and Entity share of 25%);
- ☐ Project Number;
- ☐ Control Number.

☐ Received THREE original agreements from NMDOT to sign. **(June/ August)**

☒ Returned THREE original signed agreements to NMDOT. **(July - September)**

***** Remember - no aspect of the project can begin before a fully executed agreement is in place. See next step.**

☐ Received fully executed agreement from NMDOT on _____.
(August - October)

~~All Agreements MUST be Fully Executed by October 31st~~

☐ Obtain all clearances and keep a copy of each in the project file. ******

- ☐ Environmental
- ☐ Utility
- ☐ ROW
- ☐ Railroad
- ☐ ITS

☐ ****Be sure that a copy of each of your clearances is submitted to my office as you receive them. I will be unable to pay any portion of your award until I have received a copy of all 5 clearances on your project.**

- ☐ In the event a contractor is hired for the project, you have two important requirements:

- ☐ If you adopt and use the NMDOT Standard Specifications for your project (and most Local Entities do) then the **Prequalification Rule** applies to the contractors who submit bids for your project.

- "Prequalification of bidders is a condition for submitting a bid as authorized by the New Mexico Procurement Code, NMSA 1978, 13-1-82 and 13-1-134. Bidders shall be prequalified in accordance with the requirements of the Department's prequalification regulations, 18.25.5 NMAC. The failure of a bidder to be prequalified shall render the bid non-responsive and the bid shall be rejected."
- You can find information on the Contractor Prequalification Rule by going to the following link:
<http://dot.state.nm.us/en/PSE.html#a>

- ☐ Require the contractor to have a general liability insurance policy, with limits of liability of at least \$1,000,000 per occurrence. NMDOT is to be named as an additional insured on the contractor's policy and a certificate of insurance must be provided to NMDOT and it shall state that coverage provided under the policy is primary over any other valid insurance.

- ☐ Send a letter requesting disbursement. Be sure to include monetary amount requested as shown on agreement. **(As soon as Notice to Proceed issued but no later than 2nd week of December - project termination year.)**

Included with the letter are the following Department forms:

- ☐ **Progress Schedule / Estimate of Working/Calendar Days**
- ☐ Notice of Award / Work Order
- ☐ Notice to Proceed
- ☐ Estimated summary of costs and quantities

This can be done as soon as the Notice of Award / Work Order and Notice to Proceed have been issued. All documents including letter requesting disbursement must show:

- ☐ scope of work; **(Must match exact wording as approved by Commission-see page 1, section one-Purpose-on your cooperative agreement)**

- ☐ route designation;
 - ☐ termini;
 - ☐ agreement Project Number;
 - ☐ agreement Control Number.
-
- ☐ Received disbursement from NMDOT. (*Approximately two weeks after request is submitted.*)
 - ☐ Sent "Project Certification of Design, Construction, and Cost" and "As-Built Summary of Costs and Quantities" to NMDOT. **(Must be sent within 30 days of project completion.)**
 - ☐ *If the project was prepared under the responsible charge of a registered professional engineer, the **engineer MUST execute** (stamp and seal) the "Project Certification of Design, Construction and Cost" form.*
 - ☐ *(Professional Engineer's Certification required for all projects \$100,000.00 or more or any project amount that is structural in nature.)*



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

**Agenda Item V: Annual RTPO Member Satisfaction
Survey and Training Attended**

Subject: Annual NWRTPO Member Survey and Training Report

Prepared by: Robert Kuipers

Date: 1/3/18

BACKGROUND

- **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 are 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 and webinars.

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 (reference 12/29/17 email from Survey Monkey) and report on trainings and webinars attended during FY17 (10/16 – 9/17)
- Members can also report training / webinars attended between Oct. – Dec., 2017

ATTACHMENTS

- Hard Copy – Member Satisfaction Survey for FY17
- FY17 Member Training Roster

BUDGET IMPACT

- none

ACTION ITEM

- no policy action – members are requested to complete and submit the survey

Reply all | ▾ Delete Junk | ▾ ...



RTPO Survey

Evan Williams

Yesterday, 2:58 PM

Robert Kuipers ▾



Reply all | ▾

Inbox

Surveymonkey	Login ID: NWNMCOG PW: nwnmcog	https://www.surveymonkey.com/home/
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—
Evan J. Williams, Deputy Director
Northwest New Mexico Council of Governments



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Annual Northwest RTPO Member Survey

NWRTPO Member Satisfaction Survey
January 2018

- The goal of this survey is to provide feedback from our membership on the RTPO program.
- This is an annual deliverable under our Regional Transportation Plan that is reported to the NMDOT.
- Internal recommendations are presented and shared with the RTPO staff and membership.

1. Please enter the number of training events you attended during the last year? ♥

LTAP/TTAP: Local or Tribal
Training Assistance
Programs

NHI: National Highway
Institute

FHWA: Federal Highways
Administration

Other

2. Would your entity be interested in a RTPO orientation for your policy officials in the upcoming year? ♥

DESKTOP

3. Please rate the RTPO services over the last year? ♥

4. Please provide us information on any presentation(s) you are interested in having at a RTPO meeting. ♥

5. Please provide us any feedback on issues or ideas that would be helpful to improve our service. ♥

6. The RTPO continues to try to strengthen rural positioning for transportation resources, using data and performance measures; do you have any new ideas or creative suggestions? ♥

7. The goals in our Regional Transportation Plan include:

Goal #1: Operate with Transparency & Accountability

Goal #2: Improve safety & health for all system users;

Goal #3: Maintain transportation assets for long term;

Goal #4: Provide multimodal connectivity & access;

Goal #5: Respect for NM cultures, environment, history, & quality of life.

Are there specific strategies or actions within these goals that you would like more focus from RTPO staff?

NWRTPO Member and Staff Training – FY17

Please list / cite both trainings and webinars attended

NAME:	LTAP / TTAP	Nat. Hwy. Inst.	FHWA / FTA	BIA	Other
Anna Larson – Cibola		•	•	•	•
Jeff Irving, Chair – McKinley		•	•	•	•
Nick Porell – San Juan		•	•	•	•
Stan Henderson – Gallup		•	•	•	•
Alicia Santiago – Gallup		•	•	•	•
Don Jaramillo – Grants	New representative	•	•	•	•
Les Gaines – Grants	New alt. representative	•	•	•	•
Jack Moleres – Milan		•	•	•	•
Denise Baca – Milan	New alt. representative	•	•	•	•
Larry Joe – Northern Navajo		•	•	•	•
Rosilyn Smith – Eastern “ ”		•	•	•	•
Dave Deutsawe – Acoma		•	•	•	•
Monica Felipe – Acoma		•	•	•	•
Ray Lucero – Laguna		•	•	•	•
Royce Gchachu – Zuni		•	• FHWA 19 th Annual National Tribal Transportation Conf., Anaheim, Calif. 10/3-6/16	•	•
Roxanne Hughte – Zuni		•	•	•	•
Shane Lewis – Ramah		•	•	•	•
Robert Kuipers – RTPO		•	•	•	•
Carrie House – RTPO		•	•	•	•
Evan Williams - RTPO		•	•	•	•
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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VI: Annual Meeting Schedule

Subject: Develop Meeting schedule: May, 2018 – April, 2019

Prepared by: Robert Kuipers

Date: 2/7/18

BACKGROUND

- **Why?** The RTPO generates an annual meeting schedule providing dates and locations in the three county region for meetings.
- **Purpose.** Provide adequate advance notification to the public, as well as RTPO member representatives, along with the governments which they represent, on the date, time and location of meetings
- **Discussion/Finalization.** Commence development of this annual schedule for completion by March and no later than April, 2018.

CURRENT WORK

- Members will begin discussing hosting meetings with their respective leaders, and choose a date within the schedule (2nd Wednesday of each month - May 2018 – April 2019)
- Discussion as to whether a different Wednesday each month might work, as the Farmington MPO meets the 2nd Wednesday of each month
- Staff will provide an annual schedule for members to discuss with their respective leaders

ANTICIPATED WORK

- RTPO staff and members will continue choosing dates to host the RTPO meeting, to complete the annual schedule no later than April, 2018

ATTACHMENTS

- Current Public Notice meeting schedule through April, 2017.

