



a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Joint Technical & Policy Committee Meeting

Wednesday, July 14, 2021

10:00 am

Virtual Meeting – Microsoft Teams

AGENDA

ROUTINE ITEMS:

Item #	Item	Presenter
I.	Call to Order and Introductions	Dave Deutsawe, Chairman
II.	Action: Agenda	Dave Deutsawe
III.	Action: Minutes – June 9 meeting	Dave Deutsawe

ACTION ITEMS:

Item #	Item	Presenter
IV.	Action: NMDOT Report on Project Feasibility Forms (PFF's) to deny or approve moving forward with Project Prospectus Forms (PPF's) – Based on June 29 – 30 Review – at District 6 Office or virtual	Robert Kuipers, DOT District 6 Staff

DISCUSSION ITEMS:

Item #	Item	Presenter
V.	NMDOT Functional Classification Updates - 2021	Jeanetta Bachand, NMDOT
VI.	Update: Members report on Local Leader RTPO Orientations completed	Robert Kuipers

VII) REPORTS: (10-minute limit)

Please submit Written Reports for inclusion in minutes

RTPO Program Report (<i>significant news only</i>) (<i>update member appointments</i>)	Robert Kuipers, Program Manager
Local Member Reports (<i>significant news only</i>)	By Entity
New Mexico Department of Transportation Reports (<i>significant news only</i>)	RTPO Liaison (Neala Krueger) Tribal Liaison (Ron Shutiva) District 5 (James Mexia, Stephanie Medina) District 6 (JoAnn Garcia; Bill Santiago)

NEW BUSINESS/OPEN FLOOR: MEMBERS & GUESTS (5-minute limit)

ANNOUNCEMENTS & NEXT MEETING: Wednesday, August 11 – Laguna Public Works Department (unless otherwise determined or virtual via MSTeams)

ADJOURNMENT

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday June 9, 2021

10:00 a.m. – 12:00 p.m.

Virtual meeting executed via Microsoft Teams

Due to COVID-19 Pandemic

ATTENDANCE:

Local & Tribal Governments	
Entity	Representative(s)
Pueblo of Acoma	Dave Deutsawe (Chair)
Pueblo of Laguna	Elroy Keetso , Sharon Hausam
Pueblo of Zuni	Royce Gchachu , Roxanne Hughte
Navajo Nation	Larry Joe , Marco Sells , Leanne Roy
Ramah Navajo	Dorothy Claw , Tom Martine
City of Grants	Don Jaramillo , Mark Teshima
City of Gallup	Clyde Strain, Alicia Santiago
Village of Milan	Sarah Austin, Denise Baca
Cibola County	Judy Horacek, Edward Salazar
McKinley County	Rodney Skersick , Donna Fambrough
San Juan County	Absent (Nick Porell)
Farmington Metropolitan Planning Organization - Ex-officio	Not in attendance

New Mexico Department of Transportation (NMDOT)	
Entity	Representative(s)
RTPO Liaison	Neala Krueger
District 5	Stephanie Medina , James Mexia
District 6	JoAnn Garcia, Bill Santiago
Tribal Liaison	Ron Shutiva
DOT Central Regional Design Office	James Sanchez
Other NMDOT Staff / Guests	Jim Townsend, Derek Meier

Regional Transportation Planning Organization	
Entity	Representative(s)
Northwest NM Council of Governments	Robert Kuipers , Evan Williams, Brandon Howe

Tally Sheet – Attendance & Quorum

Total Full Attendance:	Member Entities:	NMDOT	RTPO	Guests	Full Attendance Norm:	
	10	Normally 4-5: DOT Liaison, Tribal Liaison, District 5 & 6 Representatives	1	varies	17 - 20	
Attendance – this meeting:	Member Attendance:	NMDOT Attendance:	Staff:	Guests:	Attendance % this meeting:	TOTAL:
	11	3	3	2	100%	19

7 ROUTINE ITEMS:

Item #	Item
I.	Call to Order and Introductions. The meeting was called to order at 10:15 am, Bob Kuipers welcomed those in attendance, and Dave Deutsawe proceeded with introductions and approval of agenda and minutes. The virtual meeting was conducted via Microsoft Teams, due to the COVID-19 pandemic.
II.	Agenda. RTPO Program Manager provided an overview of the day's agenda topics and RTPO Chair called for a motion: ACTION: Royce Gchachu motioned – Pueblo of Zuni; Alicia Santiago - Gallup seconded adoption of the agenda. All in favor – motion carried.
III.	Minutes (May 12, 2021). Chairman provided time for review of minutes and there were no revisions requested. ACTION: Alicia Santiago - Gallup motioned and Rodney Skersick seconded adoption of the minutes. All in favor – motion carried.

Discussion: No discussion

ACTION ITEMS: none this meeting

DISCUSSION ITEMS:

Item #	Item	Presenter
IV.	Update: NMDOT 2045 Transportation Plan	Robert Kuipers - NWRTPO
BACKGROUND		
<ul style="list-style-type: none"> Why? Every 4-5 years the NMDOT and the NWRTPO undertake major updates to their long range transportation plans (generally with a 20 year outlook). Purpose. Familiarize NWRTPO members with the NMDOT major 2045 Transportation Plan update. Discussion/Finalization. RTPO staff will cover the NMDOT 2045 Transportation Plan and summarize various updates and areas of focus 		
CURRENT WORK		
<ul style="list-style-type: none"> RTPO staff have already summarized the NMDOT 2045 Transportation Plan from 51 to 4 pages. Staff will primarily cover this summary document at this meeting. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> RTPO members will be encouraged to review the NMDOT 2045 Transportation Plan, which is available on the NMDOT website, or can be provided by NWRTPO staff. 		
ATTACHMENTS		
<ul style="list-style-type: none"> NMDOT 2045 Transportation Plan pp. 1-9 – Acknowledgements, message from Michael Sandoval, NMDOT Cabinet Secretary, Introduction, and Summary of Plan Chapters and contents NWRTPO – NMDOT 2045 Transportation Plan Summary Document 		
BUDGET IMPACT		
<ul style="list-style-type: none"> None 		
ACTION ITEM		
<ul style="list-style-type: none"> N/A 		

Discussion: Staff provided a 4 page summary document in the meeting package along with the introductory section from the 52 page document, and presented from a 1.5 page summary document covering:

- Introduction from NM Transportation Cabinet Secretary Michael Sandoval** on the NMDOT mission statement, and how the plan balances long range goals with emerging trends and issues, and tracks progress against performance measures.
- The **plan's context** – addressing state and national goals

- **Transportation statistics and data** around roadways, bridges, airports, bike & pedestrian trails, transit systems, rail lines, annual visitors, annual miles traveled and transit ridership, and annual freight value. Also information on traffic annual injuries and fatalities.
- **Looking forward** priorities around safety, pavement conditions, multi-modal mobility, freight and economic development (and transportation's role) and projecting categorical financial needs. Needs for the 25 year plan stand at \$28.4 billion; the NMDOT anticipates a shortfall of around \$16.7 billion which represents a 60% gap around comprehensive state needs.
- **Trends & Issues:** Anticipate a growing transition to electric and autonomous vehicles and an increasing need to respond to new technologies and environmental issues. Investments will increasingly need to be data based and justified. Rural and tribal equity will remain a concern.
- **Strategic Direction:** Stakeholder and citizen priorities include: asset management, safety, mobility & access, and program delivery. NMDOT will also prioritize HSIP, highway safety, asset management, transit management, and CMAQ performance for urban areas. The 2045 plan provides goals and performance measures (pp. 39-40) for safety, mobility and access, program delivery, and asset management. The plan provided implementation strategies around the plans goals and priorities.

Item #	Item	Presenter
V.	Update: Transportation Project Fund Application Progress	Robert Kuipers - NWRTPO
BACKGROUND		
<ul style="list-style-type: none"> • Why? Members are supposed to have complete application packages due by today's meeting, up against a June 15 deadline • Purpose. Staff will check progress with RTPO members application packages and recommend forward steps to get these done as soon as possible • Discussion/Finalization. Members who have not made sufficient progress with their application packages must recognize the risk they are taking again the June15 deadline! 		
CURRENT WORK		
<ul style="list-style-type: none"> • Full guidance for application packages has been provided to RTPO members in May 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • Members who have not completed their application packages by today's meeting, will need to complete these at their earliest opportunity against our June 14 deadline 		
ATTACHMENTS		
<ul style="list-style-type: none"> • 2021 combined PFF's • 2021 Transportation Project Fund Guidance • NWRTPO 2021 TPF – Requested Projects Listing 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • No impact on NWRTPO Budget – however if all our requests are approved and met it will bring in almost \$20 million to our region for TPF projects 		
ACTION ITEM		
<ul style="list-style-type: none"> • N/A 		

Discussion: About half of our members have turned in complete application packages as of this meeting; the rest have been encouraged to complete these by June 11 at the latest, so staff can compile full application packages and submit them on the 14'th and/or before the June 15 deadline.

New Mexico Transportation Project Fund - 2021 Applications for the NWRTPO

- 1) **Cibola County:** County Road 1 (Marquez Road) – Preliminary Engineering and Design (incl. ROW, clearances / easements) and construction for road, bridge, and drainage improvements – 4.1 miles east of CR1 intersection with NM-279 - requested amount: **\$1,250,000.**
- 2) **McKinley County:** County Road 43-A (Superman Canyon Road) – Superman Canyon IV – design and construct bridges 3, 4 and 4A on Superman Canyon Road – requested amount: **\$2,000,000**

- 3) **City of Gallup:** Coal Avenue Commons: reconstruct Coal Avenue from 1st to 2nd Street including the 2nd Street intersection and the downtown walkway – requested amount: **\$3,500,000**
 - 4) **City of Grants:** Washington Avenue Drainage Project: phase 2 for roadway and drainage infrastructure to improve stormwater collection, reconstruction of Washington Ave. and improve pedestrian and vehicle access. Requested amount - \$2,179,312 / Sakelares Blvd. Phase 1: Planning, PER, ROW, clearances and design for Sakelares reconstruction – 2.7 miles; requested amount - \$575,000 / total request: **\$2,754,312**
 - 5) **Village of Milan:** Airport Road: Street reconstruction with drainage improvements to prevent future flooding – requested amount: **\$3,311,149** (match waiver)
 - 6) **Northern Navajo:** US64 / Beclabito Chapter Road intersection: Intersection safety improvements to provide PER, ROW and design thru construction to add street lighting – requested amount: \$900,000 / Shiprock Farm Road (N546) – base work and double chip seal for 2.5 miles in Shiprock farming area – requested amount: \$1,200,000 – total request: **\$1,700,000**
 - 7) **Pueblo of Acoma:** NM 124 Realignment: NM124 realignment – construction for connection to NM117 (1.2 miles) and eliminate NM124 / US I-40 underpass to NM 117 – preliminary engineering and design (including clearances) – requested amount: **\$1,550,000**
 - 8) **Pueblo of Laguna:** I-40 Exit 108 Bridge Deck improvement – widen and improve bridge deck with bike and pedestrian shoulders, curb and gutter drainage improvements and assuring ADA access for the Pueblo's trail system – requested amount: **\$1,501,000** **The Pueblo withdrew their application**
 - 9) **Ramah Navajo:** BIA Rt. 145 – design and PER – requested amount: \$575,000; BIA Rt. 195 – reconstruction, drainage and safety improvements; requested amount: \$895,116 / Total Request: **\$1,470,116**
 - 10) **Eastern Navajo:** West Tsayatoh Road phase 1: Subgrade prep, install culverts and apply basecourse – 4 miles – requested amount: **\$2,450,000**
- NWRTPO Total: \$19,985,577 / State Funding: \$18,986,298 / 5% local Match: \$999,279**

Item #	Item	Presenter
VI.	Review and Discuss: FFY2021-2022 Call for Projects	Robert Kuipers - NWRTPO
BACKGROUND		
<ul style="list-style-type: none"> • Why? Every two years (biennial basis) the NWRTPO engages a Call for Projects process to invite new projects into the NWRTPO RTIPR for our local municipal, tribal and county member governments. This process engages a series of document forms and meetings to assure that proposed new projects are both local / regional priorities, and qualify for state and federal funding. • Purpose. To engage the NWRTPO members in a review of the proposed process going forward to qualify new projects for inclusion in the FFY2022 RTIPR for the NWRTPO. • Discussion/Finalization. RTPO members voted at our May 14 meeting to approve and authorize the NWRTPO Call for Projects related to documentation submission and meeting dates which typically should commence in May-June, 2021 and conclude with a finalized RTIPR for the NWRTPO in February, 2022 and the DOT District Office RTIP (Zipper) in March, 2022. 		
CURRENT WORK		
<ul style="list-style-type: none"> • RTPO members will be provided guidance for the Call for Projects process, and schedule for the FFY2022 RTIPR, along with guidance for TAP, RTP, and CMAQ projects. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • RTPO members will be reminded of the process and timeframes for the FFY2021 – FFY2022 NWRTPO Call for Projects, including TAP, RTP, and CMAQ projects. 		
ATTACHMENTS		
<ul style="list-style-type: none"> • NWRTPO Call for Transportation Projects Guide, new PFF and PPF forms and TAP, RTP, and CMAQ Guidance. 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • None. 		
ACTION ITEM		
<ul style="list-style-type: none"> • Action completed last meeting; this meeting simply reminds members of the process and timeframes based on project type requirements. 		

Discussion: RTPO staff reminded members that PFF's are due on June 11, and wound up having to give some an extension thru June 14. **RTPO staff request that our RTPO members pay more attention to the emails sent from staff providing guidance and deadlines in advance of the "last minute."** There continues to be a problem with NWRTPO members being uninformed on process and deadlines for RTPO project development, inspite of the guidance and reminders that staff send out. We realize that most of our NWRTPO member government representatives hold high level positions within their respective governments, requiring multi-tasking and managing multiple deadlines and projects. Under these circumstances it is difficult to stay on top of everything, but staff does our best to keep members informed ahead of deadlines. Office and time organization helps immensely in staying on top of things – believe me, COG staff have the same struggle. So just asking all of us to stay organized and on top of deadlines. Keep the FFY2021 Call for Transportation Projects somewhere around your desk – rather than filed away, and review it – especially the deadline calendar from time to time to "stay ahead of the game" because a lot of revenue for projects on behalf of your governance and citizens is on the line. Our transportation project fund request for our region totaled at almost \$20 million dollars this round. Staff reminded members that TAP, RTP and CMAQ projects have a shorter application timeframe

Item #	Item	Presenter
VII.	Update: Wilson & Co. Report on I-40 / US491 Interchange RSA	Robert Kuipers - NWRTPO
BACKGROUND		
<ul style="list-style-type: none"> • Why? The NWNMCOG and NWRTPO recently engaged Wilson and Co. for completion of a Road Safety Audit – initiated by Lee Engineering to examine potential mitigation of a history of serious accidents around the intersection of I-40 and US491 in Gallup. • Purpose. Jim Townsend and Derek Meier from Wilson & Co. will report on the US491 / I-40 Interchange Road Safety Audit to provide clarification on the RSA and answer any questions from RTPO members regarding potential next steps based on the RSA report. • Discussion/Finalization. Presentation will take place at June 9 virtual meeting. 		
CURRENT WORK		
<ul style="list-style-type: none"> • RSA has been completed – documents are attached 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • With informed RTPO members, we can better collaborate and assess recommended mitigations to make this intersection safer for our citizens and visitors. 		
ATTACHMENTS		
<ul style="list-style-type: none"> • a) RSA Invite – Lee Engineering, b) I-40 RSA Public Meeting Report – Wilson & Co. • not attached: a) I-40 / US491 RSA Final Report – Lee Engineering, b) West I-40 RSA Public Meeting Report – Wilson & Co. – both of these documents are excessive megabytes but may be presented by Wilson & Co. for our meeting. 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • None 		
ACTION ITEM		
<ul style="list-style-type: none"> • N/A 		

Discussion:

- Wilson & Co. staff – Derek Meier and Jim Townsend provided a power-point presentation for this RSA initiative which provided 5 alternatives for reconstruction of the I-40 / US491 interchange intersections that would improve safety, reduce traffic jams and delays, reduce the number of traffic lights and enable significant reductions in accidents.

- Wilson & Co. has completed phase 1 A/B for this project to improve traffic flow and reduce accidents and anticipate completing phase 1 C for environmental review by July with public and stakeholder review and approval in August.
- In August thru September Wilson & Co. will commence design for intersection improvements which include potential for one or two roundabouts – eliminating the intersection stop lights and improving safe traffic flow.
- Wilson staff covered background on crash data trends, and upcoming stakeholder and public meetings.
- Existing problems include: multiple stop lights on US491 causing traffic congestion; on / off ramps that are too congested; too many traffic conflict points between Maloney Street and US491 – and lack of adequate pedestrian infrastructure and guidance.
- Wilson staff covered all 5 alternatives which present potential reductions in vehicle and pedestrian accidents – indicating that alternatives 2 & 3 propose a 20% reduction in accidents, while alternative 4 offers a 100% reduction in accidents related to roadway infrastructure.
- The Wilson & Co. Report is available on the DOT website (?)