BUDGET IMPACT

- None.

ACTION ITEM

- Members to schedule meeting host dates with their leaders, and submit to RTPO Planner; RTPO Planner will create new annual schedule for public notice by or before April, 2018.

Public Notice

The Northwest Regional Transportation Planning Organization (NWRTPO) Committee is scheduled to meet as follows. Information is also available and updated at: <http://www.nwnmcog.com/meetings1.html>

Wednesday, May 10, 2017 @ NMSU Small Business Dev. Center, 701 East Roosevelt, Grants, NM

Wednesday, June 14, 2017 @ San Juan County Fire Operations Center, 209 South Oliver Drive, Aztec, NM

Wednesday, July 12, 2017 @ Chu Chu's Restaurant, 1344 Highway 53, Zuni, NM

Wednesday, August 9, 2017 @ Laguna Public Works Department, I-40 Exit 114 to NM124 Roundabout, then east on Old US66, then left on L55 Rodeo Road, north to first parking lot, Pueblo of Laguna, NM

Wednesday, September 13, 2017 @ Pueblo of Acoma Tribal Auditorium, 33 Pinsbaari Drive, Acoma, NM

Wednesday, October 11, 2017 @ Northern Navajo Nation Division of Transportation, Shiprock Chapter, NM Highway 64, milepost 23 – Bldg. 5548, Shiprock, NM

Wednesday, November 8, 2017 @ Milan Parks & Recreation Office, 409 Airport Road, Milan, NM

Wednesday, December 13, 2017 @ Ramah Navajo Chapter, 434 BIA Rt. 125, Pine Hill, NM (MP 4.2 south on BIA Rt. 125 from NM53 intersection in Mountain View)

Wednesday, January 10, 2018 @ Cibola Convention Center, 515 High Street, Grants, NM

Wednesday, February 14, 2018 @ McKinley Fire Training Center, 413 Bataan Memorial Drive, Gallup, NM –
changed to Office of Emergency Management – 2221 Boyd Ave., Gallup

Wednesday, March 14, 2018 @ NM Dep. of Transportation District 6 Office, 1919 Pinon Drive, Milan, NM –
changed to Thursday, March 15

Wednesday, April 11, 2018 @ Gallup Eastside Fire Station, 3700 Churchrock St, Gallup, NM

Meetings are scheduled to begin at 10:00 am and end at 1:00 pm or when all business is concluded.

The purpose of these meetings is to review, discuss, and take any needed action on transportation issues of importance to the region, which includes Cibola, McKinley, and San Juan Counties. Attendance is welcome from all municipal, county and tribal governments and stakeholders within the northwest region. Interested citizens are welcome to attend.

For additional information, please contact: Executive Director Jeff Kiely or RTPO Program Manager at the Northwest New Mexico Council of Governments, 106 West Aztec, Gallup, NM 87301. Phone: (505) 722-4327.

Pursuant to the Americans With Disabilities Act of 1990 and Title VI of the Civil Rights Act of 1964, unless compelling reasons dictate otherwise, public meetings and hearings conducted by the RTPO in conjunction with the NMDOT will be held in accessible buildings and are open to the public. Given reasonable notice, interpreters and readers will be available to the hearing and visually impaired, and to those with limited English proficiency. Contact ADA Coordinator, Damian Segura, at NMDOT (505) 827-1778.



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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item VII: NWRTPO FY18-19 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), which if approved as viable for federal \$, will follow with b) submission of Project Identification Forms (PIF). 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. 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.
- 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



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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_2017-2022.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_rtp_2015_final.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://dot.state.nm.us/content/dam/nmdot/planning/FFY18-19_TAP-RTP_Guide.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.

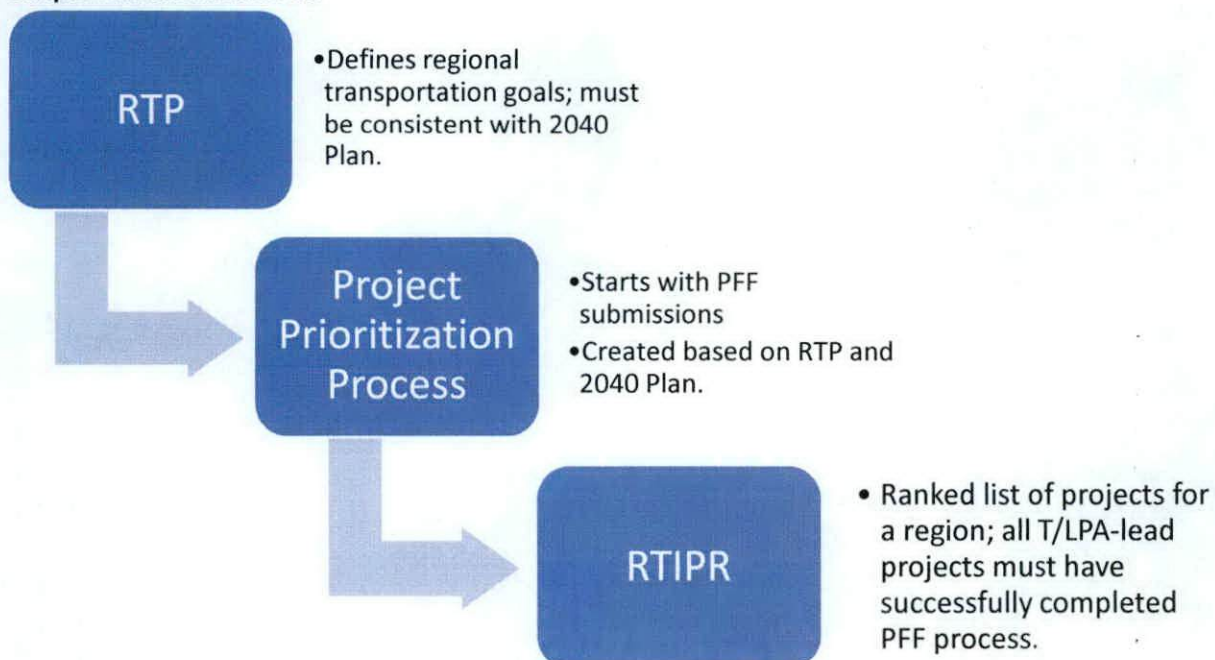
Role of the RTIPR:

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 Identification Form. Projects that are approved to move forward will then need to submit a 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 PIF 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 Identification Form (PIF) 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 Identification Forms (PIF) and TAP/RTP Applications Due (Must be submitted by appropriate RTPO Member)	October 26	NWRTPO Members
PIFs and TAP/RTP Applications are vetted by RTPO staff	November 1-15	NWRTPO Staff
PIFs & Applications sent to RTPO members for review	November 30	NWRTPO Staff
Project presentations and scoring by RTPO members El Morro Event Center, 201 South 2nd Street Gallup, NM	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 Chu Chu's Restaurant, 1344 Highway 53, Zuni	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 Evan Williams, RTPO Program Manager (505) 722-4327; ewilliams@nwnmcog.org

NWRTPO Members	
Cibola County	Anna Larson, GIS Director 505-285-2555; alarson@co.cibola.nm.us
McKinley County	Jeff Irving, Road Superintendent 505-722-3868; jirving@co.mckinley.nm.us
San Juan County (Non-MPO)	Nick Porell, Deputy Department Administrator, Public Works 505-334-7864; 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; 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 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 Evan Williams, RTPO Planner,
at (505) 722-4327 or ewilliams@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](#)

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 ☐

ACTIVE TRANSPORTATION AND RECREATIONAL PROJECT

☐ [\(Information on Eligible Types of RTP and TAP Projects\)](#)

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 ☐

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 not 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 (e.g. Cost Estimate, Pictures, etc.), please attach.	
Total – Local Match	Enter %	Enter Cost \$		
Total – Federal Share	Enter %	Enter Cost \$		
	100%			

Please indicate below if your entity wishes to pursue a local match waiver from District 6/NMDOT for the proposed transportation project.

Match Waiver: Yes / No

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: _____

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/regional-transportation-planning-organization-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.
- 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.)
- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
- Discuss the requirements for federal funds including reimbursement process, 90 day closeout after project completion, certified testing during construction, Buy America requirements for steel, etc.
 - These items are reimbursable, but they need to be included in the cost estimate (construction engineering)
- The T/LPA must follow the NMDOT specs unless NMDOT grants permission prior to design for the T/LPA to use other specs.
- Maintenance and Operations costs-does the T/LPA have a plan for these?
- 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?



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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item VIII: Legislative Report – 2018 Session

Subject: Report on Transportation Legislation and Funding from the 2018 N.M. Legislature

Prepared by: Evan Williams – NWNMCOG Deputy Director

Date: 2/7/18

BACKGROUND

- **Why?** NWNMCOG Deputy Director Evan Williams is present at each annual N.M. Legislative session to assist our regional Legislators with moving our regional projects forward. As such, over the years, Mr. Williams carries an influential presence at the Legislature, that is valued by our regional Senators and Representatives, and helps successfully navigate our regional priorities through legislative policy and funding support.
- **Purpose.** Mr. Williams will report on anticipated legislative trends for transportation funding and policy support, to help our members better prepare for competitive project development.
- **Discussion/Finalization.** Members will be better prepared for competitive project submission into the RTIPR or for other state funding sources for their respective transportation infrastructure.

WORK TO DATE

- Mr. Williams has completed most of his work on behalf of the 2018 N.M. Legislative session, and has a good understanding of prospective legislation and funding, and anticipated impacts or opportunities for transportation development.

ANTICIPATED WORK

- Based on Mr. Williams participation and analysis of this sessions legislative priorities, he will convey to members where there may be opportunities or challenges for our region in the area of transportation development.

ATTACHMENTS

-

BUDGET IMPACT

- None on RTPO budget, but potential funding opportunities for RTPO members

ACTION ITEM

- Informational / discussion item only



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Agenda Item #IX: NWRTPO Regional Work Program Status Report

Subject: RWP Monthly Report

Prepared by: Robert Kuipers

Date: 2/7/18

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.

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. 2	Oct.	Nov.	Dec.	Q1	Jan.			Q3	Q4	Total Actual hours	Hours Remaining	Percentage budgeted differs from actuals*
1	250	0	4	0.00	4	14			18		18.00	232	-92.80%
2	200	6.5	36	29.50	72	0			72	0	72	128	-64.00%
3	400	9.5	5.75	16.50	31.75	16			47.75	0	47.75	352.25	-88.06%
4	250	13.5	27.25	20.00	60.75	9			69.75	0	69.75	180.25	-72.10%
5	700	60	48.75	43.50	152.25	57			209.25	0	209.25	490.75	-70.11%
6	300	28.5	43.75	61.50	133.75	44.75			178.5	0	178.5	121.5	-40.50%
TOTAL	2100	118	165.5	150.00	454.5	140.75			595.25	0	595.25	1,505	-71.65%
*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.



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

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

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 2/7/18

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

- CMAQ (*coming in Spring of 2018*) and FHWA-National Safety Council (*due 1/26/18*) funding opportunities

New Business / Open Floor:

- No formal requests submitted



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Monthly Report – January 2018

- A. **Legislative Support for 2018 Session:** COG Deputy Director Mr. Evan Williams was in Santa Fe for most of January and early February Legislative session. Mr. Williams kept his attention toward a broad arena of legislative or funding issues pertinent to our region; among these the Legislative Transportation Committee. Mr. Williams attended committee meetings to help anticipate future trends for challenges and opportunities around transportation development on behalf of our regional municipal, county and tribal governments.
- B. **4 Corners Counties Collaborative Meetings:** RTPO staff continue to support ongoing meetings sponsored by McKinley County, that include all interested / participating counties within Arizona, New Mexico, and Utah, that are part of Navajo Nation lands, along with BIA and Navajo Nation representatives. This group continues to seek ways to find more cost and time efficient transportation development and maintenance through cross-jurisdictional agreements.
- C. **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 completed GIS mapping for new development of 36 miles of recreational trails in the Zuni Mountains in November, 2017, and continue contributing GIS mapping for regional transportation infrastructure.
- D. **2018 NMDOT Rail Plan Update:** RTPO staff continue reaching out to our members to take advantage of a window of time this year to include our local govt. interests in the NMDOT Rail Plan update, by simply informing DOT Rail staff of (near future) local rail opportunities that may have potential for plan inclusion.
- E. **Navajo DOT Transportation Symposium:** NDOT held a transportation symposium January 16 – 17 at San Juan College in Farmington, for all New Mexico Chapters. The 2-day event was well attended by leaders and staff of many Chapters, and included a presentation on the NWRTPO from Robert Kuipers.
- F. **CMAQ (Congestion Mitigation & Air Quality) Funding:** An opportunity for CMAQ funding will be forthcoming 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.
- G. **NWRTPO Annual Member Survey:** RTPO members are encouraged to access the annual survey at Survey Monkey: <https://www.surveymonkey.com/home/> - log in ID is: NWNMCOG, password is: nwnmcog. This survey will allow members to provide feedback and recommendations regarding RTPO function, process and services. The survey also collects information about trainings members have attended over the past year. This survey is a contractual requirement for the NWRTPO, so members are encouraged to submit this as survey soon as possible, or anticipate hearing from staff in the near future. The survey link was emailed to members via Survey Monkey on 12/29/17.
- H. **New Annual Mtng. Schedule:** Need to develop a new annual meeting schedule for May, 2018 – April 2019 by or before our April 2018 meeting.
- I. **Local Government Road Fund:** Reminder to members that applications are due March 15.

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



Our Vision for the Future

The New Mexico Transportation Plan and this Regional Transportation Plan (RTP) are organized around five goals that lead to a vision for the future of transportation in the state. All goals are supported by a process that prioritizes transparency and accountability in all decision-making. This section explains the specific strategies developed for each goal and how they will be applied. The goals and strategies for the plan were developed collaboratively, based on input from a broad range of public and private stakeholders from across New Mexico. Over 165 partner agencies, 1150 public and stakeholder participants, and 660 survey respondents supported the development of the plan and strategies.

NMDOT's 2040 New Mexico Transportation Plan (NMTP) provides the foundation for seven Regional Transportation Plans (RTP) in New Mexico. The RTPs share NMDOT's goals and strategies, however, since each region has its own unique identity and set of challenges, the statewide framework has been adapted to each region and will be carried out on a regional basis.

NMDOT cooperated closely with the state's seven Regional Transportation Planning Organizations (RTPO) and five Metropolitan Planning Organizations (MPO) to develop the NMTP. It also established a robust public and stakeholder engagement process to help ensure that the plan's vision, goals, strategies and actions would reflect a broad cross-section of statewide and regional perspectives.



To facilitate input at the regional level, the RTPOs provided opportunities for the public and agencies to learn about and comment on the plan through the regular RTPO Policy Committee meeting process and through a variety of other venues. (See Appendix, "Public Involvement Process," for details). Each RTPO also formed an interdisciplinary Regional Working Group (RWG) to facilitate stakeholder involvement in a more-structured and systematic fashion. RWG members included NMDOT planning liaisons, RTPO staff, NMDOT District staff, staff from other public agencies, employees of private organizations, and private citizens.

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

RK Robert Kuipers

Wed 2/7/2018 11:47 AM

    Reply all | v

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
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; Muriel Plummer <mplummer@co.mckinley.nm.us>;
Alicia Santiago <asantiago@gallupnm.gov>; Les Gaines <l.gaines@cityofgrants.net>;
milanclerk@villageofmilan.com; kbenally@navajodot.org; mfelipe@puebloofacoma.org;
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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

Greetings RTPO members and DOT colleagues:

With apologies, it appears I missed this email when it first came out.
FHWA Planning, Environment and Realty report.