Item #	Topic	Presenter
VIII.	RTPO Staff, Member and DOT Reports	Robert Kuipers - NWRTPO
BACKGROUND		
<ul style="list-style-type: none"> • Why? Update RTPO members on news, training, funding, and other items of special interest • Purpose. Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources 		
Informational Items		
Regional News & Updates		
<ul style="list-style-type: none"> • Regional Work Program Status Report: staff provided the staff hours summary and expenditure summary reports for April, 2021. • RTPO Report; staff provided the February monthly report in the meeting package. • Member Reports 		
Member Special Reports:		
<ul style="list-style-type: none"> • None submitted prior to the meeting 		
NMDOT Reports:		
<ul style="list-style-type: none"> • G to G Liaison: Neala Krueger • Tribal Liaison: Ron Shutiva • District 6: JoAnn Garcia & staff; District 5: James Mexia, Stephanie Medina 		
News, Training & Funding Opportunities:		
<ul style="list-style-type: none"> • <u>FHWA Planning, Environment & Realty Reports</u>: 5/20/21 • <u>NMDOT Govt. to Govt. Update</u>: 5/3/21, 5/31/21 • <u>AASHTO Publications</u>: no reports • <u>NMDOT / UNM-LTAP</u>: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at lap.unm.edu – <u>Online courses notice</u> forwarded to members as LTAP emails come in. • <u>UNM LTAP Courses Announcement</u>: 5/6/21 • <u>NM Indigenous Task Force</u>: 5/6 • <u>Effective Motivation of Highway Employees Webinar</u>: (LTAP) 5/11 • <u>2021 Native American STEM Scholarship Application</u>: 5/11 • <u>Tribal Transportation Updates</u>: 5/17 • <u>Tribal Resilience & Indigenous Planning Webinar</u>: 5/17 • <u>Public Comment for 2021 NMDOT STIP thru June 18</u>: 5/18 • <u>GIS – Managing At-grade RR Xings Webinar postponed</u>: 5/18 • <u>TMIP Webinar – Evaluating Accessibility Benefit</u>: 5/18 • <u>RTPO Orientation for Elected Leaders reminder</u>: 5/20 • <u>Every Day Counts News</u>: 5/21 • <u>Every Day Counts News – Pedestrian Safety</u>: 5/27 • <u>Title VI Training</u> is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance. Based on training length, we could provide it at one of our meetings. 		

Members please note: none of these documents will be included in the full meeting package due to the physical size and the electronic megabyte size going forward – all of the cited documents have already been emailed in advance of the RTPO monthly meeting to our NWRTPO members. Some of the citations are ongoing from month to month regarding ongoing training or funding opportunities.

RTPO Staff Reports:

RTPO staff provided the staff hours report for May, and the May monthly report. Of significance in the May monthly report are the following:

- The NWRTPO is now executing a full call for projects which extends from April / May of 2021 thru March of 2022.
- **The Trail of the Ancients Scenic Byway – portions thru all three counties have now been designated as a National Scenic Byway – anticipated to have significant impacts on tourism to our region!!**
- The Navajo Nation is commencing development of 80 miles of recreational trails in the Chuska Mountains, which will complement the 200 miles of rec. trails being developed in the Zuni Mountain Range, along with Pueblo of Laguna's development of bike / ped trails between all 7 Pueblo Villages. COG staff will continue developing recreational trails this Spring thru Fall in the Zuni Mountains, adding Cibola County trails to those already developed in McKinley County – total of 200+ miles of rec. trails!
- The NMDOT Transportation Project Fund has \$120 million available this year, so members worked hard and fast to meet the June 15 deadline for submitting complete application packages for just under \$20 million in total.
- Members are asked to update their appointment forms for the NWRTPO – so far only Cibola County has responded; staff still need new member appointment forms from: **McKinley County** (Rodney Skersick Primary, Donna Fambrough – Alternate) and **Northern and Eastern Navajo** (Northern – Larry Joe Primary, Leanne Roy Alternate) Eastern – Marco Sells Primary, Leanne Roy Alternate).

Local Member Reports (<i>significant news only</i>)	By Entity
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New news in bold

Pueblo of Acoma

- **Road construction in general commenced again in May.**
- CMGC2 – 1: Construction of new office for Transportation and other Departments is underway – anticipated completion has been delayed by COVID-19. **At this time building construction is complete.**
- CMGC2-2 SP130 Veterans Blvd. – Project is complete.
- CMGC2- 3 Baseball Fields – Design is complete; waiting on prairie dog removal before Notice to Proceed is approved and issued. **Baseball Fields improvement is now in progress – at 65% completion.**
- CMGC2 – 4 Projects: (*request for proposals for this new bundle of projects was published 2/10/19*)
- The Pueblo is now doing construction to increase its water irrigation system.
- FEMA 4352 Large Projects All FEMA Large projects have been completed (104 projects!) - \$13 million a year ahead of time; the Pueblo is now addressing finishing the small projects and only has one to go.
- **The Pueblo is continuing on the update to their Long-Range Transportation Plan; WH Pacific will do traffic analysis counts to contribute to the Pueblo's LRTP. To mitigate COVID 19 delays, the Pueblo has developed a survey for public input which is also available on Survey Monkey. The completion date has now been moved to March, 2021. The Pueblo is also updating their Transportation Safety Plan at this time. Public involvement meetings are postponed due to COVID-19, which will delay completion dates for these plans; however, thru distributing a survey at the local Food Pantry, the Pueblo has achieved a 41% response rate from the public for both transportation plans!**
- FEMA 4352: Small Projects: Recovery work has begun; the POA Public Works / Utility Authority was awarded the small projects (65) at \$2.2 million capital investment. 45 projects have been completed; 22 projects remain. The work was scheduled for completion by March 2020 but due to COVID-19 the completion date is pending a re-start, at which time a new completion date will be established.
- Arrowhead Drive is in design for new construction.
- Capital Outlay: The Pueblo has proposed a restart date of May 18 to resume work. **Pueblo is now developing 3 capital outlay projects.**
- **Pueblo is now pursuing a RAISE grant for \$25 million.**
- Mainstreet Project: The Pueblo will add several projects to the CMGC suite to include projects for housing and economic development. Preparing amendments to conduct engineering studies, land surveys, geotechnical studies, drainage analysis, right of way surveys and proforma.

Pueblo of Zuni

- **No new news as of this meeting – just ongoing maintenance**

- The Pueblo is under lock down with little administrative activity due to COVID-19 pandemic; the Pueblo has extended re-opening until sometime in the future, depending on how long COVID-19 persists. The Zuni Tribe partially opened on Oct. 13, 2020 at 50% capacity. Still exercising the CDC safety requirements in the workplace. Visitations only thru appointments.
- Royce is now also the Airport Manager. Receipt of FAA grant agreement for developing an Airport Master Plan for the Andrew Othole Memorial (AOM) Airport. The master plan will be developed by the Pueblo's airport consultant – Armstrong Consultant's, Inc.
- The Pueblo continues to update its long-range transportation plan. The plan is now in final draft form and being put out on the Pueblo website and Facebook for public comment. The draft plan is awaiting recommendations for next steps on how to present to the public.
- The pedestrian trail project plan is now 100% complete – will move forward for FHWA approval.
- On-call A/E consultants are working on designs for Ruins Road, North/South Sandy Springs Road, Harker Circle, the intersection of Ojo Caliente/Pia Mesa and pedestrian trails. **Ruins Road is now at 95% completion.**
- Ongoing road maintenance around the Pueblo. This includes crews addressing mowing, culvert repairs, blading gravel or dirt roads, asphalt pothole repairs and vegetation control.
- Virtual Presentation meeting with NMDOT and WHPacific on the NM53 Drainage project being designed by by WHPacific to make improvements from MP15.5 to 19, due to undersized culvert pipes and overtopping of flood waters on NM53 (also Zuni Mainstreet). First meeting was held on October 7.
- There are demolition projects in the Pueblo for the Lemon Tree/Zuni Laundromat building and the old Zuni Water Dept. building.
- The Pueblo is undertaking construction of an RV Park.
- The Pueblo has worked with Ashiwi Transit and Gallup Express to extend transit service to the Ramah Navajo area.
- The Pueblo has engaged contractual on call engineering services for future transportation development.
- The Ashiwi transit system received a national award at the 2019 National RTAP (*Rural Transportation Assistance Program*) conference.
- Ashiwi Transit will resume when all safety precautionary measures have been installed on the transit vehicles. Local and Gallup services will resume on a limited basis, but only on demand or appointments. Extension to Ramah / Pinehill is temporarily on hold until further notice around COVID-19 concerns. **Transit service is temporarily unavailable, until the Pueblo determines COVID-19 concerns have been adequately addressed.**

McKinley County

- The County has completed their funded projects for 2019 and has only one project to complete funded for 2020.
- Pending projects for the County include CR-19 and Deer Springs Road, along with Woodview Road in Prewitt to spend down FFY 2020 funds.
- The County is finishing their Local Government Road Fund projects including the Thoreau Town Site project at \$776K for cold mix overlay, for which the County has rented a milling machine. Certifications are complete for all LGRF projects and the County is requesting an extension till Spring – 2020 to complete maintenance construction which will include paving for CR-1 in Mentmore. Brasier Asphalt Co. has completed contract work on Thoreau Townsite roads. The County is waiting to complete this project by fog sealing the roads with the last of this funding.
- Brasier Asphalt Co. has completed contract work on CR1 – Mentmore.
- The County has almost completed chip-sealing CR-1 – Defiance Draw – will complete with fog-sealing remaining.
- Purchase orders for chips (sealing) for Pillowcrest Road have been obtained. Working on getting a list of culverts needed for Bowman Road. Work to progress as weather permits.
- TIF: \$1.2 million awarded for 10 miles of Deer Springs Road improvement – project on hold until Spring of 2020 for Mexican Springs Chapter. NDOT is contributing Fuel Excise Tax funding. Funding will allow drainage improvements, five miles of gravel base improvement and three miles of chip-seal.
- TIF: \$1.3 million awarded for 18 miles of CR19 gravel and chip-seal road improvement – multiple Eastern Navajo Chapters; collaborating with NDOT for road repairs and renovation. NDOT is contributing Fuel Excise Tax funding. Project has commenced, but completion anticipated until this coming summer around weather issues.
- The County will contract out their LGTPF project for Manuelito Canyon bridge replacement and road improvements; **the bridge is now at 75% completion.**
- The County will benefit with \$23 million for improvements to the Carbon Coal Road intersection in Gamerco with US491, which leads to the developing Energy Logistics Park (and potential Inland Port).

- The County has finished chip sealing Pine Haven road; will use remaining funds to finish improvements on Allison road.
- Ongoing county-wide maintenance including blading, patching potholes, cleaning culverts, repairing bridges / guardrails, etc. **The County is also working on completing the ZMTP Milk Ranch Trail Head**

Gallup

- **Gallup Mainstreet Project** – Ground breaking May 13; construction commenced June 1. Coal Avenue Commons both MAP and Legislative Agreements have been executed by the State. The City is working with Wilson & Co. and NMDOT District 6 on the final PS&E. City Council approved Wilson & Co.'s professional engineering proposal for construction management. The Mainstreet grant resolution was approved by City Council for this project. **Between MAP, State Legislative, Economic and City funding the Coal Avenue Commons project is now 73% complete and ongoing.**
- **Nizhoni and W. Aztec improvements are currently in design phase – Nizhoni design at 60%; West Aztec is at 30% design – funded by MAP (Municipal Arterial Program) at \$944,000.**
- The East Nizhoni Blvd. Reconstruction project was awarded LGTPF funding – the contract with NMDOT was executed by the City and the State, with the electronic copy received; awaiting the original signature. **This project is now at 60% design.**
- W. Aztec drainage legislative grant has been executed and engineering services have been awarded to begin design; notice of obligation has been submitted and approved by the state. **Design in progress at this time at 30%.**
- Local Govt. Road Fund funded projects will commence when weather allows in May or June.
- The City is submitting a Letter of Intent for Coop funding, as well as a MAP application.
- **Federal Aviation Admin. application has been submitted for our airport taxi-way and connectors.**

Milan – absent this meeting

No report yet for this meeting – as the village has a brand new manager who is also the new primary representative to the NWRTPO by the name of Sarah Austin, who needs more time to learn where the village is with regard to transportation priorities. Ms. Austin has resigned from the Village Manager position, so the Village is looking for a new manager. **The Village has applied for TPF funding for Airport Road.**

Ramah

- **No new news this meeting**
- Condolences to the community for the loss of Shane Lewis, who accomplished significant transportation development on behalf of the Ramah Navajo community.
- Ramah Navajo has filled two positions after the departure of Shane Lewis with Dorothy Claw as primary transportation developer and Tom Martine as transportation assistant – these individuals are also the primary and alternative representatives to the NWRTPO.
- Dorothy and Tom are acclimating with ongoing Ramah transportation projects at this time and updating the Ramah Long Range Transportation Plan, completing an annual report, and looking for training opportunities.
- Acting executive director for Ramah Navajo Chapter's 638 Grants & Contract Programs issued a memorandum for employees to return back to work and follow CDC guidelines within each Chapter program RNDOT is back in operation and continues to maintain roadways.
- BIA Projects Update:
 - BIA 125 mp 18 – 24.6 – received approved design exception report for this project from FHWA and will move to finalize the project. BIA 125 MP 0 – 4.4 received approval from NNHPO on the updated Cultural Report document and Categorical Exclusion. Awaiting ROW documents for BIA 195 in Ramah Band Land to RN Realty Office. BIA 113 and 145 received final report and will review final documents with tribal officials
 - BIA 195: submitted ROW documents to RN Realty Office; **more focus on this road going forward.**
 - BIA 145 and BIA 113: Received draft report for BIA 145 and BIA 113. **More focus on BIA 145 going forward.**
- RNDOT Transportation Technician is vacant and will advertise for the position.
- Submitted grant applications for the NOFO on Tribal Transportation Program Safety Funds.
- BIA 125 striping project is complete; **BIA 125 mp 0-4 and mp12 – 24.6 are now construction ready.**
- NMDOT LGRF received all certifications and submitted a letter of disbursement. Awaiting on contractor to return signed Notice of Award for BIA 125 striping project.

- Cancelled Transportation Committee Meetings until COVID-19 Restrictions are lifted.
- Submitted road signs replacement maintenance project for 2021 LGRF cycle.
- NMDOT LGRF received some certifications and will coordinate with Utility providers. Received ROW certification and submitted letter requesting disbursement.
- Assisting with RN Community Development Department for the Navajo Nation Rural Addressing Project.
- Ongoing general maintenance for area roads, cattle guards and signage, blading and shaping, potholes and base course patching (incl. school bus routes). Cleaning and replacing roadway signs. Field fence repairs, post replacements and gate repairs.
- **Ramah Navajo has submitted a BUILD Grant application.**

Cibola County

- **Cibola County has hired a new Road Superintendent by the name of Ed Salazar.**
- The County is doing “blade and shape” maintenance on 84.7 miles of 14 County Roads; and a variety of other maintenance (cattle guards / culverts / sign repair / tree trimming & weed control / mowing / pot-hole patching / and minor road repairs) for 24 county roads.
- ZMTP RTP trail project is funded for FFY2020 construction – working with McKinley County for trails development beginning with the Quartz Hill Trail Head. Construction will likely not proceed until FFY2021 Spring & Summer for the Cibola portion of the Zuni Mountain Recreational Trails. **Cibola County has now been cleared to be the fiscal agent for this project and will no longer need McKinley County’s assistance; trail development and construction is commencing. Cibola, COG and NMDOT staff had a virtual internal planning meeting on Jan. 19 at 9am with Arnold from the Forest Service to discuss updated scope of work for this project.**
- CR-18B and CR1 road / bridge projects are current priorities. CR-18B awarded LGTPF funding – LGTPF contract is complete and submitted. CR18-B – RFP closed Friday – 12/4 and are currently reviewing applications – much appreciation to JoAnn Garcia from NMDOT District 6. Two firms responded to the RFP and the Cibola Commission will determine the award at their January 14 meeting.
- Coop projects will begin soon.
- Ongoing County wide maintenance for County and Forest Roads.