-Bob Kuipers

rkuipers@nwnmcog.org

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

Sent: Sunday, January 21, 2018 12:54 AM

To: Robert Kuipers

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

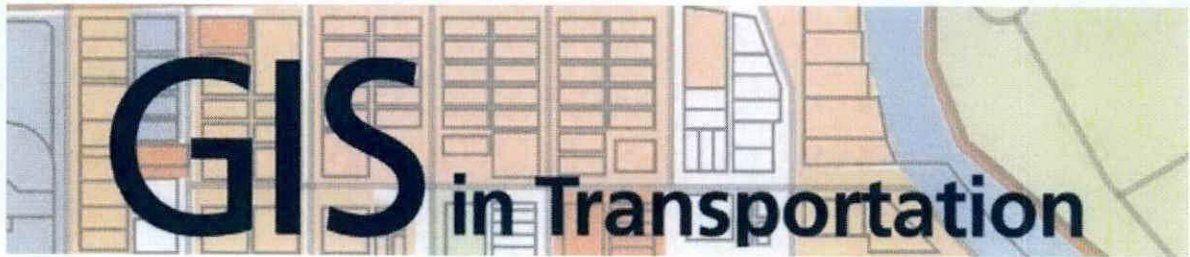


U.S. Department of Transportation
Federal Highway Administration

Planning, Environment, & Realty

GIS in Transportation Webcast - Data Integration Through Data Governance

01/16/2018



Please join the Federal Highway Administration (FHWA) for its 35th installment in a quarterly webcast series, highlighting applications of geospatial technologies in transportation.

Presented by:

Ian Kidner, GIS Manager, Ohio Department of Transportation

Tuesday, February 6, 2018

2:00 - 3:00 PM EDT

Overview

Inconsistencies in data standardization can be a difficult challenge to overcome for many agencies. This is where effective data governance can make all the difference. Mr. Kidner's presentation will cover the topic of improving data storage and usage via practical data governance policies. The presentation will also provide detail on how the Ohio DOT created an organizational structure for implementing data governance and standardized their data collection methods, and the benefits of doing so. Mr. Kidner will also explain how the Ohio DOT used a Data Governance Maturity Model assessment, and how this tool informed the Ohio DOT's short- and long-term approaches to integrating data governance.

Presenter

Ian Kidner, GIS Manager, Ohio Department of Transportation

Ian is the GIS Manager for the Ohio Department of Transportation. He focuses on delivering technology solutions to improve workflows & agency efficiency. Ian provides leadership for asset management, data governance, LRS/Road Inventory and GIS policy initiatives at ODOT. He holds undergraduate degrees in Sociology and Geographic Information Systems, a Masters in Technology Management, and is a certified GISP.

Contact Information

Please contact [anthony.lucivero.ctr@dot.gov]anthony.lucivero.ctr@dot.gov_with any questions.

Additional Notes

We encourage you to forward this invitation to interested colleagues, and hope you will be able to participate. A recording of the webinar will be made available.

To participate, you will need a computer with internet connectivity to view the visual content and computer speakers or phone to hear the audio. A teleconference number will be provided.

==Click Here to Register for this Webcast==



This webcast series is intended for planners and GIS practitioners from State Departments of Transportation, Metropolitan Planning Organizations, FHWA Division Offices, and State and Federal resource agencies. For questions about the webcast, or if you would like to highlight one of your agency's geospatial applications in an upcoming webcast, please contact Anthony Lucivero (anthony.lucivero.ctr@dot.gov or 617-494-2810). Information on previous webcasts can be found on FHWA's GIS in Transportation website at www.gis.fhwa.dot.gov.

You are receiving this email because of your marked interest in FHWA's GIS in Transportation program; to unsubscribe, please follow the link below.

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

01/18/2018

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/

What's New in TPCB - Jan. 18, 2018

01/19/2018



Transportation Planning Capacity Building

Planning for a Better Tomorrow

TPCB Website Update

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

New Peer Report: Rethinking I-94: Minnesota DOT

This report highlights key recommendations and noteworthy practices identified at "Rethinking I-94: MnDOT Peer Exchange" held on August 15-16, 2017 in St. Paul, Minnesota. This event was sponsored by the Transportation Planning Capacity Building (TPCB) Peer Program, which is jointly funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The goal of the peer exchange program is to facilitate knowledge transfer and capacity building by connecting peers from different states and/or agencies to exchange best practices and innovative solutions to transportation planning challenges. You can read the full report [here](#).

Register for Upcoming Training:

- [TRB Webinar: Vizguide: Data Visualization for Transportation Agencies](#) – January 23, 2018.
- [FTA Webinar: TAM Decision Support Tools](#) – January 31, 2018

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

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

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



U.S. Department of Transportation
Federal Highway Administration

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

Fw: NMDOT Govt to Govt Update - Week of 01/08/18

RK

Robert Kuipers

Thu 1/11/2018 8:59 AM



Reply all | v

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Henderson, Stanley <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; Muriel Plummer <mplummer@co.mckinley.nm.us>;
Alicia Santiago <asantiago@gallupnm.gov>; Les Gaines <l.gaines@cityofgrants.net>;
milanclerk@villageofmilan.com; kbenally@navajodot.org; mfelipe@puebloofacoma.org;
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Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us;
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Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams ^

Master_ADA and Title... v

118 KB

Download Save to OneDrive - Northwest New Mexico Council of Governments

RTPO members:

The latest Govt. to Govt. Update from DOT Planning.

Not much for RTPO's; appears all of our governments are in good shape for Title VI and ADA compliance.

-Bob Kuipers

rkuipers@nwnmcog.org

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

Sent: Tuesday, January 9, 2018 1:16 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

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

Subject: NMDOT Govt to Govt Update - Week of 01/08/18

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

FHWA Travel Model Improvement Program peer review report

The final report from the FHWA Travel Model Improvement Program (TMIP) peer report is now available here:

https://www.fhwa.dot.gov/planning/tmip/resources/peer_review_program/nmdot/

This is the product of a peer review process that culminated with a meeting on August 11, 2017 here at the G.O., where four professional transportation modelers, each with extensive modeling experience from the DOT side and in coordination with MPOs, reviewed the Travel Demand Model (TDM) services, desires and systems for NMDOT and the New Mexico MPOs. The report includes a background summary on the TDMs at NMDOT and the MPOs, NMDOT's goals for the current peer review, then documents the discussion from August 11, and wraps up with peer review panel recommendations. The SPB is reviewing this report to identify opportunities to implement the findings.

T/LPA ADA & Title VI

Attached is the most recent T/LPA Master ADA and Title VI status list, as of 1/3/18. Please contact Jeff Garcia if you have any questions (jeffrey.garcia@state.nm.us).

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 01/29/18

Robert Kuipers

Mon 2/5/2018 11:25 AM

To: Anna Larson <alarson@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>; Shane Lewis <ShaneLewis@ramahnavajo.org>;

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Muriel Plummer <mplummer@co.mckinley.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>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.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>;

NWRTPO members and DOT colleagues:

Following is the latest NMDOT Planning Div. Govt. to Govt. Update report. Also . . .

a) Reminding members to complete our annual member survey - by contract this is not optional, it is required.

Access it at <https://www.surveymonkey.com/home/> login is NWNMCOG; password is nwnmcog.

The survey provides space for you to list the trainings you've attended over the past year (commencing Oct. 2016) - also an annual contractual requirement. Thanks to all for your attention to this. Contact me if you have any problems.

b) We will commence putting our FY18 - 19 meeting schedule together at our February meeting; please give consideration to this in advance of our 2/14/18 meeting.

Thanks,

Robert Kuipers

rkuipers@nwnmcog.org

505-722-4327

Sign into your account

www.surveymonkey.com

Create and publish online surveys in minutes, and view results graphically and in real time.

SurveyMonkey provides free online questionnaire and survey software.

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

Sent: Thursday, February 1, 2018 2:25 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; Mexia, James, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Eppler, Marsha, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); Reeves, Sally, NMDOT; Glendenning, Shannon, NMDOT; Chavez, Soamiya, NMDOT; 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 01/29/18

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

Announcements

We are excited to announce that Gabrielle Chavez (Gabrielle.Chavez@state.nm.us) has joined the NMDOT Planning team as the new Transportation Alternatives Program (TAP) Coordinator. Gabrielle comes to the Planning Bureau from the NMDOT Transit and Rail Division where she managed the 5310 and 5311 Formula Grant programs. We look forward to building on her program management expertise.

The T/LPA Handbook update is underway, and NMDOT hired Bohannon Huston, Inc. (BHI) to edit, format, and assemble the document. We are looking at a release date of this summer with training sessions to follow.

Upcoming Meetings/Trainings/Conferences

3/28, 1-5pm, MRCOG: MPOs meeting with NMDOT to discuss Performance Measures (contact: Tammy Haas)

3/29, 8-10am, MRCOG: MPOs meeting with STIP Unit to discuss eSTIP reports (contact: Rebecca Maes)

3/29, 10am-5pm, MRCOG: MPO/RTPO Joint Meeting (please email agenda items to me at rosa.kozub@state.nm.us)

Thank you,

Rosa Kozub | AICP

Gov't to Gov't Unit Supervisor

Statewide Planning Bureau

New Mexico Department of Transportation

Fw: DRAFT New Mexico State Management Plan (SMP) for the Administration of Federal Transit Grants

RK Robert Kuipers

Wed 2/7/2018 11:55 AM

    Reply all | v

To: Anna Larson <alarson@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljo@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; Muriel Plummer <mplummer@co.mckinley.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>; Evan Williams ^

This message was sent with high importance.

RTPO members and DOT colleagues:
FYI for NMDOT Federal Transit Grant management.

-Bob K

rkuipers@nwnmcog.org

From: Olinger, Kevin, NMDOT <Kevin.Olinger@state.nm.us>

Sent: Friday, January 26, 2018 9:57 AM

To: Adelante; ARCA; CASA ANGELICA; Bishop-Couch, Michelle; COYOTE CANYON; DREAMTREE;
ENSUENOS Y LOS ANGELITOS; HATCH; 'Keith Wilson' (Kpwilson@santafenm.gov); LA VIDA FELICIDAD; LAS
CUMBRES; Cates, Kathleen; LOS ALAMOS COUNTY; Annette; MANDY'S SPECIAL FARM; NCRTD; PB&J
FAMILY SERVICES; PMS-FARMINGTON; PROGRESSIVE; PUEBLO OF ISLETA; Pueblo of Isleta - Health
Center; RMTRD; SAN FELIPE PUEBLO; SANTA ANA PUEBLO; SANTA CLARA PUEBLO; SHARE YOUR CARE;
THERAPEUTIC LIVING SERVICES; TOHATACHI; TRESCO; ZEE; ZIA THERAPY; City of Carlsbad; City of Clovis;
Fletcher, Jan; City of Las Vegas; City of Portales; City of Roswell; City of Socorro; Community
Pantry/Gallup Express; Delilah Garcia (delilahg@ncrtd.org); 'dherrera@ruidosodowns.us'
(dherrera@ruidosodowns.us); Golden Spread; Grant County; Joelynn M. Ashley; Los Alamos County;
Navajo Nation; Pueblo of Laguna; SCRTD; Todd Naktewa (Todd.Naktewa@ashiwi.org); Town of Red River;
Village of Milan; Zia Therapy Center; awray@las-cruces.org; ejaune@ci.santa-fe.nm.us; El Paso; Holton,
Mary; Murphy, Tom; mmcadams@las-cruces.org; mmedina@elpasompo.org; MRCOG;

mstibbetts@santafenm.gov; Gaiser, Sandra; Angela Rael; Brandon Howe; Cerisse Grijalva; Dolores Gonzalez; Eric Ghahate; Evan Williams; Maida Rubin; Mary Ann Burr; Robert Kuipers; Vincent Soule
Cc: Bach, Deborah, NMDOT; Harris, David C, NMDOT; Park, Jason, NMDOT; Wright, Antoinette, NMDOT
Subject: DRAFT New Mexico State Management Plan (SMP) for the Administration of Federal Transit Grants

Good morning everyone,

We have drafted an update to the State Management Plan, which we are now sending to you for your review and comments. Here is the link to the draft document.

http://dot.state.nm.us/content/dam/nmdot/Transit_Rail/FINAL_DRAFT_SMP_January2018.pdf

New Mexico State Management Plan

dot.state.nm.us

New Mexico State Management Plan . For The . Administration of Federal Transit Grants .
Prepared by: New Mexico Department of Transportation . Transit and Rail Division

Comments are due no later than February 26, 2018.

Highlighted changes are:

Section 5310 site visits will now be every 3 years. (page 30)

Updated Section 5310 and 5311 application processes to reflect transition to eGMPS. (pages 21-26)

Greater detail on the quantitative performance measures used to prioritize Section 5311 funding requests at the state level. (pages 27-28)

Updated policy on proceeds from vehicle disposition. (page 35-36)

Expanded guidance on requests for charter service exceptions. (pages 41-45)

Updated guidance from FTA on ADA reasonable modification and complaint procedures. (page 47)

Revision of drug and alcohol testing requirements to include opioids. (pages 31-32)

We appreciate your feedback! Please submit all questions, comments, edits and do not hesitate to reach out if you would like to discuss any item.

Thanks!
Kevin

Kevin E. Olinger
Transit Bureau Chief
NMDOT
(505) 469-3595

Transit and Rail Division
PO Box 1149
Santa Fe, NM 87504-1149

New Mexico Transportation by the Numbers

MEETING THE STATE'S NEED FOR
SAFE AND EFFICIENT MOBILITY



JANUARY 2018



Founded in 1971, [TRIP](http://TRIPNET.ORG)® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

NEW MEXICO KEY TRANSPORTATION FACTS

THE HIDDEN COSTS OF DEFICIENT ROADS

Driving on New Mexico roads that are deteriorated, congested or that lack some desirable safety features costs New Mexico drivers a total of \$2.4 billion each year. TRIP has calculated the cost to the average motorist in the state's largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel due to congestion and the financial cost of traffic crashes. Vehicle miles of travel on New Mexico's roads and highways increased by 11 percent in the last three years – 2013 to 2016.

Location	VOC	Safety	Congestion	TOTAL
Albuquerque	\$728	\$340	\$972	\$2,040
Las Cruces	\$642	\$282	\$241	\$1,165
Santa Fe	\$653	\$379	\$479	\$1,511
NEW MEXICO STATEWIDE	\$950 Million	\$754 Million	\$690 Million	\$2.4 Billion

NEW MEXICO TRANSPORTATION FUNDING

The New Mexico Department of Transportation (NMDOT) projects a funding shortfall of more than half a billion dollars in FY2018 between the amount available for needed construction and maintenance on the state's roads and bridges and the amount that is needed. NMDOT has detailed nearly \$2 billion in needed transportation projects throughout the state that are stalled because of a lack of funding. A full list of projects and the funding needed to complete them is included in the report.

NMDOT Fiscal Year 2018 Approved Operating Budget Compared to Estimated Need			
Grand Total - Construction & Maintenance	\$ 383,750,766 Budgeted	\$ 889,823,541 Needed	\$ 506,072,775 Shortfall

NEW MEXICO ROADS PROVIDE A ROUGH RIDE

Due to inadequate state and local funding, nearly half of the miles of major roads and highways in New Mexico are in poor or mediocre condition. In the state's largest urban areas, approximately one of every two miles of major roads are in poor or mediocre condition.

Location	Poor	Mediocre	Fair	Good
Albuquerque	31%	23%	13%	34%
Las Cruces	25%	21%	18%	35%
Santa Fe	20%	39%	14%	26%
NEW MEXICO STATEWIDE	27%	20%	12%	41%

NEW MEXICO BRIDGE CONDITIONS

Six percent of New Mexico's bridges (221 of 3,793 bridges) are structurally deficient, meaning there is significant deterioration of the bridge deck, supports or other major components. Structurally deficient bridges are often restricted to carrying lighter-weight vehicles or closed to traffic. A significant number of New Mexico's bridges have surpassed or are approaching 50 years old, which is typically the intended design life for bridges of that age.