Grants

- **No new news.**
- The City recently had a ribbon cutting ceremony for the pedestrian bridge on 2nd Street.
- Riverwalk trail: Design at 100% from WHPacific, Project is on hold for the time being.
- First Street phase 2 – Adams to Roosevelt: design at 100%; added a pond and lift station on Geis Street for drainage; allotted \$1.8 million from 2019 state legislature for **final phase 3 from Washington to Roosevelt which was recently awarded**. Final PS&E is scheduled for this August and project letting is scheduled for September. Total project stands at \$6.2 million.
- 2nd street bridge out to bid for construction to commence in July – delay due to COVID-19 pandemic.
- Washington bridge replacement over 2nd Street through LGTPF funding will include a walking opportunity for High School students; project construction is underway – commenced in June.
- Lobo Canyon and Roosevelt intersection improvements are underway

Pueblo of Laguna

- **The Pueblo remains closed to the public, and administration is closed until the COVID-19 Pandemic resides.**
- The Pueblo is pursuing an FHWA grant to develop a Pueblo-wide (all Villages / roads) Safety Plan and will be seeking data sources identifying various crash incidents, and high crash incident locations; may need assistance from the RTPD or DOT with analyzing crash data. The Pueblo has a number of State Routes, where high speeds impact upon more fatal crashes.
- NM 124 Trail- Encinal Road to St. Rd. 279, a bike/ped path: The Construction Management services firm selected is Bohannon Huston Inc. Construction NTP was issued in January. Construction is now complete. Desert Fox Paving is working on close out documents to be completed by March, 2021 and as-builts.

- **NM124 Rio San Jose to Roundabout bike & ped path:** Design is complete. PS&E checklist is complete – project planned to be let February – March, 2021
- **L26 Rainfall Road from Cubero Wash to Seama bridge M108:** Construction has been completed, including a bike & ped. trail. Final audits in progress and project is in close-out.
- **M137 bridge at Laguna Subdivision:** Construction complete and project in close out with BIA.
- **Mill, Overlay, Striping & Enhancement Projects:** Construction is complete for L503 – Veterans Memorial Road, L200 Postal Road and L245 Raindrop Road. **The Pueblo is developing the next phase on four BIA routes: LGRF/BIA Road Maintenance Striping Projects – phase 2 & 3: Phase 2 – L500 Mountain Ash Loop and L500 Central Park Road; Phase 3 – L540 Veterans Memorial Road and L200 Elizabeth Bender Road. Projects at 90% design, construction anticipated in March.**
- **LGRF / BIA Road Maintenance Mill, Overlay & Striping Projects:** Phase 2 & 3: Phase 2 – the Pueblo is working on the next phase for four BIA routes: phase 2 for L500 Mountain Ash Loop and Central Park roads. Phase 3 for L540 – Veterans Memorial Road and L200 Elizabeth Bender Road. **Contract amendments submitted and received. Local Govt. Road Fund and trail projects to commence soon.**
- **NM 124 Roundabout:** The repairs to the roundabout are being coordinated by NMDOT, no start date has been determined. **NM124 Road Diet has received an extension and is in final design.**
- **L24 Rainfall Road:** design changed to two phases, **Ph-1 Road & Trail at 60% design, and Ph-2 Conc Box Underpass at 30% design.** Construction funded for \$1.9 million from the LGTPF fund!
- **L26 Deer Dancer Road:** at 95% design, working on ROW amendments and E.A. **ROW and design modifications are underway.**
- **L243 Acorn Road design:** completed 100% design and PS&E review from the BIA. Construction pending funding.
- **M154 Paguete Wash Bridge:** **PER is complete** – draft report has been submitted to the Pueblo and BIA.
- **M108 San Jose River Bridge-Seama:** **PS&E, EA, FONSI and NOI are in progress. Bridge is now at 100% design.**
- **L248 Bluejay Road and L248 Blue Star Loop:** **Design is in progress now at 90%.** PER is expected by end of January 2021.
- **Pueblo's Safety Plan:** **Phase 1 is complete and the Pueblo is intending to apply for upcoming FY Safety Planning Funds.**
- **NMDOT I-40 Safety Project:** The Pueblo met with NMDOT on March 3. **Design is at 100%; NMDOT hopes to let the project the summer of 2021.**
- The Pueblo has completed L26 Rainfall Road along with two trail projects.
- **The Pueblo is undertaking a lot of striping projects right now.**
- **Working on 2021 LGRF project submission.**

Navajo Nation – Northern Agency

- **Local Govt. Road Fund projects will commence implementation soon for both Eastern and Northern Navajo.**
- Larry Joe requests COG RTPO Manager to help him include US491 RSA recommendations Naschitti to Newcomb as proposed projects in our 2020 RTIPR revision.
- **Navajo DOT continues development for their Long Range Transportation Plan for 2021**
- **Navajo DOT has appointed Marco Sells to fill an administrative position for Eastern Navajo finally bringing Larry Joe some relief! Marco will have his hands full, as he is also the Chinle, AZ Transportation Planner.**
- **Karen Bedonie has been re-assigned and a new Planning Director by the name of Leanne Roy is on board for NDOT.**
- **NDOT is working with Sandoval County on inventory to transfer County Roads to the Navajo Nation going forward.**
- **Shiprock High School Safety corridor project is earmarked for 2023 NMDOT STIP for three land road widening construction. Will remain on RTIP.**
- **TseDaaKaan Chapter (Hogback) N5031/Hwy 64 Safety intersection improvement is earmarked for 2021 NMDOT STIP for construction. Final review with local residents. Take off the list, when project is completed.**
- **N36/Hwy 371 intersection improvement(Upperfruitland Chapter)-** This project was funded through NM State Capital Outlay. The project is led by San Juan County, NM. The Design layout of the intersection was completed by Wilson & Company. *NMDOT and Navajo Nation finalizing the MOU, which will allow for the State beginning working on construction of the project. Project need of additional funding to complete the project. Project will on RTIP.*

- **Newcomb Chapter-** working on **N5007 Low Water Crossing** using the State, and Tribal match fund to complete this low water crossing project. Project Manager, Donald Jackson, worked on the design and it is determined it would need realignment of the road. Therefore, the realignment of the road was submitted to BIA for review and approval. Pending for final review and approval.
- **Beclabito Chapter-** was awarded of NM Capital Outlay for Helipad for aircraft landing facility. Land withdrawal is in the works with Project Manager assigned. Will need to complete the preliminary studies and design before the construction of the project.
- **US 64 Study Improvement Plan-** NMDOT officials recently met with local chapters (Beclabito, Gadihii, Tsedaakaan, Shiprock) on the review and conditions of the highway and improvement plan process is for this 20 plus miles Hogback to AZ Stateline. Project still Planning stage. It will need to remain on the RTIP List for future road improvement, which includes road reconstruction, and bridges replacements.
- **Hwy 64 Shiprock Bridge Replacement-** public hearing is set for November 14, 2019 at Shiprock Chapter. Design plans has started on this project with NMDOT, it will remain the RTIP.
- **San Juan-Hogback Bridge** has completed the feasibility studies for a new bridge. Road alignment is still pending, and it would full preliminary studies and design of the project. San Juan Chapter is seeking additional funding for this project. Project will remain on the RTIP.
- **Shiprock Chapter-** is seeking Road Safety Audit on Hwy 491, milepost 89-90. Navajo DOT staff is working on this project using the Navajo Sihasin Fund for RSA. Updates- NMDOT contracted to complete the survey and assessment of the US Highway 491 North of Shiprock. Project will remain on the RTIP for future improvement planning, designing, and construction.
- **Burnham Chapter-** is seeking funding for RSA and N5/Hwy intersection improvement. Chapter is submitting a Letter of Intent through Local Government Road Fund on March 15, 2020. Project did not any funding but it will remain the RTIP for road studies, design and construction.
- **Beclabito Chapter/Hwy 64 Improvement Plan-** is continuing seeking funding for street lighting along Hwy 64 store, NHA Housing, Chapter house within the corridor. This project is added to NMDOT planning and design with when construction fund becomes available.. Project will remain on the RTIP for future funding.
- **Newcomb Chapter-** is seeking funding for Street Lighting along Hwy 491 & N5001, RSA was completed 2017 when the chapter contracted with a company that completed the studies. Project will remain on the RTIP.
- **Sanostee Chapter –** is seeking funding to construct new drainage structure at the intersection of Hwy 491 & N34. Recommending for Transportation Project Fund 2021 list. A studies was completed 2018 by Dibble Engineering. Project will remain on the RTIP List.
- **Sanostee Chapter-** is seeking funding for School Zone safety RSA and maintenance on route N34 on pavement road. Chapter is working on submitting to District 5 for studies and safety improvement at the school zone. Project will remain on the RTIP List.

Navajo Nation – Eastern Navajo

- **Marco Sells the new manager for Eastern Navajo indicated that a Virtual Navajo Nation Transportation Summit is in development to be announced sometime in the near future.**
- **Lary Joe indicated that Sandoval County will be transitioning many of rural their roads to Navajo DOT oversight and ownership**
- **Rock Springs Chapter-** CR-9 road improvement. Will be added to RTIP for future road improvement
- **Nahodishgish Chapter-** N53 & 98 road improvement. Will be added to RTIP for road improvement.
- **Manuelito Chapter-** Sunset Valley road Chip Sealing. Will be added to RTIP
- **Manuelito Chapter-** Tse De Tah Spring road improvement Chip Sealing. Will be addit to RTIP
- **Rock Springs Chapter-** Chee Dodge Elementary School Access Improvement – Improving turning lanes and street lighting. Will be added to RTIP.
- **Church Rock Chapter-** NM Highway 118 Improve – Street lighting for safety corridor. Project will be completed with NM Capital Out funds.
- **Crownpoint Chapter-** street lighting project in progress to complete soon.
- **Baahaali Chapter-** transfer access road improvement- Project completed.
- **Mexican Chapter-** Road Safety Audit, project in progress on contracting out to complete the RSA studies. Will be added to RTIP for construction project.
- **Twin Lakes Chapter-** Road Safety Audit, project in progress on contracting out to complete the RSA studies. Will be added to RTIP for construction project.

- Tohatchi Chapter- Road Safety Audit, project progress on contracting out to complete the RSA studies. Will be added to RTIP for construction project.
- Iyanbito Chapter- Received Local Government Road Fund, it would need more funding to complete the road improvements. Will be added to RTIP for road improvement Chip Sealing.
- Iyanbito Chapter- I-40 -Project is seeking funding for drainage improvement and overpass studies, design and construction to provide safe entering and existing I-40. Will be added to RTIP.
- Mariano Lake Chapter- Red Willow road in progress to complete the road improvement.

Proposed New Roadway Lighting Projects have no Planning, Designing or Construction funding, but the respective Chapters will be seeking funds to begin Road Safety Assessments, Design, and Construction: All these projects will be added to RTIP for future funding of the projects.

- Smith Lake Chapter- Seeking RSA studies and street lighting at Hwy 371 & N49
- Crownpoint Chapter- Seeking RSA studies and street lighting at N9 & Hwy 371 intersection
- Becenti Chapter- Seeking RSA studies & Street lighting at Highway 371 & N9
- Coyote Canyon Chapter- Street lighting at Intersection of Highway 491 and N9, Milepost 15-15.5
- Whiterock Chapters- Seeking RSA & Street lighting at Highway 371 & store junction, chapter access roads
- Standing Rock Chapter- Seeking RSA & Street lighting at N9 & Chapter access road intersection.
- Little Water Chapter (Eastern)- Seeking RSA & Street lighting at Highway 371 and N7119
- Mexican Springs Chapter- Completing RSA, and seeking street lighting at Highway 491 & N30
- Naschitti Chapter- Completing RSA, and seeking street lighting at Highway 491 & Bus turnaround MP 32
- Tohatchi Chapter- Completing RSA and seeking street lighting at Highway 491 Milepost 22-24
- Twin Lakes Chapter- Completing RSA, and seeking street lighting at Highway 491 & Chapter access road/school access road, Milepost 13 – 13.5 and other lighting at Highway 491 & Giant store/Johnson road, Milepost 9.8 – 10.3

**New Mexico Department of Transportation Reports
(significant news only)**

RTPO Liaison (Neala Krueger)
Tribal Liaison (Ron Shutiva)
District 5 (James Mexia, Stephanie Medina)
District 6 (JoAnn Garcia, Bill Santiago)

Multimodal Planning & Programs Bureau – Neala Krueger

- **No new news for this meeting.**
- An RSA for the area around the I-40 / US491 intersection and west of this intersection in Gallup RSA is now complete. Numerous pedestrian injuries and fatalities have occurred in recent years. A virtual stakeholder meeting was held on January 28, 2021.
- The Recreational Trails Program (RTP), Transportation Alternatives Program (TAP) and Congestion Mitigation / Air Quality (CMAQ) Call for projects was issued on May 3, 2021.
- Keep an eye on Senate Bill 20 – Local Govt. Transportation Fund; SB20 is the legislation that would redirect a portion of the gas tax to the Transportation Project Fund. Looks like a good chance that this will get funded in this legislative session per Clarissa & Sean Sandoval. **This took place, as the TPF fund for the upcoming cycle is at \$120 million (!!)** members completed all required application documentation by June 15 deadline.
- **The NWRTPO completed their annual Quality Assurance Review on April 28; final report provided May 31 with no findings.**
- **The NMDOT 2045 Long Range Transportation Plan is available at this time for public review and comments with a 45 day deadline. The NMDOT Long Range Transportation Plan website/portal is available at <https://newmexico2045plan.com/> . Looking for RTPO feedback.**
- The New Mexico LTAP center provides technical assistance and trainings to support workforce development with the aim of helping local governments and municipalities across New Mexico meet their transportation needs. <https://ltap.unm.edu/>
- **The NMDOT Critical Freight Corridors plan has been approved**
- **A new Functional Classification Guide update has been completed – coming on the DOT website soon.**

NMDOT Tribal Liaison – Ron Shutiva

- Ron is working on updating Tribal contact lists based on recent election related changes at this time – anything that RTPO members can do to help facilitate this will expediate completing these updates. Ron indicated that the tribal list is now complete.
- The Navajo Nation is having issues with development of an industrial park along the NM118 corridor between Rehoboth and Churchrock. The Navajo Economic Development Dept. is now working with NMDOT Dist. 6 toward an industrial park on NM118 between Rehoboth and Churchrock.
- **Ron is now on the LTAP Board.**
- **There's a new Indian Highway Safety Grant out from the BIA.**
- Reminding members to keep on top of deadlines for ICIP, TIF, and LGRF.
- **Due to Chapter turnover it might be good to consider an orientation to the NWRTPO for Navajo Chapters – including transportation funding opportunities – easiest would be at the Eastern, Northern and Ft. Defiance Agency meetings.**
- A national broadband project is establishing a broadband corridor along I-40, and will involve tribal discussion with Pueblos of Laguna and Acoma and Navajo Nation.
- NMDOT needs an update from Pueblo of Laguna for progress on Rainfall Road from the Local Govt. Road Fund.
- NM118 drainage analysis project is finally in progress as the Navajo Council is working on agreements with the local governments in the region of the study between Churchrock and Iyanbito; **need coordination with NDOT.**
- Ron indicated that the Laguna I-40 improvement project is moving forward from Exit 112 to 117.
- Ron is concerned about improvements needed for the US64 Shiprock School Zone corridor – NDOT is non-responsive, and support and input is needed from NDOT before the state moves forward with safety improvements.
- I-40 Safety projects are coming to the Laguna Acoma area, including the exit 114 bridge.
- Ron reported on the NM118 drainage analysis that took place between the Iyanbito and Ft. Wingate I-40 intersections at previous meetings. Ron indicated he feels that NM118 drainage issues remain unresolved to this day (in spite of two studies!) and the Navajo Nation DOT remains non-responsive!
- NMDOT is working with area Chapters for improvements on the US491 corridor from Shiprock to Colorado border.

NMDOT District 5 – James Mexia, Stephanie Medina

- **No new news for this meeting.**
- Stephanie reminded of the five certifications required before projects are considered construction ready.
- WHPacific is being contracted for a study on needed road and intersection improvements on US 64 – MP 0 – 20 (which includes the Shiprock School Zone). This project will be divided into two phases funded separately and referencing the District 5 HSIP plan for 2021 including a) primary / major Chapter or community intersections from Shiprock to the Arizona border and b) the Shiprock School Zone.
- The NM371 and N36 intersection near Northern Edge Casino is at 60% design; need ROW clearance / easement from NDOT.
- The District is looking at the need to replace the aging Shiprock San Juan River bridge.
- D-5 staff are managing project proposals for the 2021 Local Government Road Fund, and have received awards from the DOT General Office in Santa Fe for the next fiscal year.

NMDOT District 6 - JoAnn Garcia, Bill Santiago

- Local Govt. Road Fund – as Stephanie from District 5 mentioned, the 5 certifications are also required before LGRF projects are considered construction ready.
- There is a June 30 deadline for MAP project submissions
- For the Transportation Project Fund – DOT-6 is waiting for project reports from Cibola County.
- JoAnn Garcia reminded members to check up on their Capital Outlay projects and update them in the CPMS (Capital Project Monitoring System), to make sure their projects are submitted and up to date, with the required minimal 5% match.
- For Local Government Road Fund projects – the District needs certifications for all projects – many RTPO members are not following LGRF guidance for project development and are trying to close out projects without having reported progress to the DOT or following what the program requires – this could jeopardize funding, and DOT District 6 urges

follow up with their staff. Have contractors apply to be on the State list as pre-qualified contractors. Using a non-state-qualified contractor could also jeopardize project funding! Bill indicated that LGRF will be announcing reward amounts in the near future.