NEW MEXICO ROADS ARE INCREASINGLY CONGESTED

Congested roads choke commuting and commerce and cost New Mexico drivers \$690 million each year in the form of lost time and wasted fuel. Drivers in the Albuquerque urban area lose nearly \$1,000 dollars and nearly one full working week each year in congestion.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Albuquerque	39	\$972
Las Cruces	9	\$241
Santa Fe	21	\$479

NEW MEXICO TRAFFIC SAFETY AND FATALITIES

Nearly 1,800 people were killed in traffic crashes in New Mexico in the last five years. Traffic crashes in which roadway features were likely a contributing factor imposed \$754 million in economic costs in 2016.

Location	Average Fatalities 2014-2016	Safety Cost
Albuquerque	78	\$340
Las Cruces	20	\$282
Santa Fe	19	\$379
NEW MEXICO STATEWIDE	361	\$754 Million

TRANSPORTATION AND ECONOMIC DEVELOPMENT

The health and future growth of New Mexico's economy is riding on its transportation system. Each year, \$109 billion in goods are shipped to and from New Mexico, mostly by truck. Each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs, and reduced emissions as a result of improved traffic flow.

INTRODUCTION

New Mexico's roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing New Mexico's transportation system is critical to quality of life and economic competitiveness in the Land of Enchantment. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect economic competitiveness and quality of life in New Mexico.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, New Mexico will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to New Mexico's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use and safety of New Mexico's roads, highways and bridges and the future mobility needs of the state. Sources of information for this report include the New Mexico Department of Transportation (NMDOT), the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Texas Transportation Institute (TTI), and the National Highway Traffic Safety Administration (NHTSA).

POPULATION, TRAVEL AND ECONOMIC TRENDS IN NEW MEXICO

New Mexico motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it will be critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

New Mexico's population grew to approximately 2.1 million residents in 2016, a 14 percent increase since 2000.¹ New Mexico had approximately 1.5 million licensed drivers in 2016.² From 2000 to 2016, New Mexico's gross domestic product (GDP), a measure of the state's economic output,

increased by 26 percent, when adjusted for inflation.³ U.S. GDP increased 30 percent during this period.⁴

From 2000 to 2016, annual VMT in New Mexico increased by 23 percent, from 22.8 billion miles traveled annually to 27.9 billion miles traveled annually.⁵ Vehicle travel in New Mexico increased 11 percent in the last three years (2013-2016).⁶

CONDITION OF NEW MEXICO ROADS

The life cycle of New Mexico's roads is greatly affected by the state and local governments' ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the New Mexico Department of Transportation (NMDOT) on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by FHWA to insure that the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, nearly one-half of New Mexico's major roads are in poor or mediocre condition. Twenty-seven percent of New Mexico's major locally and state-maintained roads are in poor condition and 20 percent are in mediocre condition.⁷ Twelve percent are in fair condition and the remaining 41 percent are in good condition.⁸

Twenty-four percent of New Mexico's major locally and state-maintained urban roads and highways have pavements rated in poor condition and ten percent are in mediocre condition.⁹ Nine percent of New Mexico's major urban roads are rated in fair condition and the remaining 57 percent are rated in good condition.¹⁰

Twenty-eight percent of New Mexico's major locally and state-maintained rural roads and highways have pavements rated in poor condition and 25 percent are in mediocre condition.¹¹

Thirteen percent of New Mexico's major rural roads are rated in fair condition and the remaining 34 percent are rated in good condition.¹²

The chart below details pavement conditions on major urban roads in the state's largest urban areas and statewide.¹³

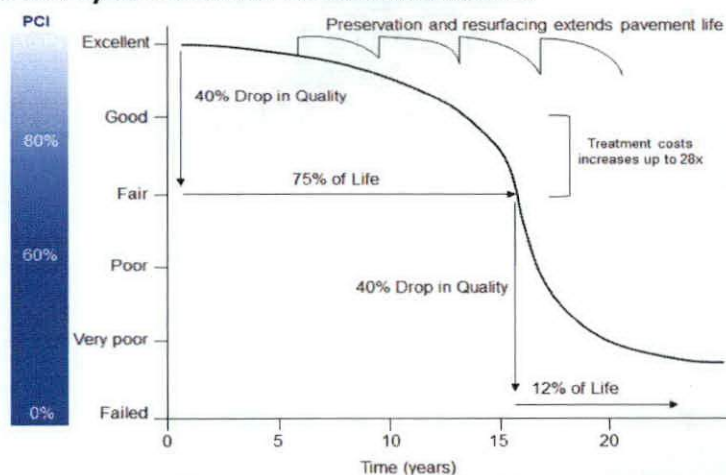
Chart 1. Pavement conditions on major roads in New Mexico's largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Albuquerque	31%	23%	13%	34%
Las Cruces	25%	21%	18%	35%
Santa Fe	20%	39%	14%	26%
NEW MEXICO STATEWIDE	27%	20%	12%	41%

Source: TRIP analysis of Federal Highway Administration data.

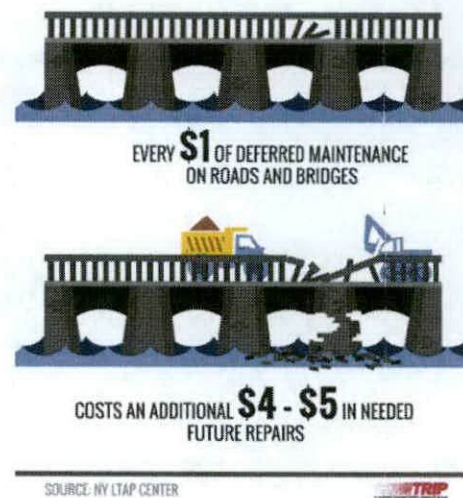
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are even more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.¹⁴ As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 2. Pavement Condition Cycle Time with Treatment and Cost



Source: North Carolina Department of Transportation (2016). 2016 Maintenance Operations and Performance Analysis Report

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A [report on maintaining pavements](#) found that every \$1 of deferred maintenance on roads and bridges costs an additional \$4 to \$5 in needed future repairs.¹⁵



THE COSTS TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional -vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by New Mexico motorists as a result of deteriorated road conditions is \$950 million annually, or an average of \$624 per driver.¹⁶ The chart below details additional VOC per motorist in the state’s largest urban areas.

Chart 3. Vehicle operating costs per motorist as a result of driving on deteriorated roads.

Location	VOC
Albuquerque	\$728
Las Cruces	\$642
Santa Fe	\$653
NEW MEXICO STATEWIDE	\$950 Million

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle

operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.¹⁷

The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP's additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on AAA's 2017 VOC and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.¹⁸ Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored in to TRIP's vehicle operating cost methodology.

BRIDGE CONDITIONS IN NEW MEXICO

New Mexico's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Six percent (221 of 3,793) of New Mexico's locally and state maintained bridges are rated as structurally deficient.¹⁹ This includes all bridges that are 20 feet or more in length. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

A significant number of New Mexico's bridges have surpassed or are approaching 50 years old, which is typically the intended design life for bridges of that age.

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, insuring that a facility has good drainage and replacing deteriorating components. But, most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

TRAFFIC SAFETY IN NEW MEXICO

A total of 1,758 people were killed in New Mexico traffic crashes from 2012 to 2016, an average of 352 fatalities per year.²⁰

Chart 4. Traffic Fatalities in New Mexico from 2012 – 2016.

Year	Fatalities
2012	365
2013	310
2014	383
2015	298
2016	402
TOTAL	1,758

Source: National Highway Traffic Safety Administration.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. It is estimated that roadway features are likely a contributing factor in approximately one-third of fatal traffic crashes. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

New Mexico's overall traffic fatality rate of 1.44 fatalities per 100 million vehicle miles of travel in 2016 is the 12th highest rate in the U.S. and significantly higher than the national average of 1.18.²¹

The chart below details the number of people killed in traffic crashes in the state's largest urban areas between 2014 and 2016, as well as the cost of traffic crashes per driver.

Chart 5. Average fatalities between 2014 and 2016 and crash cost per driver.

Location	Average Fatalities 2014-2016	Safety Cost
Albuquerque	78	\$340
Las Cruces	20	\$282
Santa Fe	19	\$379
NEW MEXICO STATEWIDE	361	\$754 Million

Source: TRIP analysis.

Traffic crashes in New Mexico imposed a total of \$2.3 billion in economic costs in 2016.²² TRIP estimates that traffic crashes in which roadway features were likely a contributing factor imposed \$754 million in economic costs in 2016.²³

According to a [2015 National Highway Traffic Safety Administration \(NHTSA\) report](#), the economic costs of traffic crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs and emergency services.²⁴

Improving safety on New Mexico's roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features.

The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, improving intersection layout, and providing better road markings and upgrading or installing traffic signals. Roads with poor geometry, with insufficient clear distances, without turn lanes, having inadequate shoulders for the posted speed limits, or poorly laid out intersections or interchanges, pose greater risks to motorists, pedestrians and bicyclists.

Investments in rural traffic safety have been found to result in significant reductions in serious traffic crashes. A [2012 report by TTI](#) found that improvements completed recently by TxDOT that widened lanes, improved shoulders and made other safety improvements on 1,159 miles of rural state roadways resulted in 133 fewer fatalities on these roads in the first three years after the improvements were completed (as compared to the three years prior).²⁵ TTI estimates that the improvements on these roads are likely to save 880 lives over 20 years.²⁶

TRAFFIC CONGESTION IN NEW MEXICO

Increasing levels of traffic congestion cause significant delays in New Mexico, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a company when considering expansion or where to locate a new facility.

Based on TTI methodology, TRIP estimates the value of lost time and wasted fuel in New Mexico is approximately \$690 million a year. The chart below details the number of hours lost annually for each driver in the state's largest urban areas, as well as the per-driver cost of lost time and wasted fuel due to congestion.

Chart 6. Annual hours lost to congestion and congestion costs per driver.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Albuquerque	39	\$972
Las Cruces	9	\$241
Santa Fe	21	\$479

Source: TRIP estimates based on Texas Transportation Institute Urban Mobility Report.

TRANSPORTATION AND ECONOMIC GROWTH

Today's culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more

strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in New Mexico. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

Every year, \$109 billion in goods are shipped to and from sites in New Mexico, mostly by trucks.²⁷ Seventy-three percent of the goods shipped annually to and from sites in New Mexico are carried by trucks and another 13 percent are carried by courier services or multiple-mode deliveries, which include trucking.²⁸

The cost of road and bridge improvements are more than offset by the reduction of user costs associated with driving on rough roads, the improvement in business productivity, the reduction in delays and the improvement in traffic safety. The [Federal Highway Administration estimates](#) that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.²⁹

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads and bridges may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway accessibility was ranked the number one site selection factor in a 2016 survey of corporate executives by [Area Development Magazine](#).³⁰ The availability of skilled labor, which is also impacted by a site's level of accessibility, rated second.

TRANSPORTATION FUNDING

Investment in New Mexico's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system.

NMDOT projects a funding shortfall of more than half a billion dollars in FY2018 between the amount available for needed construction and maintenance on the state's roads and bridges and the amount that is needed. The chart below details NMDOT's FY2018 approved operating budget versus the estimated need for construction and maintenance on the state's roads, highways and bridges.

Chart 7. NMDOT FY2018 Funding Gap.

NMDOT Fiscal Year 2018 Approved Operating Budget Compared to Estimated Need			
CONSTRUCTION			
	Budget	Needs	Gap
Roadway Reconstruction and Rehabilitation	134,209,306	453,000,000	318,790,694
Bridge Preventive Maintenance and Minor Rehabilitations	10,963,522	47,325,000	36,361,478
Bridge New Construction/Bridge Rehabilitation - No Added Capacity	5,297,510	15,775,000	10,477,490
Bridge Replacements - Added & No Added Capacity	48,715,446	33,900,000	(14,815,446)
Major Bridge Projects	28,029,104	25,000,000	(3,029,104)
Construction Total	\$ 227,214,888	\$ 575,000,000	\$ 347,785,112
MAINTENANCE			
Routine Pavement & Roadway Maintenance	17,744,964	33,410,151	15,665,187
Routine Sign Maintenance	6,886,165	16,093,504	9,207,339
Routine Pavement Striping	8,490,588	24,059,321	15,568,733
Pavement Preservation	68,971,000	107,286,320	38,315,320
Chip Seal Program	12,500,000	27,120,000	14,620,000
Emergency Response	11,923,639	15,411,970	3,488,331
Equipment Replacement	6,547,238	35,099,625	28,552,387
Equipment Repair	6,283,900	9,017,650	2,733,750
Bridge Maintenance	17,188,383	47,325,000	30,136,617
Maintenance Total	\$ 156,535,877	\$ 314,823,541	\$ 158,287,664
Grand Total - Construction & Maintenance	\$ 383,750,765 Budgeted	\$ 889,823,541 Needed	\$ 506,072,776 Shortfall

Source: NMDOT response to TRIP survey.

NMDOT has detailed nearly \$2 billion in needed transportation projects throughout the state that are currently stalled because of a lack of funding. The list below details needed projects throughout the state and the additional funding required to complete them.

Chart 8. Needed transportation projects that lack adequate funding to proceed.

Project Description	Estimated Project Cost	Remaining Funds Needed	Benefit
DISTRICT 1 - Deming and Surrounding Area			
Nogal Canyon Bridge Replacement	\$28,000,000	\$28,000,000	Safety, deficient bridge
US 70 Roadway Capacity increase to 6-lane (MP 149 - 150.5)	\$30,000,000	\$30,000,000	Economic Development & System Preservation
I-25 Roadway Capacity increase to 6-lane (MP 3 - MP 6)	\$30,000,000	\$30,000,000	Economic Development & System Preservation
I-25 Roadway Capacity increase to 6-lane (MP 0 - MP 1)	\$10,000,000	\$10,000,000	Economic Development & System Preservation
US 180 Deming to Bayard capacity increase	\$60,000,000	\$60,000,000	Economic Development & System Preservation
District 1 Total	\$158,000,000	\$158,000,000	
DISTRICT 2 - Roswell and Surrounding Area			
US 82, Enhanced 2-Lane (Passing Lanes, Shoulder Widening, Intersection Improvements)	\$63,500,000	\$63,500,000	Safety & Economic Development (SE Oil Fields)
US 285, Shoulder Widening & Recon, Stateline to Loving	\$45,000,000	\$25,000,000	Safety & Economic Development (SE Oil Fields)
US 54, Roadway Reconstruction	\$36,000,000	\$14,000,000	Economic Development for Freight Movement
NM 8, Eunice North to JCT US 62 West of Hobbs	\$13,390,000	\$13,390,000	
US 380, Capitan to Hondo	\$8,500,000	\$8,500,000	
NM 31, Roadway Reconst, Int Improvement US 285/NM31, Accel/Decel Lanes	\$16,000,000	\$16,000,000	Safety & Economic Development (SE Oil Fields)/(Potash Mines)
US 70, Roadway Reconstruction	\$25,000,000	\$25,000,000	Severe Pavement Distress, System Preservation
US 380 Pavement Rehabilitation, Passing Lanes	\$40,000,000	\$40,000,000	Safety and Congestion Relief
District 2 Total	\$247,390,000	\$205,390,000	
DISTRICT 3 - Albuquerque and Surrounding Area			
I-25/Montgomery Interchange Reconstruction	\$50,000,000	\$4,500,000	Congestion Management
I-25, Roadway Rehab, Widening & Auxiliary Lanes, Comanche Int to Jefferson Int	\$15,000,000	\$15,000,000	Congestion Management
I-25/Jefferson Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management
NM 45, I-25 (Coors Overpass) to Rio Bravo	\$21,300,000	\$21,300,000	
NM 45, Rio Bravo to Old Coors	\$23,400,000	\$23,400,000	
I-25/NM 47 Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management & System Preservation
I-40/98th Street Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management & System Preservation
I-25 Gibson to Lomas with Gibson, Cesar Chavez, Central, MLK Interchange Reconstruction	\$250,000,000	\$250,000,000	Congestion Management & Economic Development
Paseo Del Volcan, I-25 to Unser Blvd (Rio Rancho), ROW Preservation, 2-Lane at Grade Roadway, Interchange at I-25	\$83,100,000	\$71,500,000	Congestion Management & Economic Development
NM 47 Desert Road to Woodward Reconstruction	\$40,000,000	\$40,000,000	Congestion Management & Economic Development
I-25/South Los Lunas Int and E/W Corridor, New Int and Roadway with River Crossing from I-25 to NM 47	\$97,000,000	\$97,000,000	Congestion Management & Economic Development
Bernalillo/COA Area Rio Grande River Crossing	\$100,000,000	\$100,000,000	Congestion Management & Economic Development
Paseo del Norte/Coors Interchange Reconstruction	\$65,000,000	\$65,000,000	Congestion Management
I-40/Unser Interchange Reconstruction	\$50,000,000	\$50,000,000	Congestion Management & System Preservation
I-25, Roadway Reconstruction & Widen to 6 lanes from NM 314 to Isleta Pueblo (Broadway Interchange)	\$26,800,000	\$26,800,000	Congestion Management
I-25, Widen to 6- Lanes Between 550 (Bernalillo) and Cerrillos Road (Santa Fe), Length Spans Districts 3 & 5	\$255,000,000	\$255,000,000	Congestion Management & Economic Development
District 3 Total	\$1,226,600,000	\$1,169,500,000	