NEW BUSINESS/OPEN FLOOR: MEMBERS & GUESTS (5-minute limit)

- Transportation Project Fund – requesting DOT to provide a project status report for the FFY2018-2019 projects.

ANNOUNCEMENTS & NEXT MEETING: No announcements – next meeting July 14, 2021 – virtual meeting via Microsoft Teams

ADJOURNMENT (12:00 pm) Royce Gchachu, Pueblo of Zuni moved, and Alicia Santiago, McKinley County seconded for adjournment; Motion carried by acclamation.

MEETING ACTIONS:

Staff

- **Orientations:** Schedule and conduct RTPO Orientations at Policy Board meetings, in order to stay in compliance with PPM
- **Website:** update all important documents page and update Meeting schedule on Meetings page
- **Program Guides:** post to website and circulate
- **Review Amendments** (especially Gallup for MAP/Coal Avenue Commons - June 30)
- **Flowchart:** develop a simple flowchart of the process described today and follow-up with Counties (EW)
- **New NMDOT HSIP Coordinator:** **Invite to report at our July meeting** (when can we apply for FFY 2023 projects; is NM hot spot data available?)
- **Need to track MAP funding for our members and other participating counties each year.**
- **Develop scoring sheets for our member govt.s PFF's / reserve District 6 auditorium June 28 – 30 to evaluate PFF's for our regular call for projects – with option for virtual participation.**

MEMBERS

- **Orientations:** Assist in scheduling these either in-person or virtual at Policy Board meetings
- **Review Amendments** (especially Gallup for MAP/Coal Avenue Commons - June 30)
- **Statewide Transportation Plan** (**comments due on and by June 21**)
- **Apply for Transportation Project Fund applications by June 15**
 - Follow Internal Deadlines set by RTPO
 - Letter (to District Engineer)
 - Project Feasibility Form (due Friday, 5/14)

NMDOT

- Statewide Plan Presentation (June) – provided by Bob K.
- Functional Classification Guide (July) – Neala / Jeneette
- District Review of PFF's / Applications
- Status Reports on current status of Transportation Project Fund projects from 2018-2019



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NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

Agenda Item #IV: NMDOT District 6 Report on PPF's

Subject: DOT Dist. 6 staff and RTPO manager to report on projects approved to move forward to PPF's for inclusion in the FFY2021 RTIPR

Prepared for: Member Awareness for further RTIPR development

Date: 7/6/21

BACKGROUND

- **Why?** Every two years the NWRTPO develops a new RTIPR which entails revisiting existing projects and proposing further development, or proposing new projects for multi-modal development within our region.
- **Purpose.** The RTIPR (*Regional Transportation Improvement Program Recommendations*) provides a list of transportation projects seeking funding thru a variety of state or federal sources for our region.
- **Discussion/Finalization.** RTPO members will discuss moving projects forward for the FFY2021 – 2022 RTIPR with NMDOT staff.

CURRENT WORK

- Discussion with NMDOT District 6 staff on development of transportation projects for the NWRTPO - RTIPR.

ANTICIPATED WORK

- Modification of projects as needed or advised by NMDOT, and moving these forward with Project Prospectus Forms (PPF's) toward inclusion in our new RTIPR.

ATTACHMENTS

- List of proposed projects for the FFY2021 – 2022 RTIPR

BUDGET IMPACT

- None

ACTION ITEM

- NMDOT District 6 staff will consult with RTPO members to approve or deny moving projects forward in the RTIPR.

RTPO Call for Projects PFF Consultation Schedule (June 29-30) District 6 Office – Milan, NM

Including / Inviting: Neala Krueger, Ron Shutiva, Charles Lundstrom, Luke Smith, Jason Grover, Larry Maynard, Arif Kazmi, Lisa Vega, JoAnn Garcia, Bill Santiago and (Mark DePauli -for City of Gallup projects).

Time Slots	Tuesday, June 29	Wednesday, June 30
8:30 – 9:30 AM	Ramah Navajo (2) <ul style="list-style-type: none"> NM53 / BIA 125 Intersection & 125 Road Improvemt. Pine Hill Pedestrian ADA Improvements 	Eastern Navajo (3): <ul style="list-style-type: none"> CR8890 Road Improvement – Preliminary Engineering – Whiterock Chapter – 5 miles (San Juan County) Standing Rock Chapter – 7124 Bridge replacement – PER Ojo Encion Chapter – N474 Road & Bridge Rehabilitation – 10 miles
9:30 - 10:30 AM	Pueblo of Laguna (4) <ul style="list-style-type: none"> NM279 from NM124 to MP 9.5 NM 124 Bike & Ped. Improvements NM279 to Rio San Jose NM 124 Bike & Ped. Trail – Seama to Paraje I-40 & L24 Underpass Bike & Ped. Improvements 	City of Grants (8) <ul style="list-style-type: none"> NM122 (Route 66/Santa Fe Avenue) - Studies Sakelares Blvd - Roadway/TPF Nimitz Drive – Roadway/TPF Roosevelt Avenue Bridge - TPF Anderman Street Bridge - Bridge NM547 Shoulder Improvement – FLAP Grants Arroyo Trail – TAP 2nd Street Shared Loop - TAP
10:30 – 11:30 AM	Pueblo of Acoma (5) <ul style="list-style-type: none"> SP 30 – Pueblo Road – new road striping and signage SP32 Pinsbaari Drive Trail – PER for safe bike & ped trail along roadway SP36 Mesa Hill Bridge and Road Extension SP38 Haaku Road – PER for roadway improvements NM 124 Realignment 	City of Grants – continued as necessary
Lunch Break		
1:00 – 2:30 PM	McKinley County (6) <ul style="list-style-type: none"> County Road #1 – Roadway County Road #19 – HSIP Red Mesa Bluffs Drive – TPF Superman Canyon Road and Bridges - TPF Becenti Trail (CR77) Road - TPF High Desert Trailhead – RTP 	City of Gallup (5) <ul style="list-style-type: none"> Coal Avenue Commons - TPF Nizhoni Blvd – Roadway/TAP Northside Trail System – RTP West Aztec Drainage - Roadway West Logan Avenue - TPF Invite participation from Mark DePauli
2:30 – 4:00 PM	Cibola County (7) <ul style="list-style-type: none"> County Road #5 (Moquino Bridge) – TPF? County Road #24 – TPF? County Road #34 (Pinehill) – TPF? County Road #42 (Chain of Chaters Byway) - ? County Road #1 – TPF? Bluewater Trail (ZMTP) – RTP Ojo Redondo Connector (ZMTP) - RTP 	Village of Milan (8) <ul style="list-style-type: none"> Motel Drive – TPF/MAP Stanley Road and Bridge Improvement – TPF NM605 Bridge – Bridge Berryhill Street – TPF Willow Drive – TPF Horizon Blvd – Study Airport Road Bridge – Bridge Mill Road (MIP) - TPF
Day Ends		



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NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

Agenda Item #V: NMDOT Functional Classification Updates

Subject: Report / review of NMDOT 2021 Functional Classification guidance – Jeanetta Bachand

Prepared for: Informing RTPO members as functional classification relates to funding

Date: 7/6/21

BACKGROUND

- **Why?** RTPO members need to be familiar with roadway functional classification, as it impacts project funding. Major Collectors or higher classifications qualify for federal funding, minor collectors and local roads must draw from other local or state sources.
- **Purpose.** Inform NWRTPO members on the NMDOT 2021 Functional Classification Update.
- **Discussion/Finalization.** Jeanetta Bachand will inform RTPO members on the NMDOT 2021 update to functional classification guidance.

CURRENT WORK

- Presentation from Ms. Bachand

ANTICIPATED WORK

- Members to be aware of functional classification for roadways as they propose projects for funding.

ATTACHMENTS

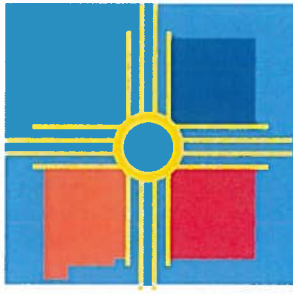
- NMDOT 2021 Functional Classification System Guide
- One Page Guide to Functional Classification
- NMDOT Functional Classification Change Request Form

BUDGET IMPACT

- None

ACTION ITEM

- N/A



New Mexico DEPARTMENT OF
TRANSPORTATION
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NEW MEXICO DEPARTMENT OF TRANSPORTATION FUNCTIONAL CLASSIFICATION SYSTEM GUIDE

MARCH 2021



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1. INTRODUCTION

The *New Mexico Department of Transportation Functional Classification System Manual, 2021* serves as a supplemental guide to the Federal Highway Administration's (FHWA) [*Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition*](#) in accordance with Title 23 Code of Federal Regulations (CFR) § 470. This document covers the fundamentals of the functional classification system by addressing the five W's: Who, What, When, Where, and Why, as well as How.

The purpose of this document is to serve as a quick reference guide to understanding and navigating the New Mexico functional classification system and provide the resources necessary to make a request for changes of roadway segment classifications outside of the periodic statewide reviews. During a statewide review, NMDOT will initiate the procedural steps as outlined in the FHWA manual.

The FHWA manual provides detailed information about the functional classification system's theory and practice. **Appendix A – References & Additional Resources** lists additional publications with a variety of focuses related to the functional classification system and its applications.

2. WHAT are the Functional Classifications?

All public roads, those which are open to public use and access, are assigned a classification in the functional classification system. The classification scheme, seen in Table 1, is a hierarchical list that relates to how roads function, as determined by a number of factors. The respective classification system for these factors rank roads from Interstates, code 1, to Locals, code 7. Roadway classifications may also change at different points along a numbered or named route, depending on the characteristics listed in the following section.

Assigned Code	Classification
1	Interstate
2	Other Freeways and Expressways
3	Other Principal Arterial
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local

Table 1: Assigned Codes of the Functional Classification System

2.1 WHAT are the Different Classes?

Each class within the functional system has distinct characteristics to help define its function, including:

- Lane width
- Inner and outer shoulder width
- Average annual daily traffic (AADT)
- Directional separation
- Access
- Mileage
- Vehicle miles traveled (VMT)
- Other qualitative and quantitative attributes

Each class also has distinctive qualities in reference to whether the roadway segment is within an urban or rural area, as defined by the U.S. Census. No single quality determines the classification of a roadway segment, but rather all characteristics are into consideration, in addition to the hierarchy of the surrounding network. **Appendix B – VMT and Mileage Guidelines by Functional Classification** contains

a useful chart listing the characteristics and descriptions for each classification and their ranges of road miles and VMT for the system.

2.1.1 Arterials

The Arterial category consists of four types of classes – Interstates, Other Freeways and Expressways, Other Principal Arterials (or simply Principal Arterials), and Minor Arterials. These classes provide the greatest mobility options, carry high traffic volumes, and have fewer access points, while at the same time accounting for the least amount of total miles within the system. These roads generally have more travel lanes, higher speeds, and wider lanes and shoulders. These roadways are considered more significant at the state and regional level in comparison to the lower ranked classes. Interstates, Other Freeways and Expressways, and a portion of the Principal Arterials are also part of the National Highway System (NHS).

2.1.1.1 Interstates

Interstates, by definition, are roads that travel between states. The Interstates within New Mexico are I-10, I-25, and I-40. These roads support long distance travel, including national freight movement. Some of the physical characteristics of Interstates include divided directional lanes, high speeds, grade separated intersections, access control barriers, and the absence of traffic control signals. Usage of barriers and grade separation maximizes the flow of traffic, and therefore allows for the greatest mobility. As a result, interstates do not directly serve the adjacent land uses, and instead rely on connecting lower classifications roadways to provide access to adjacent land uses.

2.1.1.2 Other Freeways & Expressways

The characteristics of this class are nearly the same as an Interstate, with some additional flexibility in the physical characteristics of the roadway. Like Interstates, these roadways do not serve adjacent land uses directly. The primary difference is that Other Freeways & Expressways serve a regional area such as a metropolitan. These routes make up the least mileage extent and VMT within the system and, as of publishing this guide, the only Other Freeway in New Mexico is a portion of US-70 in Las Cruces.

2.1.1.3 Other Principal Arterial

These roadways are typically referred to as Principal Arterials and serve a high degree of mobility, although they do provide direct access to abutting land uses and typically do not have grade separated intersections. In the urban setting, there may be a handful of roads classified as a Principal Arterials spaced apart from each other and in a rural setting, there may be only one per county connecting many of the larger urban areas. In both instances, these roads typically serve the highest volumes of traffic and longest distances, after the two higher classes.

2.1.1.4 Minor Arterial

The Minor Arterial class of roads provide connections to higher-class roads and typically have route segments shorter in length. In this class, speeds are relatively high and, as a result, mobility is still a primary quality. Still, adjacent land uses are served directly and many of the factors allowing the free flow of traffic do not have as much of a presence, if at all. Minor Arterials occur more frequently than the other arterials. In an urban setting, they may be spaced at an average of one-mile intervals and in rural areas are evenly distributed.

2.1.2 Collectors

There are two types of Collectors in the functional system: Major and Minor. As the name implies, they collect traffic from lower classifications and connect them to higher classifications. The general function of Collector classes shifts towards accessibility, whereas arterials focus on mobility. Other characteristics of Collector classes include a higher density of driveways, fewer lanes, and more moderate speeds compared to higher classifications. The differences between Major Collectors and Minor Collectors include distance, lane width, AADT, and shoulder width.

2.1.3 Local Roads

Local roads make up the largest percentage of the system in mileage, are the least traveled, and are generally assigned by default after all other roads have been assigned a classification. Local roads primary function is accessibility and therefore they have low speeds, serve numerous land uses directly, do not support through traffic, and their physical characteristics are conservative in comparison. Please note that this classification does not relate to ownership or maintenance of a given roadway segment, but how it operates.

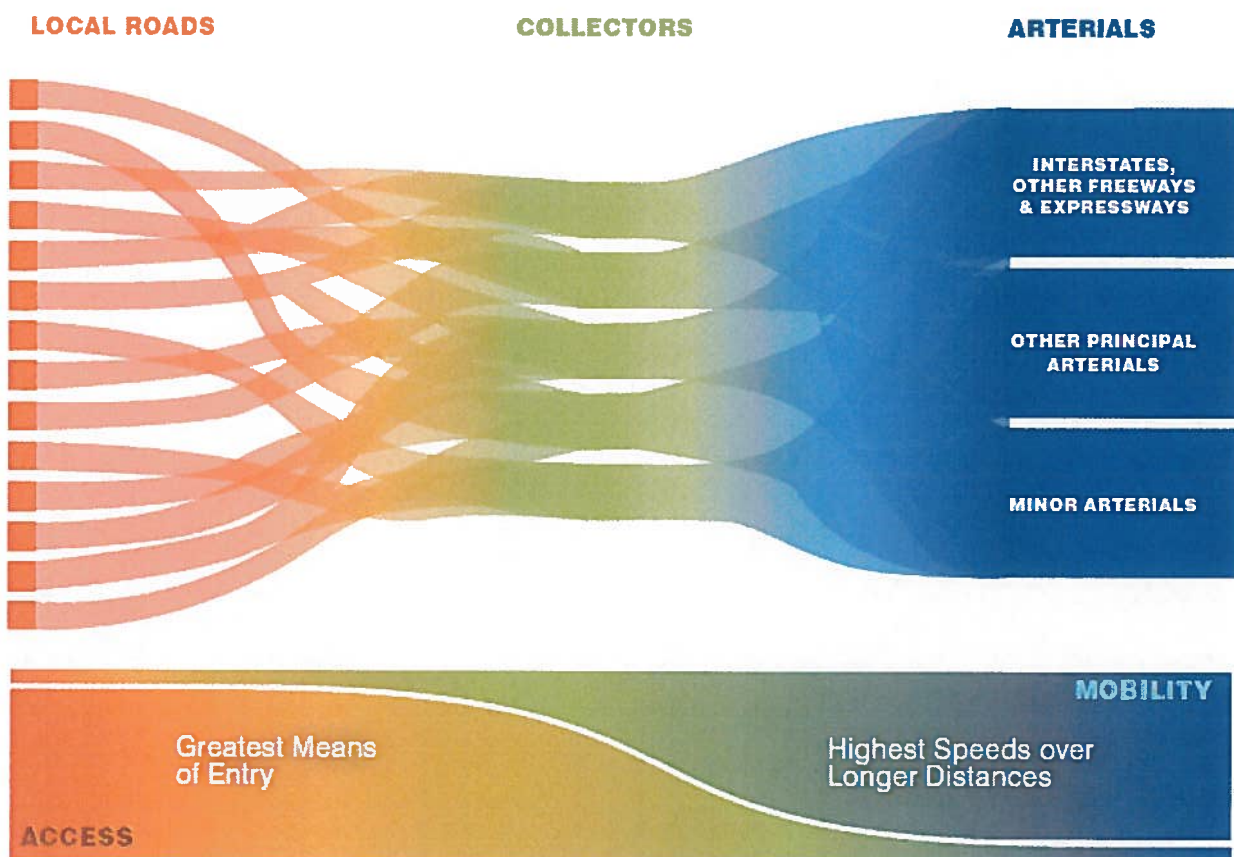


Figure 1: Diagram of the functional classes and their relationship to access and mobility, Source: FHWA

2.2 WHAT Other Considerations Exist?

The system is largely viewed through the lens of urban versus rural, which is covered more in *Section 4. Where are the Lines Drawn?* Regardless of where boundaries exist for urban and rural areas, the system

does not change, but the criteria of the factors used to determine a roads classification are adjusted in order to maintain continuity. This prevents the change of a road's Functional Classification in an urban area when it enters rural territory and vice versa. The objective is to focus on the roads function as opposed to its location when considering its classification. Designation of urban and rural routes become more relevant when considering sources of funding.