DISTRICT 4 - Las Vegas and Surrounding Area			
US 54, Pavement Rehab, spot reconstruction, shoulder widening and structure rehab, Tucumcari to TX State Line	\$135,000,000	\$116,500,000	System Preservation & Economic Development for Freight Movement
US 64/87, Pavement Rehabilitation w/spot reconstruction of two lanes, Raton to Clayton	\$121,000,000	\$111,000,000	System Preservation (Pavement Conditions)
NM 434, MP 19.66 to MP 25.5 (19.66 Miles East of Jct. NM518 in Mora - East)	\$21,000,000	\$7,000,000	Economic Development (Mora, Angel Fire) and System Preservation
US 64, Taos/Colfax County Line to Eagle Nest	\$35,000,000	\$35,000,000	Economic Development (Angel Fire, Eagle Nest) and System Preservation
US 56, Pavement Rehab w/shoulder widening & Bridge Replacement, Springer East to Abbott	\$18,000,000	\$18,000,000	
District 4 Total	\$330,000,000	\$287,500,000	
DISTRICT 5 - Santa Fe and Surrounding Area			
US 64, Roadway Reconst, Farmington to Bloomfield Corridor	\$31,500,000	\$1,748,662	Economic Development & Congestion Management
US 64, Truss Bridge Replacement @ MP 22.1, Near Shiprock	\$26,500,000	\$26,500,000	System Preservation (Bridge Conditions)
NM 68, Roadway Reconstruction and Intersection Realignment, La Posta Rd to Camino Del Paseo Pueblo, Taos	\$11,000,000	\$4,000,000	Economic Development & System Preservation (Pavement Conditions)
NM 68, Roadway Reconstruction , Espanola to Velarde. Constructed in 2 Phases (FY 2018/2019, FY 2020)	\$27,000,000	\$6,422,568	System Preservation (Pavement Conditions)
US 64, Rio Arriba County Line-East to US 84, MP 87 - 107	\$22,900,000	\$22,900,000	
US 64, Rio Arriba County Line-East to US 84, MP 114.7 - 120	\$6,100,000	\$6,100,000	
US 64, Rio Arriba County Line-East to US 84, MP 120 - 135.5	\$17,800,000	\$17,800,000	
US 491, Shiprock to Colorado State Line, Bridge Rehab	\$19,900,000	\$19,900,000	
District 5 Total	\$162,700,000	\$105,371,230	
DISTRICT 6 - Grants/Milan and Surrounding Area			
NM 118, Roadway Reconstruction, East of Gallup (9 miles)	\$16,000,000	\$16,000,000	Economic Development & System Preservation
Carbon Coal Road/ US 491 Intersection Improvements	\$3,200,000	\$3,200,000	Economic Development and System Improvement
Allison Corridor (Phase 2 thru 5)	\$41,000,000	\$41,000,000	Economic Development and Congestion Mitigation
District 6 Total	\$60,200,000	\$60,200,000	
Statewide Total	\$2,184,890,000	\$1,985,961,230	

Source: NMDOT response to TRIP survey.

The federal government is a critical source of funding for New Mexico's roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.

Most federal funds for highway and transit improvements in New Mexico are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel. Since 2008 revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels so Congress has transferred approximately \$53 billion in general funds and an additional \$2 billion from a related trust fund into the federal Highway Trust Fund.³¹

Signed into law in December 2015, the [Fixing America's Surface Transportation Act \(FAST Act\)](#), provides modest increases in federal highway and transit spending. The five-year bill also provides states with greater funding certainty and streamlines the federal project approval process. But, the FAST Act does not provide adequate funding to meet the nation's need for highway and transit improvements and does not include a long-term and sustainable funding source.

The five-year, \$305 billion FAST Act will provide a boost of approximately 15 percent in highway funding and 18 percent in transit funding over the duration of the program, which expires in 2020.³² In addition to federal motor fuel tax revenues, the FAST Act will also be funded by \$70 billion in U.S. general funds, which will rely on offsets from several unrelated federal programs including the Strategic Petroleum Reserve, the Federal Reserve and U.S. Customs.

According to the [2015 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance](#) report submitted by the United States Department of Transportation (USDOT) to Congress, the nation faces an \$836 billion backlog in needed repairs and improvements to the nation's roads, highways and bridges.³³

The USDOT [report](#) found that the nation's current \$105 billion investment in roads, highways and bridges by all levels of government should be increased by 35 percent to \$142.5 billion annually to improve the conditions of roads, highways and bridges, relieve traffic congestion and improve traffic safety.

CONCLUSION

As New Mexico works to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to address the state's most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

However, at this time, a significant shortfall exists between the amount of transportation funding available and the amount needed to move forward with needed projects that would improve the state's transportation and support economic development and growth.

New Mexico will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems could provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

Numerous projects to improve the condition and expand the capacity of New Mexico's roads, highways, bridges and transit systems will not be able to proceed without a substantial boost in state or local transportation funding. If New Mexico is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

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ENDNOTES

¹ U.S. Census Bureau (2017).

² Highway Statistics (2016). Federal Highway Administration. DL-1C

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⁷ Federal Highway Administration (2017). Pavement condition data is for 2016.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

¹² Ibid.

¹³ Ibid.

¹⁴ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.

¹⁵ Pavement Maintenance, by David P. Orr, PE Senior Engineer, Cornell Local Roads Program, March 2006.

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¹⁷ Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.

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¹⁹ New Mexico Department of Transportation.

²⁰ Federal Highway Administration National Highway Traffic Safety Administration, 2012-2016.

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²⁸ Ibid.

²⁹ FHWA estimate based on its analysis of 2006 data. For more information on FHWA's cost-benefit analysis of highway investment, see the 2008 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance.

³⁰ Area Development Magazine (2017). 31st Annual Survey of Corporate Executives: Availability of Skilled Labor New Top Priority. <http://www.areadevelopment.com/Corporate-Consultants-Survey-Results/Q1-2017/highway-accessibility-tops-list-Charles-Ruby-Deloitte-Tax.shtml>

³¹ “Surface Transportation Reauthorization and the Solvency of the Highway Trust Fund,” presentation by Jim Tymon, American Association of State Highway and Transportation Officials (2014).

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³³ United States Department of Transportation (2015). 2015 Status of the Nation’s Highways, Bridges, and Transit: Conditions and Performance. Executive Summary, Chapter 8.
<https://www.fhwa.dot.gov/policy/2015cpr/es.cfm#8h>