A similar subject to continuity is connectivity. Consider the Functional Classification System in comparison to the anatomy of a tree where the trunk is comparable to interstate, limbs to the other types of arterials, branches to collectors, and the twigs are local roads. The larger parts of a tree connect only to smaller parts of the tree. Twigs typically can be found throughout all parts of the tree, although are primarily found at the ends of branches. Leaves of the tree could be considered as traffic generators and are found throughout the branches, and twigs. This hierarchal system reflects the same type of order of connectivity that is desired in the Functional Classification System. Arterials connect only with other types of arterials, collectors with arterials and other collectors, and locals connect with arterials, collectors, and other locals as illustrated in Figure 2.

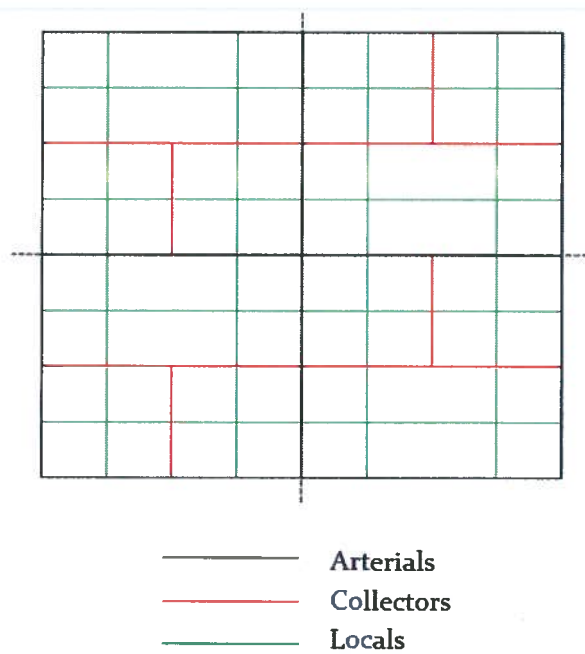


Figure 2: Visual of desired continuity and connectivity,
Source: CDM Smith

3 WHY is it Important?

Classifying roads into distinct categories has several benefits. The system conveniently provides a break down roads by their individual classes, which can be used as a way of organizing reports for topics such as system performance and asset management. One of the more notable benefits is that it “carries with it expectations about roadway design,” (*Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition*). This is not to say design or classification dictate one another, but rather that they influence one another.

A roads classification can also determine its eligibility for funding sources. There is generally more funding directed towards the higher classifications, while Local and Rural Minor Arterials are not eligible for most federal funds (*HPMS Field Manual, March 2020*). A roads classification can be used as a ranking factor in project prioritization and where state and local funding is directed. Budgetary operations and projects can be prioritized by road's functional system. These are only some examples of how the functional system plays a role in management of roads.

4 WHERE are the Lines Drawn?

As previously mentioned, the Functional Classification System is further broken down into two types: urban and rural. The characteristics for most of the classifications look different depending on whether a road falls within urban or rural boundaries, excluding interstates and freeways/expressways. It is also

significant in determining who is responsible for a roadway since different pots of funding are available for urban and rural areas.

Designations of urban and rural areas originate from the US Census Bureau, which is determined by the population of an area. FHWA allows fixing, or expansion, of the boundaries of urban areas with a population greater than 5,000 for transportation planning purposes, per Title 23, USC § 101 (a). This process is also sometimes referred to as smoothing or adjusting. Fixing of these areas occurs following the release of the decennial census and remain until the following decennial census. The process of fixing urban boundaries is collaborative between local officials, NMDOT, and the FHWA Division office, much like the process of changes to the functional system, and is described in more detail in *Section 6. Who is Involved?* More detailed information can be found in the [NMDOT Planning Procedures Manual](#) as well as the *Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition* in Chapter 6.

5 WHEN does it Change?

The functional classification system change with time, to reflect changes in population and traffic generators. A statewide system review is performed approximately every ten years, following the approval of urban boundary adjustments. The urban boundary adjustment is to be completed within two years of the release of the census, and the statewide functional system review is to be completed within the following three years. In New Mexico, submittals for a change of a roads classification between the statewide system reviews may be submitted once per year during the first quarter of the calendar year, as described later in this guide.

Newly constructed or reconstructed roads can trigger a change in the functional classification system. Some roads are reconstructed to increase capacity by the addition of lanes or by decreasing speed or capacity by reducing lanes such as implementing a road diet. Detailed information about road diets can be found in the [NMDOT Design Manual](#). In both cases, a new classification is assigned following the completion of construction and follows the same submittal procedure as all others with the exception of new roads included in the Statewide Transportation Improvement Program (STIP). In this particular case, the roadway may be classified with the existing system for its intended function if construction is expected to be completed within the STIP timeframe.

6 WHO is Involved?

State DOTs have the authority of performing reviews and submitting a change request of the functional classification system, which are submitted to their respective the FHWA Division office. In New Mexico, the system is maintained and managed by the NMDOT Planning Division Roadway Classification Manager. Changes can be proposed by a Metropolitan Planning Organization (MPO) or Regional Transportation Planning Organization (RTPO) on their behalf or on behalf of their local planning partners including, but not limited to, tribal entities, cities, counties, economic development commissions, and councils of governments. NMDOT district offices shall coordinate with their respective MPO and RTPO areas for change request submittals and any public involvement found necessary shall be conducted by MPOs and RTPOs. The NMDOT Roadway Classification Manager will work with the neighboring state DOTs of Arizona, Colorado, Oklahoma, and Texas, as well as the Navajo Nation, for the purposes of maintaining continuity of the system at jurisdictional boundaries, and ensuring coordination with planning partners. The NMDOT Roadway Classification Manager also works collaboratively with the local

planning partners involved and assumes responsibility for reviewing localities that do not participate in statewide reviews. Changes that affect NHS designation must be coordinated with the state DOT to the FHWA HQ Office of Planning, Environment and Realty as detailed in 23 CFR § 470.

7 HOW to Propose Changes?

This portion of the guide provides detailed instructions for submitting requests outside of a statewide review. The NMDOT Functional Classification Change Request Form is provided on NMDOT's website ([linked](#)) in digital form and should be filled out in its entirety prior to requesting a change to the functional system. The form should be accompanied with supporting documents including:

- A cover letter,
- Supporting documentation (such as letters of support from local officials, additional traffic count reports, site plans, etc.), and
- A map/s of the roadway segment.

In the event that multiple roads are requested to be changed, the request can be packaged together as one submittal with one cover letter, although each route must have its own form, supporting documentation, and map/s. All requests are to be submitted to the NMDOT Roadway Classification Manager electronically via email as one PDF document. Additional files used for location referencing, such as GIS shapefiles and Google Earth KMLs, will be accepted though not in lieu of static maps. Current contact information for the NMDOT Roadway Classification Manager can also be found on the NMDOT website, linked above.

Appendix A: References & Additional Resources

References:

[*FHWA Highway Functional Classification Concepts, Criteria and Procedures Manual \(2013 Edition\)*](#)

[*HPMS Field Manual \(December 2016\)*](#)

[*NMDOT Design Manual \(March 2020\)*](#)

[*NMDOT Planning Procedures Manual \(May 2020\)*](#)

Additional Resources:

AASHTO's [*A Policy on Geometric Design of Highways and Streets \(7th edition\)*](#) (a.k.a. Green Book)

[*FHWA Flexibility in Highway Design Manual*](#)

[NMDOT Roadway Functional Class web map viewer](#)

Appendix B – VMT and Mileage Guidelines by Functional Classification

		Interstate		Other Freeways & Expressway		Arterials		Minor Arterial	
Typical Characteristics		12 feet		11 - 12 feet		11 - 12 feet		10 feet - 12 feet	
Lane Width		4 feet - 12 feet		0 feet - 6 feet		0 feet		0 feet	
Inside Shoulder Width		10 feet - 12 feet		8 feet - 12 feet		8 feet - 12 feet		4 feet - 8 feet	
Outside Shoulder Width		12,000 - 34,000		4,000 - 18,500 ³		2,000 - 8,500 ²		1,500 - 6,000	
AADT ¹ (Rural)		35,000 - 129,000		13,000 - 55,000 ²		7,000 - 27,000 ²		3,000 - 14,000	
AADT ¹ (Urban)		Divided		Undivided/Divided		Undivided/Divided		Undivided	
Divided/Undivided		Fully Controlled		Partially/Fully Controlled		Partially/Uncontrolled		Uncontrolled	
Access		Fully Controlled		Partially/Fully Controlled		Partially/Uncontrolled		Uncontrolled	
Mileage/VMT Extent (Percentage Ranges) ¹									
Rural System									
Mileage Extent for Rural States ²		1% - 3%		0% - 2%		2% - 6%		2% - 6%	
Mileage Extent for Urban States		1% - 2%		0% - 2%		2% - 5%		3% - 7%	
Mileage Extent for All States		1% - 2%		0% - 2%		2% - 6%		3% - 7%	
VMT Extent for Rural States ²		18% - 38%		0% - 7%		15% - 31%		9% - 20%	
VMT Extent for Urban States		18% - 34%		0% - 8%		12% - 29%		12% - 19%	
VMT Extent for All States		20% - 38%		0% - 8%		14% - 30%		11% - 20%	
Urban System									
Mileage Extent for Rural States ²		1% - 3%		0% - 2%		4% - 9%		7% - 14%	
Mileage Extent for Urban States		1% - 2%		0% - 2%		4% - 5%		7% - 12%	
Mileage Extent for All States		1% - 3%		0% - 2%		4% - 5%		7% - 14%	
VMT Extent for Rural States ²		17% - 31%		0% - 12%		16% - 33%		14% - 27%	
VMT Extent for Urban States		17% - 30%		3% - 18%		17% - 29%		15% - 22%	
VMT Extent for All States		17% - 31%		0% - 17%		16% - 31%		14% - 25%	
Qualitative Description (Urban)		<ul style="list-style-type: none">• Serve major activity centers, highest traffic volume corridors, and longest trip demands• Carry high proportion of total urban travel on minimum of mileage• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area• Serve demand for intra-area travel between the central business district and outlying residential areas				<ul style="list-style-type: none">• Interconnect with and augment the principal arterials• Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials• Distribute traffic to smaller geographic areas than those served by principal arterials• Provide more land access than principal arterials without penetrating identifiable neighborhoods• Provide urban connections for rural collectors• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service• Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway• Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement			
Qualitative Description (Rural)		<ul style="list-style-type: none">• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel• Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population• Provide an integrated network of continuous routes without stub connections (dead ends)				<ul style="list-style-type: none">• Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement			

Source: FHWA Highway Functional Classification Concepts, Criteria and Procedures Manual (2013 Edition)

	Collectors		Minor Collector ¹	Local
Typical Characteristics				
Lane Width	10 feet - 12 feet		10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet		0 feet	0 feet
Outside Shoulder Width	1 feet - 6 feet		1 feet - 4 feet	0 feet - 2 feet
AADT ³ (Rural)	300 - 2,600		150 - 1,110	15 - 400
AADT ³ (Urban)		1,100 - 6,300 ²		80 - 700
Divided/Undivided	Undivided		Undivided	Undivided
Access	Uncontrolled		Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges) ¹				
Rural System				
Mileage Extent for Rural States ³	8% - 19%		3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%		5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%		4% - 15%	64% - 75%
VMT Extent for Rural States ³	10% - 23%		1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%		3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%		2% - 9%	8% - 23%
Urban System				
Mileage Extent for Rural States ³	3% - 16%		3% - 16% ²	62% - 74%
Mileage Extent for Urban States	7% - 13%		7% - 13% ²	67% - 76%
Mileage Extent for All States	7% - 15%		7% - 15% ²	63% - 75%
VMT Extent for Rural States ³	2% - 13%		2% - 12% ²	9% - 25%
VMT Extent for Urban States	7% - 13%		7% - 13% ²	6% - 24%
VMT Extent for All States	5% - 13%		5% - 13% ²	6% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none">• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas• Penetrate residential neighborhoods, often for significant distances• Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile	<ul style="list-style-type: none">• Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas• Penetrate residential neighborhoods, often only for a short distance• Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile	<ul style="list-style-type: none">• Provide direct access to adjacent land• Provide access to higher systems• Carry no through traffic movement	
Qualitative Description (Rural)	<ul style="list-style-type: none">• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas• Link these places with nearby larger towns and cities or with arterial routes• Serve the most important intra-county travel corridors	<ul style="list-style-type: none">• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector• Provide service to smaller communities not served by a higher class facility• Link locally important traffic generators with their rural hinterlands	<ul style="list-style-type: none">• Serve primarily to provide access to adjacent land• Provide service to travel over short distances as compared to higher classification categories• Constitute the mileage not classified as part of the arterial and collectors systems	

Source: FHWA Highway Functional Classification Concepts, Criteria and Procedures Manual (2013 Edition)

Notes: ¹Ranges in this table are derived from 2011 HPMS data.

²Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

³For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers. New Mexico is classified as an Urban State.

One-page guide to Functional Classification

Last revised: October 14, 2016

Excerpted from *New Mexico Department of Transportation (NMDOT) Functional Classification Guidance Manual* (Oct. 2013; revised Feb. 2014)

Classification	Description	Volume, Speed, Spacing*	Individual Route Length	Total Statewide Mileage**	Significance	Access	AADT (Urban)	AADT (Rural)	Lanes
1	Interstate	Highest	Longest	Lowest	Statewide	Divided	129k – 35k	34k – 12k	More
2	Principal Arterial – Other Freeways and Expressways	.	.	.	.	Divided/ Undivided	55k – 13k	18.5k – 4k	
3	Principal Arterial – Other	.	.	.	Regional	Divided/ Undivided	27k – 7k	8.5k – 2k	
4	Minor Arterial	.	.	.	.		14k – 3k	6k – 1.5k	Less
5	Major Collector	.	.	.	.	Undivided	6.3k – 1.1k	2.6k – 300	
6	Minor Collector	.	.	.	.		1.1k	1.1k – 150	
7	Local	Lowest	Shortest	Highest	Local		700 – 80	400 – 15	Fewest

* “Spacing” refers to distance between roads of the same classification.

** Total statewide mileage will be reviewed and evaluated after all proposed reclassifications have been submitted.

Additional classification guidance:

- Interstates:** maximum mobility, with access only at interchanges
- Principal Arterials – Other Freeways & Expressways:** second highest mobility – minimal interference to through movements
- Principal Arterial – Other:** form an integrated network without stub endings except where unusual geographic conditions exist in rural areas
- Minor Arterial:** lower level of travel mobility and a higher rate of access than the principal arterial system, moderate speeds
- Major Collector:** serve traffic generators, distribute trips between the arterial system and the local street network
- Minor Collector:** serves both land access and traffic circulation in lower density residential and commercial/industrial areas
- Local:** *any public road segment not otherwise classified*; local roads provide direct access to adjacent land, provide access to higher systems, carry no through traffic movement, tend to have lowest traffic volumes and speeds
 - Collector (Urban)** is an outdated classification, and any segments classified as such must be reclassified or they will be considered unclassified (local)

For more details, read the *NMDOT Functional Classification Guidance Manual*, specifically Tables 3.1 through 3.4 (pages 3-3 to 3-8), and the General Rules on page 4-10 and 4-11, available here: http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_FC_Guide.pdf

NMDOT Functional Classification Change Request Form

Requestor: (MPO/RTPO staff)	Name:	
	Title/Organization:	
	Email:	Phone:
NMDOT Route Name: (see online FSys map)		
Street Name: (provide all known names)		
Segment Classification:	Current:	
	Proposed:	
Route Description: (entire route)		
Termini of Route Segment: (intersection and/or mile marker)	From:	To:
Length of Segment:		
Reason for requested change: (traffic patterns, adjacent land uses, connecting roadway network, etc.)		
Characteristics:	Land Use Along Route:	Characteristics of Traffic Served:
Ownership and Maintenance: (responsible entity)	Ownership:	Maintenance:
Traffic Volume:	AADT:	AADT Year:
Signature¹:		Date:

¹ By signing this form, I acknowledge that I have read and understand the New Mexico Department of Transportation Functional System Guide and the FHWA Functional Classification Manual. I also acknowledge that submittal of this form does not guarantee approval from NMDOT or FHWA.



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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VI: NWRTPO Orientation Presentations to Local Elected Leaders

Subject: RTPO Members to report on completed RTPO Orientation
Presentations provided to their respective local leaders

Prepared for: July 14, 2021 meeting

Date: 7/6/21

BACKGROUND

- **Why?** Every two to three years, related to elections of local municipal, county and tribal leaders the NWRTPO provides an orientation to its function and service to our respective local governments for development and maintenance of transportation infrastructure.
- **Purpose.** To keep our regional leaders informed on the RTPO process and service for maintaining and generating new transportation infrastructure and services.
- **Discussion/Finalization.** Analyze and track local leader orientations to the NWRTPO function and service to our respective municipal, tribal and county governments for development and maintenance of transportation infrastructure and services.

CURRENT WORK

- Evaluate and track the provision of RTPO orientation presentations to regional local leaders.

ANTICIPATED WORK

- Remind RTPO members who have not yet provided the virtual orientation presentation for the NWRTPO, to complete this in the near future for their respective government leaders, and report back to the NWRTPO manager on completion of this task.

ATTACHMENTS

- NWRTPO current Virtual Member Government Orientation to the NWRTPO, and the Virtual Orientation Guide; along with the local leader RTPO Orientation Tracking Instrument.

BUDGET IMPACT

- None.

ACTION ITEM

- Request that RTPO members provide this virtual orientation to their local leaders at their earliest convenience – most of our presentations for this orientation are past due!

NWRTPO 2020 "Virtual Orientation" Guide

Slide 1 - Introduction and Overview of the Northwest New Mexico Council of Governments:

Hello, my name is Bob Kuipers, I work for the NWNM Council of Governments. The COG as it's better known is a regional planning and development agency, covering the counties of San Juan, McKinley and Cibola, and the communities therein. The COG manages a variety of programs that serve and generate resources for the region. Today, we're going to provide an introduction of the Regional Transportation Planning Organization.

Slide 2 - Cover:

- Self-introduction: Bob Kuipers tasked as Program Manager
- Our current Chair is Dave Deutsawe – Pueblo of Acoma
- Our current Vice-Chair is Don Jaramillo – City of Grants



Slide 3 – NWRTPO Function:

- The NWRTPO region includes San Juan, McKinley and Cibola Counties, Cities of Gallup, Grants and Village of Milan, Navajo Nation, Pueblos of Acoma, Laguna & Zuni. Farmington, Aztec and Bloomfield constitute the Farmington MPO.
- Each participating local government (T/LPA = Tribal & Local Public Agency) can assign a primary and alternate RTPO representative to the NWRTPO
- The NWRTPO meets on the second Wednesday of each month, and attending members collaborate and coordinate on multi-modal project development and maintenance.
- All primary and alternate members qualify to speak and/or vote on both technical and policy issues.
- All meetings are advertised and open to the public and stakeholders. Meetings are advertised (annually) in the Gallup Independent, and (monthly) in the Cibola Citizen.

Slide 4 - NWRTPO Member Governments:

- The NWRTPO has representatives from the following local governments in our region:
 - Pueblo of Acoma
 - Pueblo of Laguna
 - Pueblo of Zuni
 - Eastern Navajo Agency
 - Northern Navajo Agency
 - Cibola County
 - McKinley County
 - San Juan County
 - City of Gallup
 - City of Grants
 - Village of Milan
 - Ramah Navajo

Slide 5 – NMDOT Participation & Oversight:

- NMDOT Representatives who meet with or have responsibility for collaboration with MPO's and RTPO's include:
- Statewide oversight for all RTPO's and MPO's:
 - Jessica Griffin – NMDOT Multimodal Planning and Programs Bureau Chief
 - Rosa Kozub – Govt. to Govt. Unit Supervisor
 - Ron Shutiva – Tribal Liaison

- Examples of the representatives who serve or have served as NMDOT liaisons to our NWRTPO:
 - Neala Krueger – NWRTPO Liaison
 - Ron Shutiva – Tribal Liaison
 - JoAnn Garcia, Bill Santiago – NMDOT District 6 (Larry Maynard – Dist. 6 Lead Engineer)
 - James Mexia, Stephanie Medina – NMDOT District 5 (Paul Brasher – Dist. 5 Lead Engineer)

Slide 6 – NWRTPO “Elements”:

- **Projects:** NWRTPO Projects include multi-modal development of transportation infrastructure and services, with a biennial process for qualifying and listing projects in our **RTIPR** (*Regional Transportation Improvement Program Recommendations*). On an annual basis RTPO members review and rank our region’s public transportation funding applications.
- **Planning:** NWRTPO members and staff meet monthly to plan and report progress on development of transportation infrastructure and services within our region.
- **Resources:** The NWRTPO draws funding for transportation project development from a wide variety of state and federal sources, which may alternate from year to year (*new names / new sources*).

Slide 7 – NWRTPO / NMDOT Districts:

- The NMDOT Districts do not line up with RTPO regions. For example – in our region, San Juan County and Northern Navajo is in NMDOT District 5; McKinley and Cibola Counties and the communities and Pueblos therein along with Eastern and Ramah Navajo are in NMDOT District 6.

Slide 8 – NWRTPO Management:

- Staff develop a biennial (2-year) Regional Work Program and an annual budget.
- Staff organize and facilitate monthly RTPO meetings, assuring equal public access regardless of disabilities.
- Staff manage RTPO membership, develop - update and maintain **Bylaws** for RTPO function and process, maintain and update an RTPO website, and submit quarterly reports to NMDOT detailing work accomplished.
- Staff help report professional development and training opportunities to members, and plan their own professional development. Staff inform members on funding or project opportunities and deadlines, and act as a liaison between NMDOT and local governments to resolve project issues, with assistance from our NMDOT Liaison.

Slide 9 – NWRTPO Planning:

- The NMDOT produces a Regional Long-Range Transportation Plan every 5 years that sets goals, objectives, actions, and performance measures for our region and its transportation vision. It is updated periodically to keep it current.
- Our Regional Transportation Plan is incorporated and rolled-up into the State’s Transportation Plan that is also completed every 5 years.
- The NWRTPO Public Participation Plan are reviewed and typically approved every year at our January meeting.

- The NWRTPO updates their Regional Transportation Improvement Program Recommendations (RTIPR) on a biennial basis – projects or phases that have been completed are taken out and proposed next phases or new projects are incorporated into the RTIPR update. One pathway for projects on the RTIPR is to be prioritized by the District and NMDOT on the STIP or Statewide Transportation Improvement Program. The STIP is a multi-year plan that includes specific funding levels by year for project implementation. This plan is fiscally constrained so that project costs do not exceed estimated revenues. The STIP does have the ability to set projects in outyears as projects that can be moved in if other projects are not ready for implementation or if additional resources are available.
- The RTIPR looks at a variety of transportation projects, not just roads and bridges, including projects like planning, trails, Federal Lands projects, and many others.
- Available funding and pertinent RTIPR categories can fluctuate and change over time, as funding cycles and categories can alternate from federal sources, so the RTIPR remains a flexible document, responding to changing federal priorities or advancing transportation technology.

Slide 10: - NWRTPO Planning continued:

- The RTPO updates and approves Title VI Plan and an Open Meetings Act Resolution every year at our January meeting to ensure participation for all citizens regardless of race, color, national origin, age, or ability.
- Many times transportation projects can be the missing piece in economic development and another pathway to fund transportation projects not prioritized in the STIP are through Economic Development sources like the US Economic Development Administration (EDC).
- One example of how the NWNMCOG and NWRTPO can assist is the Zuni Mountains Trail Project that is attempting to plan, design, and build a large trail system that extends across the two counties of Cibola and McKinley counties. The COG helped many project partners in developing a Trails & Conservation Master Plan for this project.
- NWRTPO members participate in Corridor Studies with examples cited on this slide, as well as Road Safety Audits.

Slide 11 – NWRTPO Projects:

- RTPO staff and NMDOT colleagues (slide 4) can advise members for development of **Project Feasibility Forms (PFF's)** and **Project Prospectus Forms (PPF's)** for transportation project inclusion in the RTIPR; some of which can undergo prioritization ranking by the RTPO – based on which project types categorized in the RTIPR in which they will reside. The NWRTPO has worked with members to trim down the RTIPR in recent years to only include projects that qualify for federal funding through the NMDOT.
- PFF's provide an initial template for proposing a local project for funding – the information enables RTPO members and DOT staff to assess and discuss whether the project is ready to proceed to an initial or next phase of development, qualifies for federal funding, and appears ready for execution within timelines for the proposed development – whether planning, design, clearances or construction.
- PPF's for all local projects approved to move forward, provide more detailed information regarding the steps and outcomes the project will require and deliver, a more exact listing of

anticipated costs, who at the local level is in charge, is the project supported in other local plans (ICIP, LRTP, Bike/Ped or Mainstreet Plans), are proposed timelines realistic for project completion, and finally does the project:

<ul style="list-style-type: none"> • Improve multimodal safety • Support economic vitality • Improve freight movement • Improve multi-modal access 	<ul style="list-style-type: none"> • Provide environmental and quality of life benefits • Provide better system integration, management and long term preservation
--	--

- RTPO and DOT staff along with RTPO members can track the progress of transportation projects thru the RTIPR and STIP and can assist members with additional funding strategies. Typically, transportation projects can take a long-time to get to completion and have to cobble together funding sources from various pots.
- On an annual basis – usually at a winter meeting, RTPO members rate and rank Public Transportation funding applications for 5311 (public transit) and 5310 (elderly & handicapped) providers.

Slide 12 – NWRTPO Project Process:

- RTPO members can bring project ideas or problems to the RTPO for discussion and advisement from RTPO or DOT staff, along with other RTPO members with similar experience.
- Discussion usually results in decisions whether to a) enter the project into the RTIPR process for possible funding from the NMDOT STIP; or b) consider alternate funding strategies for projects which do not qualify for federal funding or need alternative sources.

Slide 13 – NWRTPO Alternative Process – T/LPA driven process:

- One of the ways the RTPO can help with local lead projects that do not qualify for Federal funding is develop alternative funding strategies through programs like State Capital Outlay, Economic Development programs, and many others.
- We are happy to sit down with any RTPO members to flesh out a plan and provide some insights that your entity can lead on.

Slide 14 - NWRTPO Alternative Process continued – NMDOT driven process:

- In this case, RTIPR projects that qualify for federal funding – once prioritized and programmed in the STIP, these projects are implemented by DOT and the District staff as long as estimated resources are available.

Slide 15 – NM FUNDIT:

- An economic development project that also requires transportation infrastructure improvements can apply funding toward transportation improvements as well as other infrastructure.
- For executing the transportation aspect of this funding, it is advisable to collaborate and coordinate with the NM Economic Development Dept., local and tribal Economic Development Organizations (incl. Navajo RDC), Council of Governments staff, and NMDOT District staff.

Slide 16 – NWRTPO Project Development:

- Many proposed projects may require the following steps:
 - Feasibility assessment, traffic impact analysis, or road safety audits
 - Preliminary engineering report
 - Design and clearances
 - Construction
 - Maintenance
- This slide provides a wide variety of potential government non-transportation sources of funding; and suggests pursuing private sector funding as well.

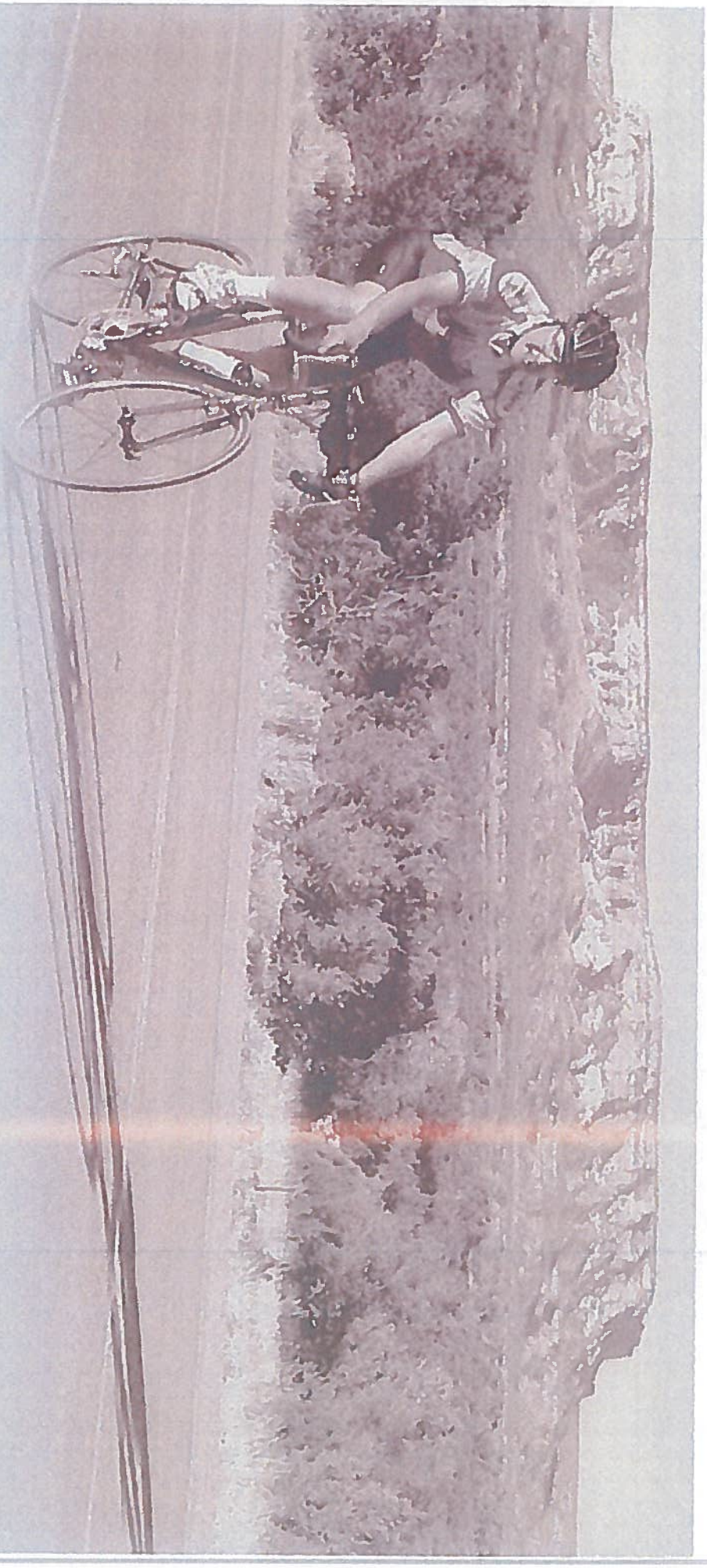
Slide 17 – RTIPR Update Schedule:

The typical biennial RTIPR update is around a lengthy process starting with the issuance of a "Call for Transportation Projects" that occurs in April. The schedule is outlined officially in our Call for Transportation Projects guide but typically has the following steps and time periods.

- July: Project Feasibility Forms due (PFF's)
- August: Project Consultation meetings, where RTPO, District, and NMDOT staff sit down and discuss project readiness.
- October: Project Prospectus Forms's (PPF's) due for all proposed projects qualifying for the RTIPR and its project type categories.
- November or December NWRTPO meeting: project presentations to the RTPO committee for prioritization or general support.
- January – NWRTPO meeting: Draft RTIPR presented for any final edits
- February NWRTPO meeting: Final RTIPR approved by RTPO members
- March: NMDOT District 6 "Zipper" meeting – including projects from other RTPO's within each District.

Slide 18 – NWRTPO – COG office contact:

- NWRTPO – Robert Kuipers / 505-722-4327 / rkuipers@nwnmcog.org / 106 W. Aztec Ave. Gallup, NM 87301 / www.nwnmcog.com



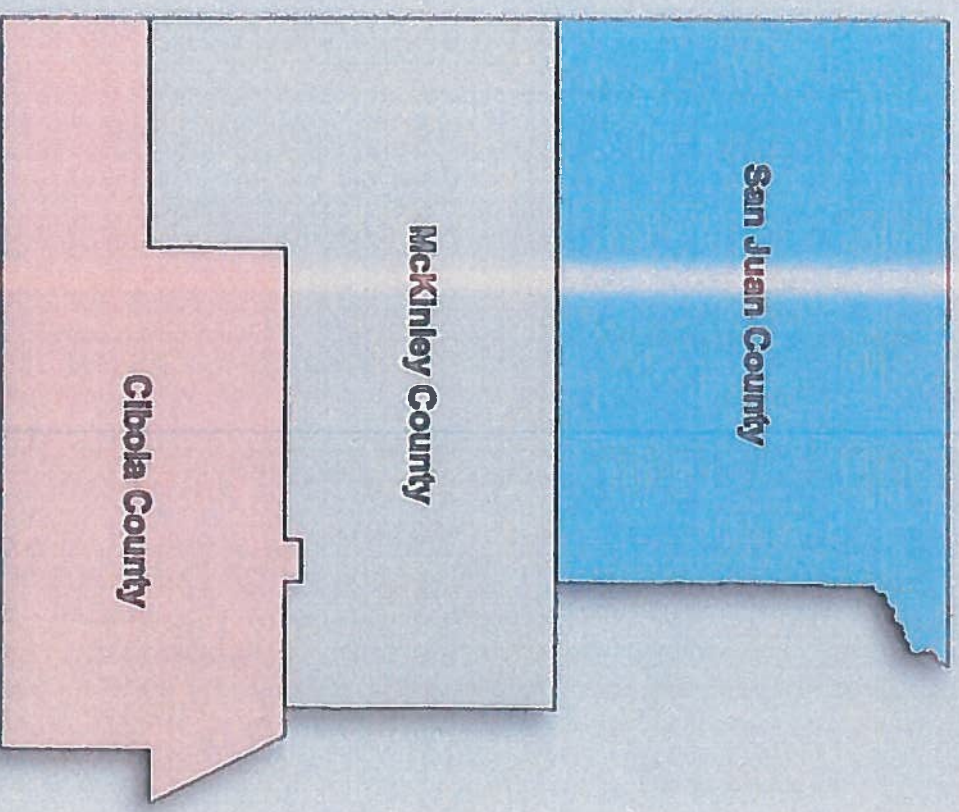
NORTHWEST NEW MEXICO REGIONAL TRANSPORTATION PLANNING ORGANIZATION

NW RTP O

David Deutsawe (Pueblo of Acoma) *Chair*
Don Jaramillo (City of Grants) *Vice-Chair*
Robert Kuipers *Planner*
Evan Williams *Executive Director / Program Manager*

NMWRTPO FUNCTION

- ❖ Representatives from each T/LPA in the 3-county area
 - 1 Member & 1 Alternate
 - Counties, Municipalities, Tribes
 - Except Aztec, Bloomfield, Farmington (MPO)
- ❖ Meet on a monthly basis at alternating locations
 - NMDOT District 5 & District 6 offices
 - Central NMDOT Administration
- ❖ Policy & Technical Committees combined Nov 2011
- ❖ Collaborate & coordinate on multi-modal projects
- ❖ Development & maintenance of transportation infrastructure shared between various T/LPA
- ❖ Meetings are open to public and multi-modal transportation providers and users



NWRTPO MEMBERS

ENTITY	MEMBER
Acoma Pueblo	David Deutsawe, Chair
Laguna Pueblo	Elroy Keetso
Zuni Pueblo	Royce Gchachu
Navajo Nation	Marco Sells (Eastern) Larry Joe (Northern)
Cibola County	Judy Horacek
McKinley County	Rodney Skersick
San Juan County	Nick Porell
City of Gallup	Clyde Strain
City of Grants	Don Jaramillo, Vice Chair
Village of Milan	Sarah Austin
Ramah Navajo	Dorothy Claw

NWRTPO NMDOT LIAISON

DIVISION

LIAISON

Planning Division

Jessica Griffin
Rosa Kozub

Government to Government

Neala Krueger

Tribal Liaison

Ron Shutiiva

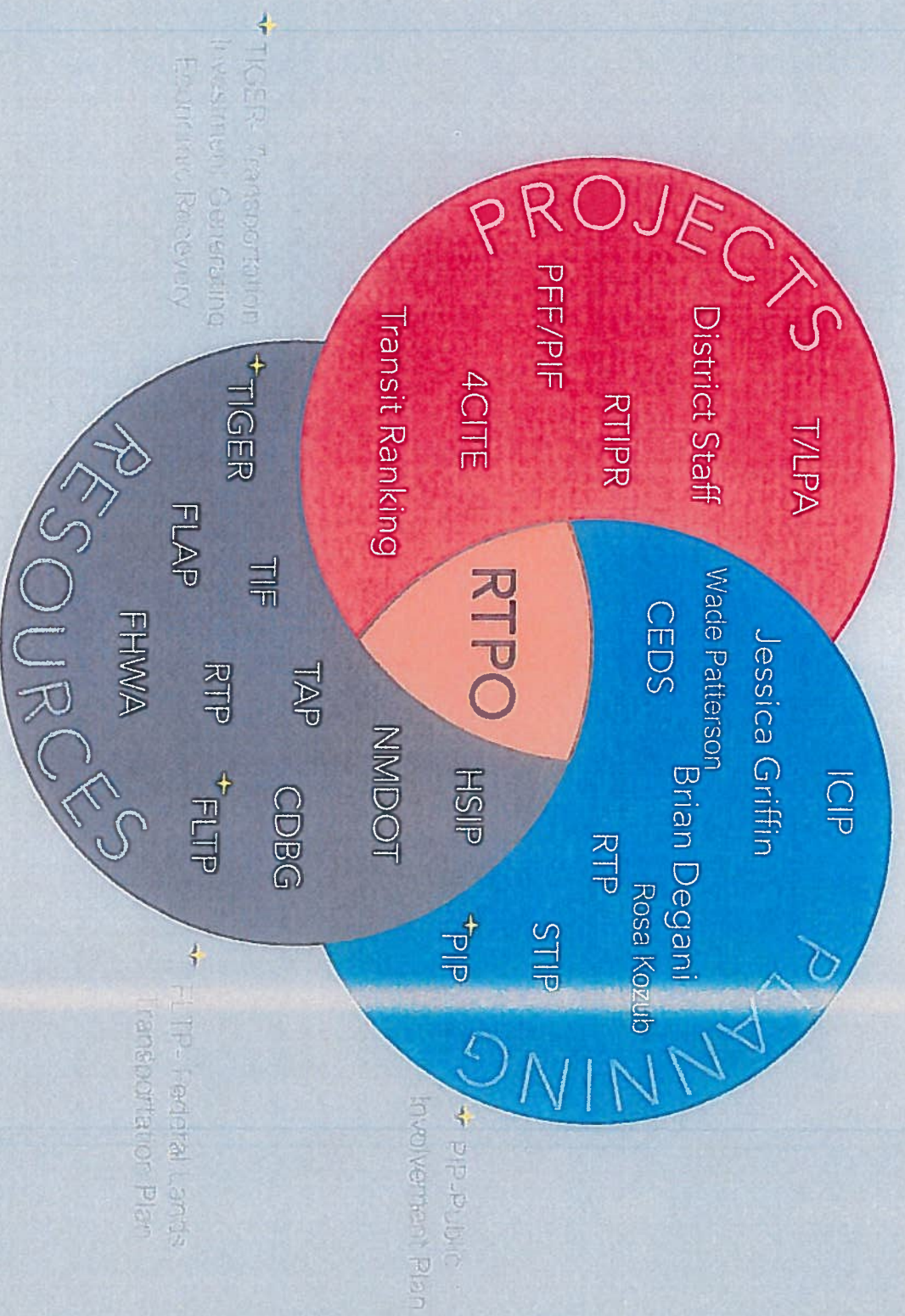
District 6 Engineers

Larry Maynard
Joann Garcia

District 5 Engineers

Paul Brasher
James Mexia / Stephanie Medina

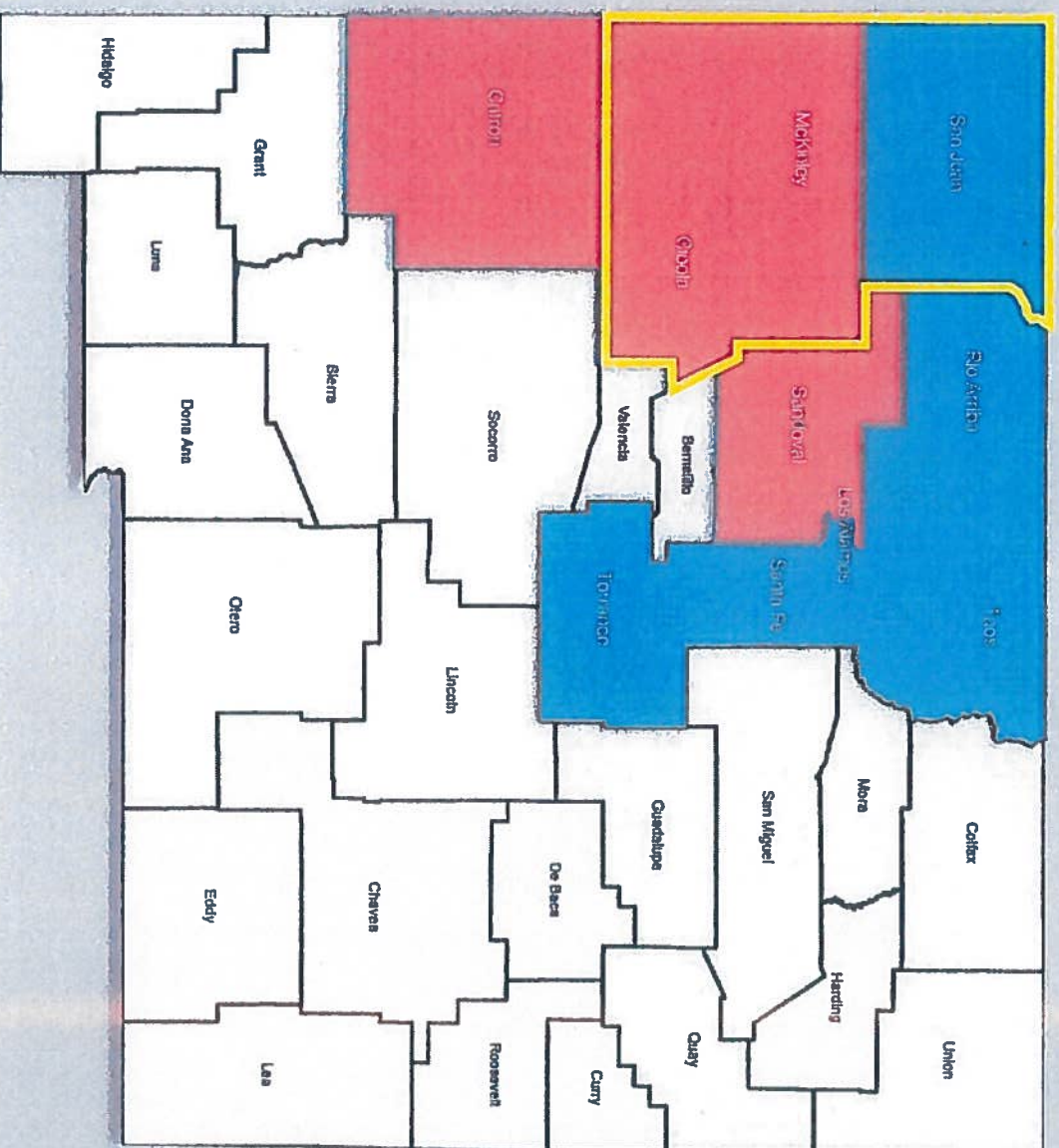
NWRTPO ELEMENTS



NWRTPO NMDOT DISTRICTS

District 5

District 6



NWRTPO MANAGEMENT

WORK PROGRAM

- ❖ Develop a 2-year regional work program and an annual budget.

MANAGEMENT & REPORTING

- ❖ Organize and facilitate all RTPPO meetings according to PPP (Public Participation Plan)
- ❖ Manage the RTPPO membership
- ❖ Develop and maintain Bylaws
- ❖ Maintain RTPPO website with updated information (www.nwnmcoq.com/regional-transportation-planning-organization-rtpo.html)
- ❖ Submit quarterly reports with detailed descriptions of work accomplished

TRAINING & INFORMATION

- ❖ Coordinate training & professional development opportunities
- ❖ Provided information to members about funding opportunities and project deadlines.
- ❖ Act as a liaison between NMDOT and T/LPA to resolve project issues.

NWRTPO PLANNING

- ❖ New Mexico Transportation Plan -www.dot.state.nm.us>NM 2040 Plan link (15mb)
- ❖ Northwest New Mexico Regional Transportation Plan-www.nwnmcog.com>RTPO Link
- ❖ Public Involvement Plan (PIP) also known as Public Participation Plan
- ❖ Project Feasibility Forms (PFF) NWRTPO submitted 60 PFF's for FY17 - 39 projects were approved, 36 PIF's

- ❖ Regional Transportation Improvement Program Recommendations (RTIPR) six(6)Categories

- | | |
|---|--|
| 1) Roadway Projects | 5) Federal Lands Access Program (FLAP) |
| 2) Planning & Studies Projects | 6) Safety Projects |
| 3) TAP/ RTP (Active Transportation and Recreational programs) | 7) N.M. Transportation Project Fund |
| 4) Bridge Projects | |

FY 21 RTIPR - 44 RTIPR projects were approved (or continued) in the amount of \$95,292,000

NWRTPO PLANNING cont.

- ❖ Comprehensive Economic Development Strategy (CEDS)
- ❖ Zuni Mountains Master Trails & Conservation Master Plan –www.nwnmcog.com/zmtip
- ❖ Conduct or participate in corridor studies
 - Farmington Rail Study
 - Navajo Nation Inland Port Feasibility Study and Energy Logistics Park
 - NM 371 Corridor Study, I-40 West Gallup Study
 - Four Corners Intermodal Transloading Equinox (4CITE) Master Plan
 - FFY2021 – Prewitt / Milan Transportation Master Plan
- ❖ 2021 NMDOT District 5 & 6 Zipper recommendations for the NWRTPO region are still forthcoming.

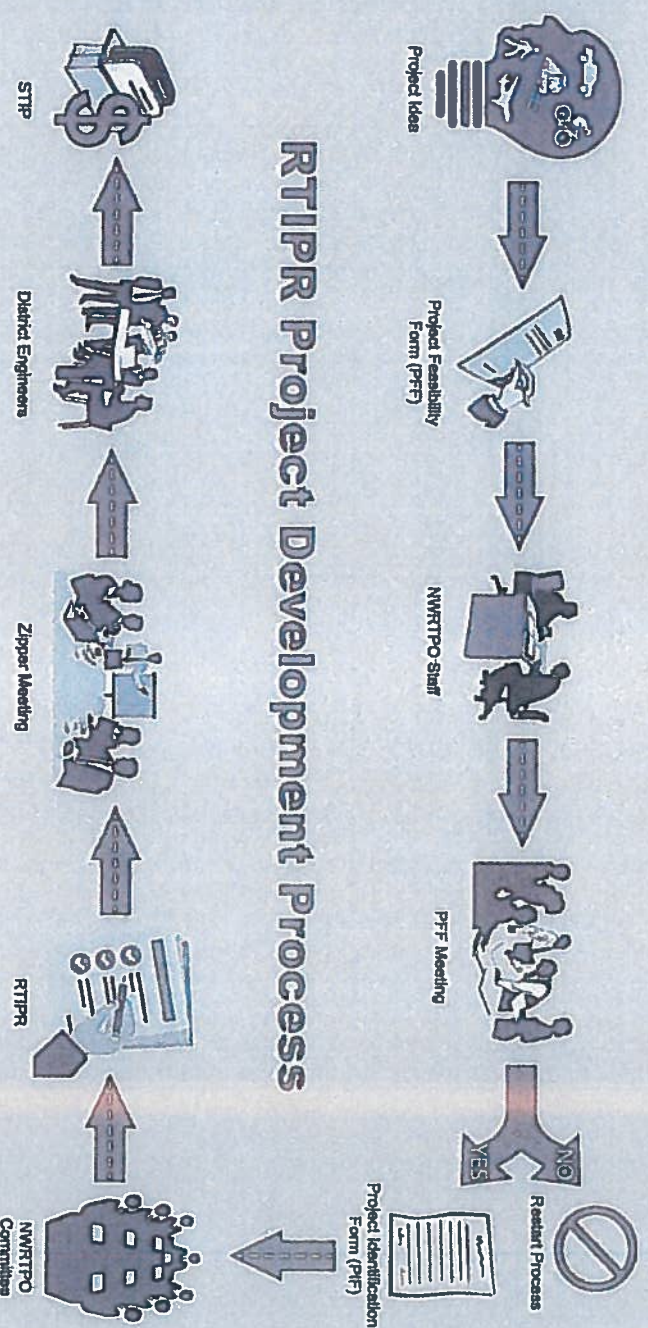
NWRTPO PROJECTS

PROJECTEERING

- ❖ Assist members to develop PFFs and PIFs
- ❖ Track the progress of transportation projects
- ❖ Rank and rate projects into RTIPR
- ❖ Assist members in financing strategies

RTIPR

- ❖ Transit Applications Prioritization
- ❖ Regional Transportation Improvement Program Recommendations (RTIPR)



NWRTPO PROJECT PROCESS



Project idea or transportation problem brought to the RTPO Committee by an RTPO member

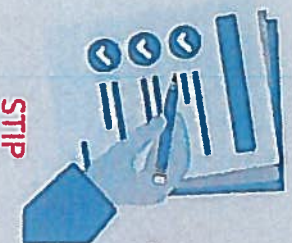


RTPO partners help refine, support and direct project for funding

Alternative Processes



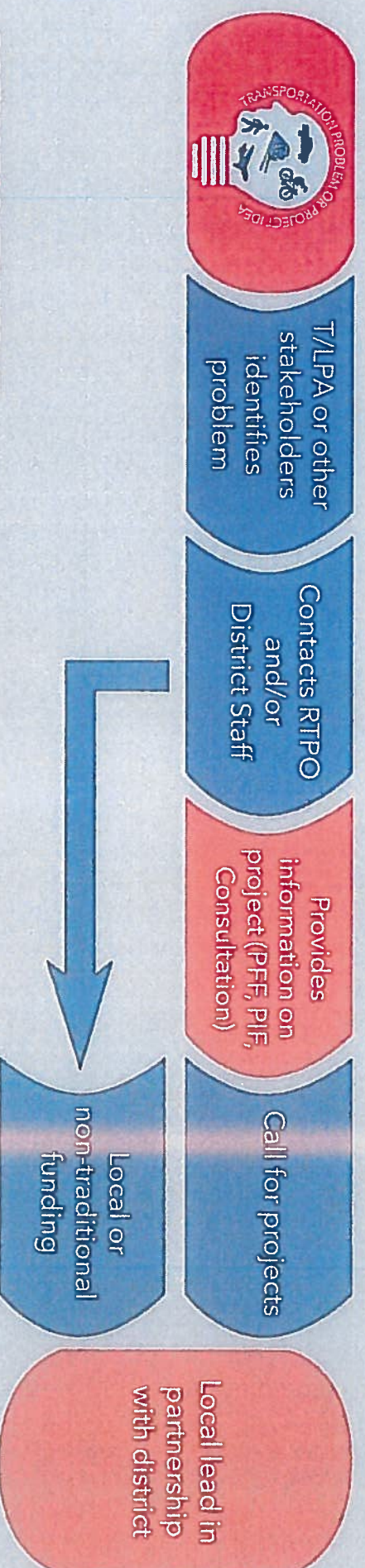
Alternative Funding Strategies



RTIPR Process

NWRTPO ALTERNATIVE PROCESS

T/LPA DRIVEN PATHWAY

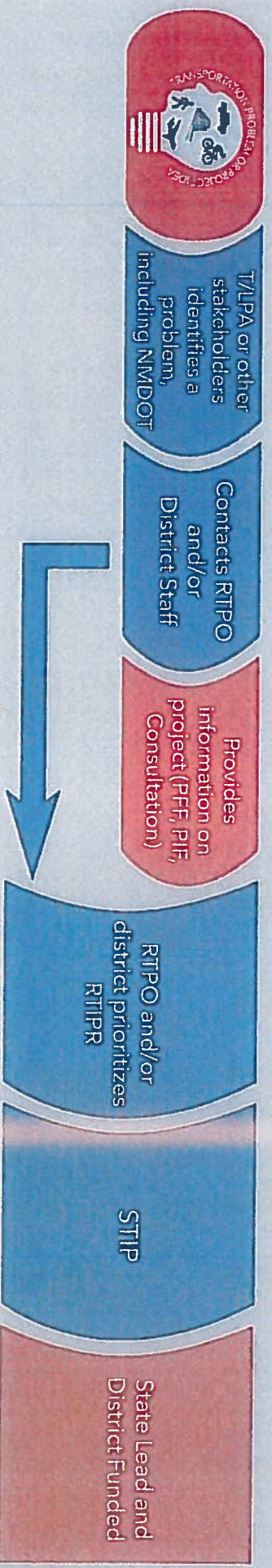


SCENARIO EXAMPLE

1. Local businesses along a state highway: Provide funding for feasibility study/road safety audit.
2. T/LPA applies and is funded for Transportation Alternative Program (TAP) and State Capital Outlay to design and construction project.
3. Coordinate ROW, environmental, public outreach, design, and construction with District and Central Regional Design.
4. Maintenance will usually be pushed toward the T/LPA since it initiated the project.

NWRTPO ALTERNATIVE PROCESS

NMDOT OR DISTRICT DRIVEN PATHWAY



SCENARIO EXAMPLE

1. *NMDOT funds and provides a Road Safety Audit along a state highway due to concerns from the school district and NMDOT.*
2. *District prioritizes project in RTIPR and the STIP, funds identified within District budget.*
3. *District coordinates ROW, environmental, public outreach, design, and construction.*
4. *Maintenance will remain with NMDOT since it initiated the project.*

NWRTPO NM FUNDIT

An Economic or Community Development Project That Needs Viable Transportation Improvements

An economic or community development project identifies a transportation need (private, tribal, or local)

CONTACT TECHNICAL ASSISTANCE PROVIDERS:

(To help create a customized Project Development & financing Plan)

- New Mexico Economic Development Department (Regional Representatives)
- Economic Development Organizations (EDO), including Navajo RBDO
- Council of Governments Staff (RTPO and EDD)
- New Mexico DOT District Staff

New Mexico
FUNDIT

NMWRTPO PROJECT DEVELOPMENT

Feasibility Assessment
*Feasibility Studies *Traffic
Impact Analysis *Road
Safety Audit

Planning:
*Preliminary
Engineering
Report (PER)

Design and
Clearances

Construction

Maintenance

Non-Transportation Sources of Funding -- or apply at NM's FUNDIT

- Private Sector Financing
- New Mexico Finance Authority Local Government Planning Fund (monthly)
- Local Government Division/DFA Community Development Block Grant (CDGB) Planning Grant (ongoing)
- New Mexico Capital Outlay (annual)
- USDA Socially-Disadvantaged Groups Grant
- DHHS-ACF: Dept. of Health & Human Services-Admin. For Children & Families, Administration for Native Americans, Social and Economic Development Strategies
- New Mexico Indian Affairs Department- Tribal Infrastructure Fund (annual)
- Navajo Nation: Business & Industrial Fund and 1% Set-Aside Business Activity Tax
- Private Sector Financing
- Community Development Block Grant (CDBG) Economic Development Grant
- New Mexico Legislative Capital Outlay (annual)
- Economic Development Administration
- Local Economic Development Act (LEDA)
- New Mexico Indian Affairs Department- Tribal Infrastructure Fund (annual)
- Navajo Nation: Business & Industrial Fund and 1% Set Aside Business Activity Tax

NWRTPO RTIPR UPDATE

FFY 20-21 Scheduled Dates

RTIPR Revision Process:

October 14, 2020

PFF submission due date

October - November

Project Review & Consultation Meetings

December

RTIPR Finalized

January 13, 2021

Draft RTIPR presented

February 10

Final RTIPR approved

March 10

ZIPPER meeting

Call for Transportation Projects Issued in Even Years – Next Call in April
2022

NORTHWEST REGIONAL TRANSPORTATION PLANNING ORGANIZATION

RTPCONTACT

106 West Aztec Avenue
Gallup, NM 87301

P (505) 722-4327

F (505) 722-9211

www.nwrmcog.com

2021 N.W.R.T.P.O. Member Govt. Elected Leaders Orientation Tracking Instrument

Northwest Regional Transportation Planning Organization

1) Local Governments' Orientation Update Calendar:

Government	Last Presented to:	In Compliance Until:	Due to COVID-19 pandemic staff have submitted a virtual (You-tube) presentation for local leaders' review – RTPO Local Govt. representative members can use the checklist below to confirm their leaders have reviewed the presentation and submit any questions or comments they might convey.
San Juan County	5/30/17	5/29/20	
Farmington*	*These entities currently part of Farmington MPO and thus receive orientation through the MPO and its process.		
Aztec*			
Bloomfield*			
Gallup	2/28/17	2/27/20	
McKinley County	5/09/17	5/08/20	
Cibola County	9/28/17	9/27/20	
Grants	3/06/17	3/05/20	
Milan	4/12/17	4/11/20	
Navajo Nation (Northern & Eastern)	1/16/18	1/15/21	
Acoma	4/28/17	4/27/20	
Laguna	6/10/17	6/09/20	
Zuni	4/9/18	4/10/21	
Ramah Navajo	3/27/17	3/26/20	

2) Orientation Checklist: (name:) _____ As the NWRTPO

Representative for (local county / municipal / tribal govt.): _____, I

certify that our following local elected leaders have reviewed the 2020 NWRTPO Orientation virtual (You-tube) presentation and are now acquainted with the role and function of the NWRTPO for prioritized transportation infrastructure and services funding, development and maintenance within our region. Our elected leaders reviewed the presentation on this / these dates:

LINK: <https://www.youtube.com/watch?v=g1KZSUxkLjU>

Name - Elected Official:	✓ Have viewed presentation	Questions or Comments:
County Manager / City Mayor or Manager / Tribal President or local govt. executive representative:		
County Commissioners / City Council Members / Tribal Council Members:		
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

Additional comments or questions can be provided on the back side of this document.



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
GROUP NEW MEXICO

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NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VII: Reports, Updates & Announcements

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 7/07/21

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

- Regional Work Program Status Report
- RTPO Monthly Report
- Member Reports

Member Special Reports:

- Jeanetta Bachand – NMDOT: Report on Functional Classification Updates for 2021

NMDOT Reports:

- G to G Liaison: Neala Krueger
- Tribal Liaison: Ron Shutiva
- District 6: JoAnn Garcia & staff; District 5: James Mexia, Stephanie Medina

News, Training & Funding Opportunities:

- FHWA Planning, Environment & Realty Reports: none
- NMDOT Govt. to Govt. Update: 7/2/21,
- AASHTO Publications: none
- NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – **Online courses notice** forwarded to members as LTAP emails come in.
- Title VI Training is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance. Based on training length, we could provide it at one of our meetings.
- UNM LTAP Courses Announcement: 6/3/21
- Every Day Counts News: 6/3, 6/17, 6/23, 7/2/21-(x2)
- Outdoor Equity Fund Grant Opportunity: (trails) 6/3/21
- Tribal Communities, Organizations and Grant Writing: (guidance) 6/16/21
- Trends in NM Crash Data: 6/17

Members please note: none of these documents will be included in the full meeting package due to the physical size and the electronic megabyte size going forward – all of the cited documents have already been emailed in advance of the RTPO monthly meeting to our NWRTPO members. Some of the citations are ongoing from month to month regarding ongoing training or funding opportunities.



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Monthly Report – June, 2021

- A. 2021 NWRTPO RTIPR Update:** The NWRTPO conducted an “RTIPR Revision” last year rather than a full call for projects. This is due to the fact that not much funding is anticipated until at least 2021 or 2022. This year (FFY2021 – 2022) the NWRTPO is executing a full Call for Projects which will extend from April, 2021 thru March 2022, so members are invited to submit new project applications according to our Call For Projects schedule and guidance. At this point, RTPO members have submitted 53 project PFF’s for our 2021 – 2022 RTIPR update, 49 of which were presented and reviewed by DOT District 6 staff on June 29-30; 4 projects for Northern Navajo are under review from DOT District 5 at this time. Projects approved to move forward will now be developed into Project Prospectus Forms (PPF’s) by our respective submitting members.
- B. FFY2021 NMDOT Transportation Project Fund:** The State of New Mexico recently initiated a new LGTPF fund to support transportation needs across New Mexico, complimenting the ongoing Local Govt. Road Fund. This fund provided \$50 million statewide in FFY2019 and is not restrained by federal functional classification requirements. In 2019 a total of 22 projects were submitted from the NWRTPO, (along with 2 from the SWRTPO and 4 from the MRRTPPO) – totaling 28 projects for the DOT Dist. 6 region. The NWRTPO region was awarded just over \$12 million. Eleven member governments of the NWRTPO and Farmington MPO were funded for 14 projects which are now underway. In FFY2021 NMDOT has \$120 million available and has been officially renamed to the Transportation Project Fund (TPF) and now officially includes Tribal communities. With this in mind the NWRTPO commenced our call for the TPF fund early and are pushed our members to complete all required application documents in advance of NMDOT deadlines – for which the final submission deadline was June 15, 2021. NMDOT District 6 reviewed and approved 10 projects from 8 of our member governments to move forward; DOT District 5 approved one project from Northern Navajo.
- C. GIS Data Gathering, Mapping and Compiling Work:** COG staff Carrie House continues to provide technical assistance and GIS mapping for development of 66 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during FFY18 – FFY21; and continues contributing GIS mapping for regional transportation infrastructure. The NWCOG was the only New Mexico recipient of a NADO Impact Award for the ongoing development of recreational trails in the Zuni Mountains of McKinley and Cibola Counties. The Navajo Nation will soon be developing 80 miles of recreational trails in the Chuska Mountain range, complimenting the 200+ miles of rec. trails being developed in the Zuni Mtns.
- D. NMDOT LRTP and NWRTPO Regional Transportation Plan:** RTPO staff have conducted major updates to our R.T.P. at this time, which was approved and authorized at our January 2021 meeting. The NMDOT (State plan) has come into the 4/5-year major update cycle so they too conducted a more major update in 2020 which continues in 2021. Our RTPO updates our plan on an annual basis; nonetheless, staff undertook a more comprehensive update with RTPO members June – December 2020, in sync. with the NMDOT LRTP update. More updates are anticipated in FFY2021.
- E. Trail of the Ancients Scenic Byway is Nationally Designated:** President Trump signed the “Reviving America’s Scenic Byways Act of 2019” into law re-establishing the Scenic Byway Program but presently without funding. Nonetheless this provided the NWRTPO the opportunity to undertake a demanding process to pursue national designation for parts of our New Mexico TOA byway portion. RTPO and COG staff submitted the 2020 application for national designation for portions of our New Mexico Trail of the Ancients Scenic Byway. The entire TOA byway corridor is shared by Counties in the 4-Corners region of Utah, Arizona, New Mexico and Colorado; the Utah and Colorado corridors are already nationally designated. We recently received news that major portions of our New Mexico corridor are now designated as a National Byway corridor! We can now support and work on the Arizona portion of the four state byway, which is primarily on Navajo Nation lands. Historically across the nation - regions who achieved national scenic byway status have enjoyed a major and positive impact on tourism and resulting economic growth. With the return of the federal Scenic Byway Program after a multi-year period when the program went away, we are reconstructing the TOA Byway Council for New Mexico, and undertaking the challenging responsibility shared by participating counties to monitor and improve the national corridor, along with stronger participation in funding the byway, in collaboration with NMDOT staff.
- F. News, Training and Funding Opportunities:** The following training and funding opportunities have recently emerged:
- FHWA Planning, Environment & Realty Reports: none
 - NMDOT Govt. to Govt. Update: 7/2/21,
 - AASHTO Publications: none
 - NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – Online courses notice forwarded to members as LTAP emails come in.
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 - Outdoor Equity Fund Grant Opportunity: (trails) 6/3/21
 - Tribal Communities, Organizations and Grant Writing: (guidance) 6/16/21
 - Trends in NM Crash Data: 6/17

**RTPO APER Budgeted Staff Hours Summary
FFY2021**

May / Q-3 Monthly Report											
Function	Budgeted Hours Amt. 1	Q1	Q2	Apr-21	May-21	Jun-21	Q3	Q4	Total Actual hours	Balance	Percentage budgeted differs from actuals*
1	240	163.75	64.00	4.50	3.50	5.50	13.50	0.00	241.25	-1.25	0.52%
2	200	0.00	22.00	0.00	7.00	2.00	9.00	0.00	31.00	169.00	-84.50%
3	450	75.00	245.50	22.50	52.50	134.00	209.00	0.00	529.50	-79.50	17.67%
4	310	17.00	82.00	21.50	1.00	0.00	22.50	0.00	121.50	188.50	-60.81%
5	450	85.75	165.50	59.50	52.50	34.00	146.00	0.00	397.25	52.75	-11.72%
6	450	59.50	181.50	63.00	32.50	29.00	124.50	0.00	365.50	84.50	-18.78%
TOTAL	2100	401.00	760.50	171.00	149.00	204.50	524.50	0.00	1686.00	414.00	-19.71%

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

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